



City of Littleton

Littleton Center
2255 West Berry Avenue
Littleton, CO 80120

Meeting Agenda

Planning Board

Monday, September 26, 2016

6:30 PM

Council Chamber, Community Room

Regular Meeting & Study Session

1. Roll Call

2. Approval of Agenda

3. Minutes to be Approved

- a. [ID# 16-217](#) Certification of the September 12, 2016 regular meeting minutes

4. Public Comment

Public Comment for General Business - N/A

5. General Business

6. Public Hearing

- a. [PB Reso 18-2016](#) An ordinance to amend Title 10 of the City Code concerning the definitions of Group Home for Persons with Handicaps and Handicap.

Attachments: [PB Reso 18-2016 Group Home](#)
[Group Homes Draft Ordinance](#)

7. Public Comment

Public Comment on Non-Agenda Items

8. Adjourn Regular Meeting

Study Session to continue in Community Room

Study Session Topics

1. Mineral Station Light Rail Master Plan Project

a. [ID# 16-227](#) Presentations by Staff

Attachments:

[Mineral Station Community Engagement](#)

[Reference: Mineral Station ULI Advisory Services Report 2006](#)

[Reference: Mineral Station ULI Technical Advisory Panel April 2014](#)

2. Staff and Board Updates

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# 16-217, Version: 1

Agenda Date: 9/26/16

Subject:
Certification of the September 12, 2016 regular meeting minutes

Presented By: Denise Ciernia, Recording Secretary

RECORDING SECRETARY'S CERTIFICATION:

I hereby certify that I have reviewed the video recording for the September 12, 2016 regular meeting of the Littleton Planning Board and that the video recording is a full, complete, and accurate record of the proceedings and there were no malfunctions in the video or audio functions of the recording.

PROPOSED MOTION:

I move to approve, based on the recording secretary's certification, the September 12, 2016 video as the minutes for the September 12, 2016 regular meeting of the Planning Board.



Staff Communication

File #: PB Reso 18-2016, **Version:** 1

Agenda Date: 9/26/16

Subject:

An ordinance to amend Title 10 of the City Code concerning the definitions of Group Home for Persons with Handicaps and Handicap.

Presented By: Jocelyn Mills, Community Development Director

BACKGROUND:

It has recently come to staff's attention that the city's zoning code definition for group home for persons with handicaps needs to be updated. An application concerning a group home for persons with handicaps and related litigation have prompted these proposed amendments.

STAFF ANALYSIS:

In Littleton's zoning code, Title 10, Section 10-1-2 contains definitions. Below is the existing definition for group home for persons with handicaps:

GROUP HOME FOR PERSONS WITH HANDICAPS: A dwelling unit which is shared by four (4) or more persons with handicaps living together as a single housekeeping unit, including resident staff.

Group homes for persons with handicaps are permitted in the city's residential districts (R-1, R-2, R-3, R-3X, R-4 and R-5), in the Transition District (T) and in the Central Area District (CA) and are characterized by a single dwelling unit. The code distinguishes group homes from larger scale facilities which may provide 24 hour nursing and medical care, such as skilled nursing facilities, nursing homes/congregate housing and assisted living. Such facilities are only permitted in R-5, T and CA Districts and are characterized by multiple units within a facility.

The city received an application concerning a group home for persons with handicaps questioning the meaning of resident staff and seeking an accommodation under the Fair Housing Act to eliminate that requirement. In order to address this, staff recommends removal of the reference to resident staff.

The current definition for group home for persons with handicaps provides a minimum residency requirement of four people with disabilities living together, but does not provide a maximum number of residents. In contrast, the definition for group homes for the elderly limits maximum residency to no more than eight residents. With the removal of the resident staff requirement, staff recommends that the definition for group home for persons with handicaps (disabilities) use the same residency allowance as group homes for the elderly. Creating consistent standards for the maximum number of residents in one dwelling unit will ensure that the character of residential neighborhoods will be maintained in terms of traffic and parking impact. Staff further recommends that in residential zone districts where there is direct vehicular access to and roadway frontage along arterial streets (e.g., Broadway Boulevard), that a maximum of 12 residents be allowed in a

single group home dwelling unit. This standard is intended to provide consistency with the character of the transitional areas between residential and commercial uses, which exhibit more intensive traffic, noise and parking impacts along arterial streets.

Staff is also proposing a change in the definition of handicap. Rather than only referencing the definitional language of the FHA Amendments of 1988, the proposed amendment expands the definition to include that language.

In summary, the following amendments are proposed to the definition of group home for persons with handicaps (disabilities) and handicap (disability):

Group home for persons with ~~handicaps~~ **DISABILITIES**: A dwelling unit which is shared by ~~four(4) or more~~ **NOT MORE THAN EIGHT (8), OR IF SUCH DWELLING UNIT IS LOCATED ALONG A MAJOR ARTERIAL NOT MORE THAN TWELVE (12), DISABLED persons with handicaps**, living together as a single housekeeping unit, ~~including resident staff~~ **AND NONE OF WHOM REQUIRE 24 HOUR NURSING OR MEDICAL CARE.**

~~Handicap~~ **DISABILITY**: a physical or mental impairment which substantially limits one or more of a person's major life activities, ~~and as further defined in the federal fair housing act amendments of 1988~~ **A RECORD OF HAVING SUCH IMPAIRMENT, OR BEING REGARDED AS HAVING SUCH IMPAIRMENT, NOT TO INCLUDE CURRENT, ILLEGAL USE OF OR ADDICTION TO A CONTROLLED SUBSTANCE.**

COMPREHENSIVE PLAN ANALYSIS:

The following goal and policy of the adopted Citywide Plan is applicable to this proposed code amendment.

Goal 1: A Dynamic Littleton

Policy 1.6 - Encourage housing that responds to changing demands in the local housing market, allows every generation and income group to call Littleton home, and is otherwise consistent with the comprehensive plan.

STAFF RECOMMENDATION:

Based on the above, staff recommends planning board recommend approval to update the definition of group home for persons with handicaps.

PROPOSED MOTION:

I move to approve the resolution recommending approval to the city council for an ordinance amending Title 10 of the City Code concerning the definitions of group home for persons with handicaps and handicap.

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CITY OF LITTLETON, COLORADO

PB Resolution No. 18

Series, 2016

**A RESOLUTION OF THE PLANNING BOARD OF THE CITY OF
LITTLETON, COLORADO, RECOMMENDING APPROVAL OF AN
ORDINANCE AMENDING TITLE 10 OF THE CITY CODE
CONCERNING THE DEFINITIONS OF GROUP HOME FOR PERSONS
WITH HANDICAPS AND HANDICAP**

WHEREAS, the planning board of the City of Littleton, Colorado, held a public hearing at its regular meeting of September 26, 2016, to consider a proposed ordinance concerning the definitions of group home for persons with handicaps and handicap, more specifically described in Exhibit "A", which is attached hereto and made a part hereof by this reference;

WHEREAS, the planning board considered evidence and testimony concerning the proposed ordinance at said public hearing;

WHEREAS, the planning board finds that the proposed ordinance is consistent with the city's comprehensive plan; and

WHEREAS, the planning board finds that the proposed ordinance is in the best interest of the city and will promote the public health, safety, and welfare of its inhabitants;

**NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING BOARD
OF THE CITY OF LITTLETON, COLORADO, THAT:**

Section 1: The planning board does hereby recommend that city council approve the proposed ordinance amending title 10 of the city code concerning the definitions of group home for persons with handicaps and handicap, more specifically described in the ordinance attached hereto as Exhibit "A".

INTRODUCED, READ AND ADOPTED at a regularly scheduled meeting of the
Planning Board of the City of Littleton, Colorado, on the 26th day of September, 2016, at 6:30
p.m. at the Littleton Center, 2255 West Berry Avenue, Littleton, Colorado by the following vote:

ATTEST:

44 Denise Ciernia
45 RECORDING SECRETARY

Karina Elrod
CHAIR

46
47 APPROVED AS TO FORM:

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50 _____
50 Kristin Schledorn
51 CITY ATTORNEY

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Exhibit A

(see next page)

1 CITY OF LITTLETON, COLORADO

2
3 ORDINANCE NO. ____

4
5 Series, 2016

6
7 INTRODUCED BY COUNCILMEMBERS:

8
9 AN ORDINANCE OF THE CITY OF LITTLETON,
10 COLORADO, AMENDING TITLE 10 OF THE CITY CODE
11 CONCERNING THE DEFINITIONS OF GROUP HOME
12 FOR PERSONS WITH HANDICAPS AND HANDICAP
13

14 WHEREAS, the planning board, at its regular meeting on September 26, 2016,
15 held a public hearing and voted to recommend approval of an ordinance amending title 10 of the
16 city code concerning the definitions of group home for persons with handicaps and handicap;
17

18 WHEREAS, the city council finds that the proposed ordinance is consistent with
19 the city's comprehensive plan; and
20

21 WHEREAS, the city council finds that the proposed amendments to the city code
22 are in the best interest of the city and will promote the public health, safety and welfare of its
23 inhabitants;
24

25 NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF
26 THE CITY OF LITTLETON, COLORADO, THAT:
27

28
29 Section 1: Section 2 of Chapter 1 of Title 10 is hereby amended with the
30 change to the following definitions:
31

32 Group home for persons with ~~handicaps~~ DISABILITIES: A dwelling unit which is shared by
33 ~~four(4) or more~~ NOT MORE THAN EIGHT (8), OR IF SUCH DWELLING UNIT IS
34 LOCATED ALONG A MAJOR ARTERIAL NOT MORE THAN TWELVE (12), DISABLED
35 persons ~~with handicaps~~, living together as a single housekeeping unit, ~~including resident staff~~
36 AND NONE OF WHOM REQUIRE 24 HOUR NURSING OR MEDICAL CARE.
37

38 ~~Handicap~~ DISABILITY: A physical or mental impairment which substantially limits one or
39 more of a person's major life activities, OR A RECORD OF HAVING SUCH IMPAIRMENT,
40 OR BEING REGARDED AS HAVING SUCH IMPAIRMENT, NOT TO INCLUDE
41 CURRENT, ILLEGAL USE OF OR ADDICTION TO A CONTROLLED SUBSTANCE ~~and as~~
42 ~~further defined in the federal fair housing act amendments of 1988.~~
43

44 Section 2: Subcategory 3.5.1 of Section 2 of Chapter 3 of Title 10 is hereby
45 revised as follows: Group home for ~~handicapped~~ PERSONS WITH DISABILITIES
46

47 Section 3: Severability. If any part, section, subsection, sentence, clause or

phrase of this ordinance is for any reason held to be invalid, such invalidity shall not affect the validity of the remaining sections of this ordinance. The City Council hereby declares that it would have passed this ordinance, including each part, section, subsection, sentence, clause or phrase hereof, irrespective of the fact that one or more parts, sections, subsections, sentences, clauses or phrases may be declared invalid.

Section 4: Repealer. All ordinances or resolutions, or parts thereof, in conflict with this ordinance are hereby repealed, provided that this repealer shall not repeal the repealer clauses of such ordinance nor revive any ordinance thereby.

INTRODUCED AS A BILL at a regularly scheduled meeting of the City Council of the City of Littleton on the ____ day of _____, 2016, passed on first reading by a vote of ____ FOR and ____ AGAINST; and ordered published by posting at Littleton Center, Bemis Library, the Municipal Courthouse and on the City of Littleton Website.

PUBLIC HEARING on the Ordinance to take place on the ____ day of _____, 2016, in the Council Chambers, Littleton Center, 2255 West Berry Avenue, Littleton, Colorado, at the hour of 6:30 p.m., or as soon thereafter as it may be heard.

PASSED on second and final reading, following public hearing, by a vote of _____ FOR and _____ AGAINST on the ____ day of _____, 2016 and ordered published by posting at Littleton Center, Bemis Library, the Municipal Courthouse and on the City of Littleton Website.

ATTEST:

Wendy Heffner
CITY CLERK

Bruce O. Beckman
MAYOR

APPROVED AS TO FORM:

Kristin Schledorn

Ordinance No.
Series, 2016
Page 3

33 CITY ATTORNEY
34
35



City of Littleton

Littleton Center
2255 West Berry Avenue
Littleton, CO 80120







Staff Communication

File #: ID# 16-227, **Version:** 1

Mineral Light Rail Station Area

Master Plan:

Community Engagement

-  **Seven Months Collecting Public Comments**
-  **Two Open Houses**
-  **Two Community Meetings**
-  **Over Three Hundred Thirty Recorded Participants**
-  **More Than One Thousand Comments**
-  ***Countless Visions***

Public comments for the Mineral STAMP have been an exceptionally informative resource. Community input has made it possible to manage the scale and scope of this master plan through the inclusion of local knowledge. Additionally, the stewardship held by so many of Littleton’s residents act as a framework for what goals the Mineral STAMP must achieve. We are pleased to see how public comments, STAMP Visions, and the Littleton Citywide Visions complement and strengthen each other.

The spirit of public commentary is best-summarized by a member of the community who wrote, “This place cannot be all things to all people.” It would be exceedingly difficult to create a place which 100% of all residents were entirely satisfied with. Still, the feedback that the City has received will make it possible to include the sentiments of those invested in their community.

Top Subjects of Discussion	
Parking	Traffic
Density	Mixed-Use
Appropriate uses	Open Space
Pedestrian Bridge / Amenities	Privacy
Access to Aspen Grove	Preservation
Trails and Connectivity	Design

Mineral Light Rail STAMP Community Engagement

**March 16, 2016
Neighborhood Open House
and Online Survey Results**

MINERAL STATION AREA MASTER PLAN

COMMUNITY OPEN HOUSE MEETING SUMMARY | 3-16-16

On March 16, 2016 a kick-off community meeting was held for the **Mineral Station Area Master Plan** at the Carson Nature Center from 6:30pm – 8:00pm.

The community open house is part of the **Mineral Station Area Master Plan** process sponsored by the City of Littleton, the Regional Transportation District (RTD), and the Denver Regional Council of Governments (DRCOG). The Master Plan will identify priorities and actions to guide circulation and parking improvements, economic development, and land uses on and around the Mineral Station park and ride area over the next five to ten years. For more information on the Mineral Station Area Master Plan, please visit the City of Littleton project website at www.littletonplans.org

Three stations were set up with existing condition illustrations for the following topics:

1. **Land use and Livability**
2. **Transportation and Connectivity**
3. **Economic Development**

The following pages include summaries of input received at each station.

LAND USE / LIVABILITY

MINERAL STATION AREA MASTER PLAN

Existing Conditions: Land Use

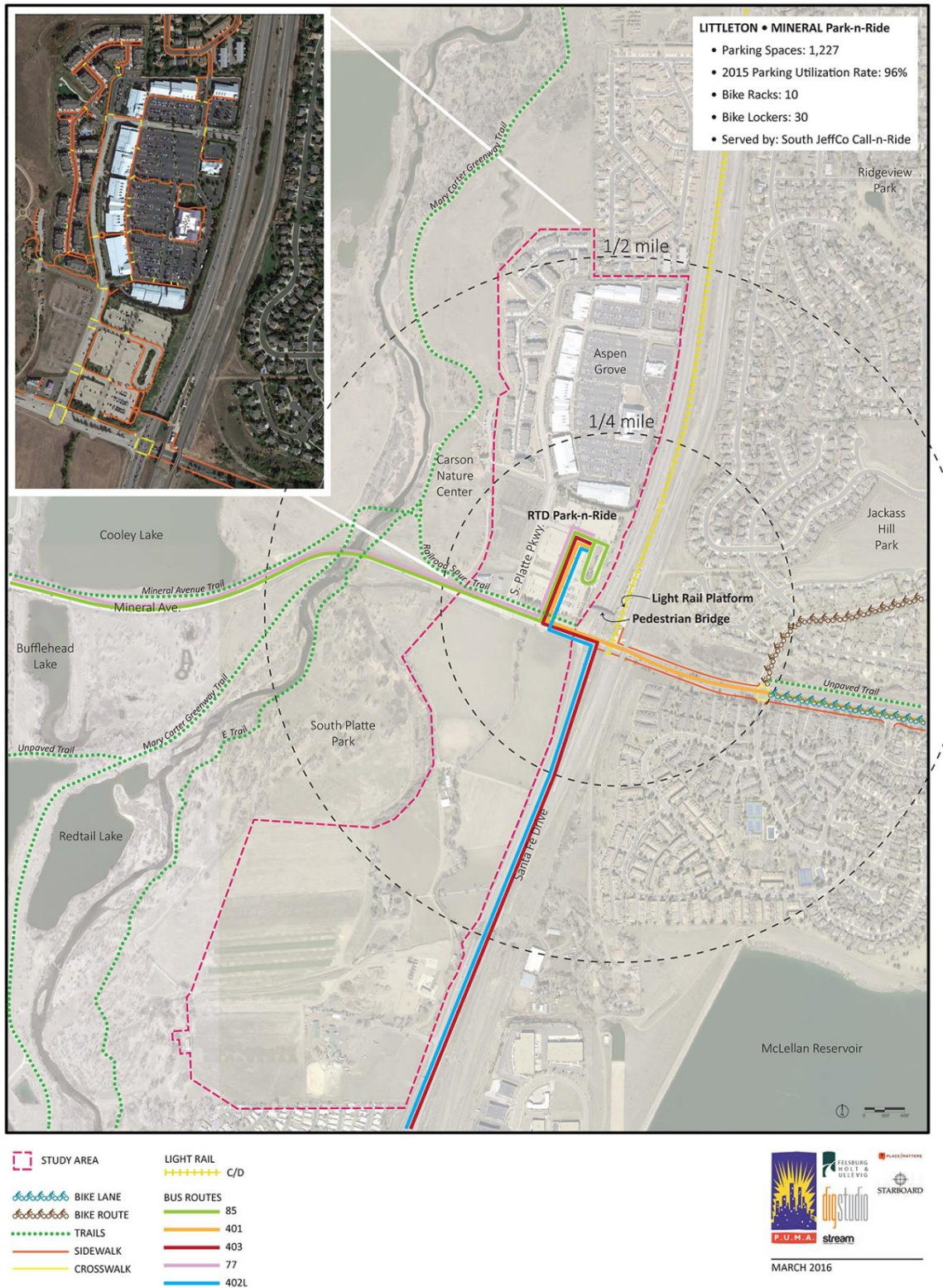


Common themes discussed at the **Land Use and Livability** station included:

- Provide additional parking at the park and ride
- Create an additional buffer to the park and South Platte River – potentially include agricultural land for local, organic farming between the equine center and any new development
- Expanded the tax base
- Keep and enhance Littleton's small town character and livability
- Provide affordable housing, accessible housing for seniors, low-income and disabled
- Provide additional lighting but no light pollution (100% cut off lights for dark skies)
- Improve safety and reduce crime
- Need for additional bus service connections
- High-density at north end (vertical mixed-use) with a grocery south but no big box stores
- Improve identity for Aspen Grove and more mix of uses including a neighborhood grocery
- Views to the river and open space should not be compromised by multi-story structures
- Pave the dirt RTD parking lot
- Be sensitive to nature and integrate new land uses
- Create a destination
- Increase restaurant or like options accessible from the bike and pedestrian trails
- Uncertainty of the potential development of the 100+ acre Ensor property on the southwest corner of Mineral and Santa Fe

TRANSPORTATION / CONNECTIVITY

MINERAL STATION AREA MASTER PLAN Existing Conditions: Transportation



Common themes discussed at the **Transportation and Connectivity** station included:

- Add safety improvements at C-470 trail crossing
- Add a grade separated crossing for pedestrians at Highline Canal
- The McCullen ditch provides an opportunity to connect to the station
- Provide structured parking with multi-use development that also serves RTD users
- Improve the first and last mile connections from the east neighborhoods
- Provide a multi-use path on the north side of Mineral west of Santa Fe rather than an on-street bike lane
- Improve ADA access from Mineral to the light rail platform
- Access to the trails are a major asset for the station and surrounding neighborhoods
- Provide bicycle/pedestrian bridges over Santa Fe, both north and south of Mineral
- Add pedestrian shelters at the bus and light rail stop
- Add additional seating along trails, not just benches but natural features such as stumps and boulders
- Increase frequency of bus service and expand hours
- Improve the pedestrian access to Aspen Grove
- Develop a permanent path from Jackass Hill neighborhoods to the LRT station sidewalk
- Need integrated traffic plan – citywide – must solve citywide (countywide) – west side
- Coordinate with Mineral Traffic Safety Study
- Improve bicycle and pedestrian wayfinding
- Increase bus circulation, perhaps with remote parking and a frequent shuttle to the RTD/Highlands Ranch Town Center parking structure
- Access to/from the Ensor property on the southwest corner of Mineral and Santa Fe – need for a new traffic signal or two on Santa Fe
- Concern for traffic that will be generated by development on the Ensor property

ECONOMIC DEVELOPMENT

MARKET DATA SUMMARY

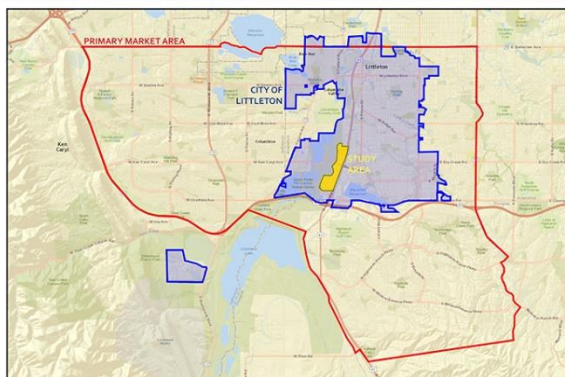
RESIDENTS SNAPSHOT (2015)		
	Littleton	Primary Market Area
Population	43,541	207,749
Growth since 2010	4.3%	3.9%
Median Age	43	41
Median Household Income	\$56,900	\$69,000
Bachelor's or Advanced Degree	45%	50%
Households	19,246	81,435
Average Household Size	2.2	2.5
% with Children (2010)	27%	36%

Source: 2010 Census, American Community Survey

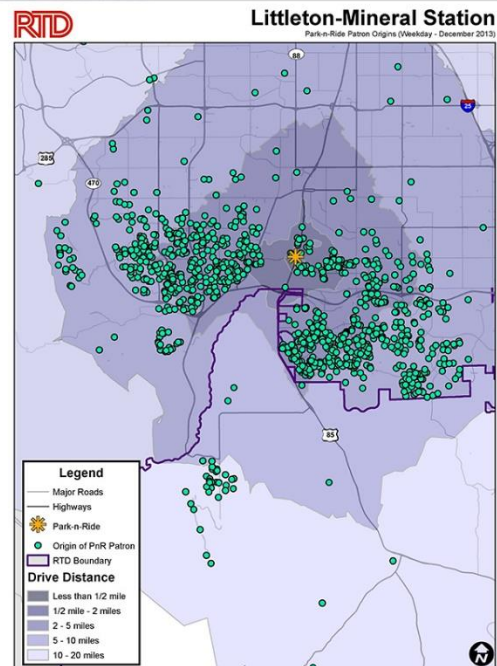
HOUSING SNAPSHOT (2015)		
	Littleton	Primary Market Area
Housing Units	20,150	84,604
Single-Family	60%	78%
Multi-Family	40%	22%
Owner Occupied	55%	72%
Rental	40%	24%
Vacancy Rate	5%	4%
Median Home Value	\$326,000	\$345,000
Average Monthly Rent	\$1,324	n/a

Source: 2010 Census, American Community Survey, Metro Denver Housing and Work Study

MARKET AREA BOUNDARIES



RTD LIGHT RAIL CAPTURE AREA



Common themes discussed at the **Economic Development** station included:

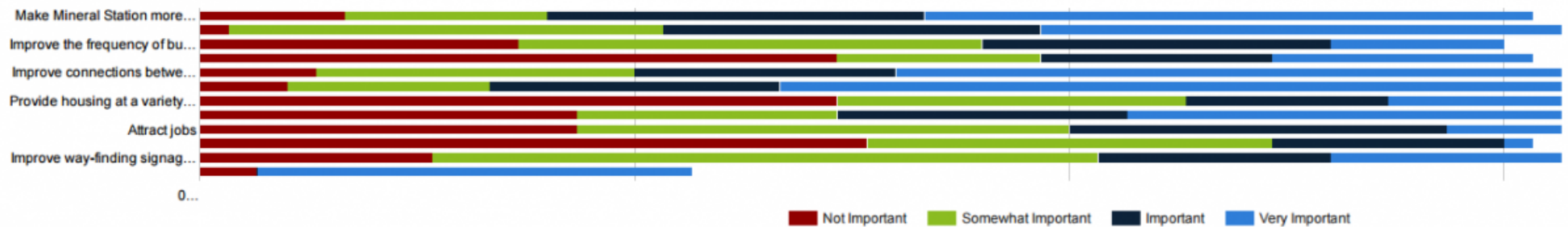
- New development that can provide revenue to support south suburban parks
- Provide high-density housing to reduce car dependency
- Provide low profile retail (local cafes / businesses) including a full-service hotel
- Provide incubators for local businesses to succeed
- Provide a sustainable tax base - do not use TIF for new development
- This station area should have ample jobs to promote a reverse commute or no commute - high-end jobs that potentially include alternative energy and outdoor recreation companies
- The City needs sales tax revenue
- Provide sustainable housing and pedestrian oriented development
- Additional housing development must consider impact on schools
- Economic development that focuses on transit users that arrive at the station at the end of the day (i.e. grocery, daily needs)
- Provide vertical mixed-use - housing above retail, office, 2 to 4 stories
- New development should include a parking structure for the development and transit users
- Enhance Aspen Grove and relate it more to transit
- Provide quality building stock – no “cookie-cutter” development
- Provide a variety of housing, including high end and affordable senior housing and townhomes including more condos that people can own versus renting
- Preserve the character of Littleton (no Littleton village type development)
- Provide Class-A office
- Provide South Park-type office with mixed-use residential
- Think about this area as center of long term viability of area (high quality development with parking structures)
- No 24/7 or formulaic development
- Consider traffic impacts of new development

Mineral Station Online Survey – March/April 2016

Thank you for your participation in the Mineral Station Online Survey. This survey is a part of the Mineral Light Rail Station Area Master Plan process and was sponsored by the City of Littleton, the Regional Transportation District (RTD), and the Denver Regional Council of Governments (DRCOG). The Master Plan will identify priorities and actions to guide circulation/parking improvements, economic development, and land uses on and around the Mineral Station over the next five to ten years.

Of the questions asked that could be put into a graph, the following results were found:

2. To achieve your vision for Mineral Station, which of the following actions will be important?



	Very Important	Important	Somewhat Important	Not Important
Make Mineral Station more walkable and bikeable	21	13	7	5
Improve the safety of Mineral Station, including better lighting	18	13	15	1
Improve the frequency of buses	6	12	16	11
Attract neighborhood serving retail and amenities (such as grocery, pharmacy, etc.)	9	8	7	22
Improve connections between neighborhoods, trails and destinations	23	9	11	4
Improve the parking experience for customers	27	10	7	3
Provide housing at a variety of price points	6	7	12	22
Educate residents, leaders and visitors on the value of rail transit	15	10	9	13
Attract jobs	4	13	17	13
Create more events that embrace the diversity of the community	1	8	14	23
Improve way-finding signage for bikes, pedestrians, and vehicles	8	8	23	8
Other (please specify)	15	0	0	2

3. To achieve your vision for Mineral Station, which ONE of the actions from Question 2 will be the MOST important?

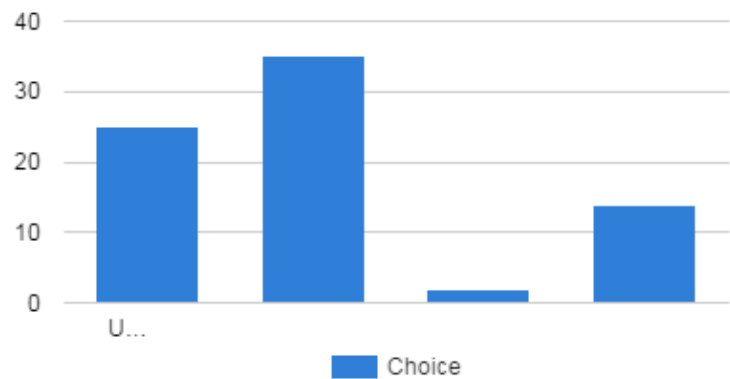
Chart options »



Make Mineral Station more walkable and bikeable	5
Improve the safety of Mineral Station, including better lighting	6
Attract neighborhood serving retail and amenities (such as grocery, pharmacy, etc.)	4
Improve connections between neighborhoods, trails and destinations	3
Improve the parking experience for customers	14
Provide housing at a variety of price points	2
Educate residents, leaders and visitors on the value of rail transit	2
Other	8

5. Which of the following BEST characterizes your primary interest(s) in Mineral Station?

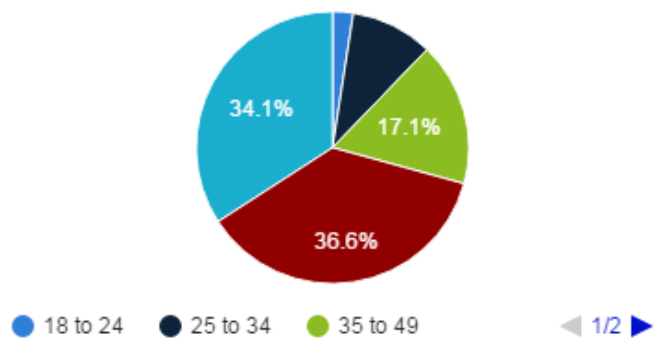
Chart options »



User of Mineral Station	25
Surrounding resident	35
Employee near Mineral Station	2
Live in the greater Littleton Area	14

8. Age

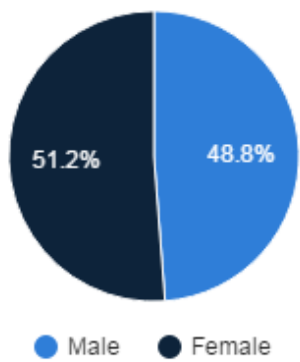
Chart options »



18 to 24	1
25 to 34	4
35 to 49	7
50 to 64	15
Over 65	14

9. Gender

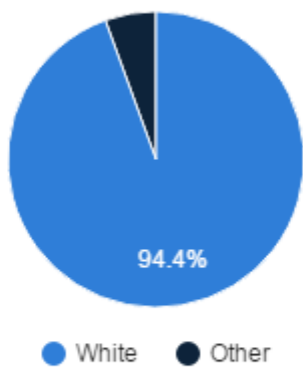
[Chart options »](#)



Male	20
Female	21

10. Race/Ethnicity

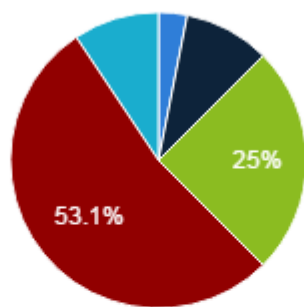
[Chart options »](#)



White	34
Other	2

11. Annual Household Income

Chart options »



● Less than \$24,999 ● \$25,000 - \$49,999 ◀ 1/3 ▶

Less than \$24,999	1
\$25,000 - \$49,999	3
\$50,000 - \$99,999	8
\$100,000 - \$199,999	17
More than \$200,000	3

Of the questions that asked for open answers, the following was gathered:

1.Looking to the future, please offer three words that best capture your vision for the future of Mineral Station by the year 2025:	4. If you could suggest one other specific improvement to enhance Mineral Station, what would that be?
parking, grocery, views Transit-oriented development	Traffic light at Mineral and Platte: traffic trying to turn left from Mineral to go North on Santa Fe gets backed up here. Can we have a designated turn lane that starts earlier? Housing
greenspace: quieter: breathable	Parking garage. Somehow relieve the car congestion nightmare that occurs on Mineral between the Platte River and Jackass Hill especially during rush hours. Extreme exhaust and noise pollution which is dangerous for both humans and the animals (living in the Park). Reduce the car traffic using this corridor overall. Consider adding a County Line Station to take some of the load off the Mineral Station. More parking that's available throughout the day.
Local small business oriented (not chains or big boxes), preserving south platte park, ped & bike friendly	
An area that is safe by car, foot, and bike that makes it easy to drop off/pick up passengers and easily pick up dinner.	A drive circle for pickup/dropoff of passengers. It is chaos and unsafe.
upscale - sustainable - safe Safe, attractive, thought-through	Higher visibility of security at all hours.
low impact and density	ban anymore high density housing
pedestrian oriented development	Provide more sheltering from the weather. Better maintenance by RTD.
Transit oriented development More Parking	Landscape improvements, repair

More parking	Multi-level parking structure
Accessible, beautiful, and useful	Access to airport, by bus.
More parking spaces	Do a better job of maintaining the pedestrian bridge. Restrooms / Shelter / Services (Food and Cab)
Littleton charm, Family friendly, Suburban (not urban looking)	
Accessible, safe, safety from elements	
Build Parking Garage openness, ease, user-friendly	More parking at the Carson Nature Center
Accessible, safe, clean	Increase the parking spaces - build a multi level structure if necessary Simplify, beautify. NO CAR OR TRUCK DEALERSHIPS, we don't need another Colfax, Havana or 470 corridor. And by the way, with Southglenn, Southwest Plaza, Park Meadows we don't need another huge shopping strip. Enhance what we have, promote Aspen Grove, FILL THE VACANCY
openness, uncluttered, no more traffic	When Mineral was extended across the river it provided Littleton with another east/west access. Today we are in need of another east/west access to make it easier to travel in those directions. Right now getting to the west side of town in the late afternoon requires about 30 minutes extra in travel time. It will only get worse if this area is developed more than it is currently.
no more traffic	Why was there no mention of open

	As the Ensor property develops - be sure there are at least two entrances on Santa Fe as well as one at the current traffic light on Mineral.
Adequate parking, improved access, and improved safety for the people using the Mineral Station	Also, improve the bus stop and passenger drop off on WB Mineral Avenue - East of Santa Fe. Don't force drop off drivers to traverse the Mineral / Santa Fe intersections multiple times just to drop off a family member at the Station. This improvement can save time and gas (monetary and environmental impacts) for the citizens of Littleton.

Empty-nester Townhouses	Bus/taxi service to Mineral Station from neighborhoods within a 2-mile radius.
Safe beautiful functional	Security
	Traffic is extremely heavy and now Prince Street is getting heavy by those that are trying to bypass Santa Fe. Reinstate the cameras because now folks are pushing the yellow light.
RTD parking improved	
Parking, housing, retail	

--	--

Adequate and safe parking	
Green space, preservation of some agricultural land for urban farming, transit friendly	
	It's time to remove the sea of parking at the station and do a comprehensive development on the north and south side of Mineral that incorporates the parking and provides other land uses, especially multi-family housing.
development and transit	Playground (natural focus)
Natural; creative; functional	More walkable trail access
green open walkable	

clean nature connected	Build the light rail south to Lucent to reduce traffic from Highlands Ranch. Too many cars at the Santa Fe & Mineral intersection.
Efficient, useful, beautiful	Better shelter and other amenities (eg restroom) for rail passengers, walkers/bikers
integrated, multipurpose, functional	Reconstruction of the Mineral/Santa Fe intersection to improve capacity and operations.
safe, non-residential, convenient enviornmentally friendly - sustainable - appropriate	parking garage with closing time, QR electronic ticketing

accessible, vibrant, affordable

Retail, parking, housing	More frequent trains.
More adequate and available parking spaces which can be used after 6:30 am	More paved parking spaces. You cannot park in Littleton or Mineral after 6:30 am. I always have to drive to Englewood station if I want to go downtown between 7:00 am and 4:00
Safety, Responsible Traffic	I do not have any complaints about the way the mineral light rail station currently is.

6. What is your favorite thing about Mineral Station?

7. What is your least favorite thing about Mineral Station?

Light rail use to go downtown.
Convenient location

Not enough parking and long dark walk from/to overflow lot.

Not many amenities nearby

The bridge.

The lack of parking. The congestion and traffic at Santa Fe

Within walking distance of my house.

The car congestion

Convenience to where I live

Not enough parking

growing restuarant options

pde access across platte river pkwy
Getting out of the parking lot - very tough left with pedestrians and bikers, blind corners, etc. It bothers me a lot that Aspen Grove has no small market to pick up food you don't have or wine/beer.

The pedestrian bridge over Santa Fe.

Proximity to Aspen Grove shops & restaurants.

The terrible parking situation, especially during the work week.

Alternative transportation

Additional traffic and pollution

Carson Nature Center

The density - the apartments west of Aspen Grove

The bridge connection across Santa fe and the view of the mountains and South Platte Park

No covered parking

Walkable from my residence

Poor maintenance by RTD

convenience to light rail	Lack of parking
Being near Aspen Grove and biking trails	Parking is quite limited
Inexpensive, convenient access to downtown Denver.	Not enough parking.
New services, nearby trails	Poor Parking / Lighting, No Shelter
	The parking experience - won't use light rail because after parking etc it is quicker to drive downtown. Plus light rail is very limited in downtown destinations.
Nothing	Distance from where I live in littleton and lack of bus accessibility to station
Easy parking	Lack of adequate number of parking spaces at the RTD Station
The transportation convenience that Light Rail provides.	
walkable, convenient,	
convenient distance to my house	Theft from the parking lots

THE BEAUTIFUL VIEWS AND UNCLUTTERED SKYLINE	TRAFFIC AT MINERAL AND SANTE FE
---	---------------------------------

Don't have one

Just getting there - usually go to another station to avoid the traffic and parking issues there. Wish the SkyRide was still running.

Access to RTD public transportation services.

The high crime rate.

Mineral is closest station to where I live.

Parking during weekday business hours completely fills up. Littleton station is no better. That seriously discourages senior citizens from using Light Rail for travel.

Using light rail

Too dark at night

Light rail is handy

Parking

Convenience to downtown

Access via walking

Frequency of trains.

Lack of parking

Convenient distance from my home.

Not enough parking with current parking so spread out that outlying parkers must walk a long distance to reach the station.

having light rail and I think it looks pretty as is

dirt parking lot

The pedestrian bridge.

The emphasis on parking with no adjacent housing.

Accessibility

It needs less sky polluting light

Location

Congestion

Provides light rail access to the city.	The traffic at Santa Fe & Mineral.
Pedestrian bridge over Santa Fe	Access via Mineral and Santa Fe intersection...especially traffic congestion on Mineral at rush hour
Potential	The dirt overflow parking and need for pedestrians to cross Platte River Pkwy.
choice of two lines	development that brings loitering
light rail	traffic
	The distance and unavailability of parking.
	The fact that there's no express service from Mineral to any other station; until the metro area's roadways' capacity is completely exhausted the lightrail will never be competitive vs. private autos.
Convenience for getting to downtown.	Parking
Convenience on weekends	no available parking spaces after 6:30 am
	That the overflow parking flows into the Southpark townhome
That it connects with Union Station	community.

Mineral Light Rail STAMP Community Engagement

June 2, 2016
Community Meeting
and Online Visual Preference Survey Results

MINERAL STATION AREA MASTER PLAN

COMMUNITY MEETING SUMMARY | 6-2-16

LITTLETON CITY HALL 5:30PM – 9:00 PM

The second community meeting is part of the **Mineral Station Area Master Plan** process sponsored by the City of Littleton, the Regional Transportation District (RTD), and the Denver Regional Council of Governments (DRCOG). The Master Plan will identify priorities and actions to guide circulation and parking improvements, economic development, and land uses on and around (approximately ½ mile) the Mineral Station park and ride area over the next five to ten years. For more information on the Mineral Station Area Master Plan, please visit the City of Littleton project website at www.littletonplans.org

The following pages include summaries of input received during the break out session:

Alternative 1 Comments

- Would like to see direct connection between High Line Canal and South Platte trails/park
- Relates better to area to the south
- Pedestrian scale is good with this option

Alternative 2 Comments

- Like the trail connection to the High Line Canal
- Like the location of the pedestrian bridge here
- Prefer this option – connection to river/Carson Nature Center; parking at corner will buffer retail from traffic
- Connect across Mineral
- Like connection to nature preserve with this alignment
- Better alternative to activate Aspen Grove
- Good connection to Carson Nature Center

Break Out Station General Comments

- Keep existing bridge connection from parking lot to station
- Development will increase traffic volume and bike/ped safety issues

- Better pedestrian safety needed along Mineral Ave east of Santa Fe Dr
- What is the demand for parking at the station in the future? (Consider things like population growth)
- Expand parking at Carson Nature Center
- Development vs. transportation hub vs. destination demand
- Riverwalk to Breckenridge Brewery
- Respect wildlife throughout the South Platte corridor
- All generations
- Better lighting
- 3-4-5 story buildings depending on location
- Destination for families – something fun (e.g., Ferris wheel)
- Easement trail
- Retail and restaurants looking over the river
- Wrap parking
- Tapered development from Santa Fe Dr down to the river
- Intense, job producing development south of Mineral, along Santa Fe Dr
- Bus shuttle to overflow parking
- Mixed income and mixed generation housing
- Move light rail line (swinging it on to west side of Santa Fe Dr where the stop is) to create more value on the site
- Need direct connections to make it easy to access station area
- Like south of Mineral for office/campus – prefer high-tech focus
- Attract businesses that will attract people that use alternative modes of transportation
- Need “cute, small town neighborhood”
- More parking at the Carson Nature Center
- Focus on long-term sustainability of retail/business
- Only two stories for all uses in the study area
- Need connection for southbound bike/ped trail
- Better access to Aspen Grove
- More parking at Nature Center
- Need better signage from park-n-ride to trail/nature center
- Save the trees
- Connect to High Line (need signage and trail)
- Like Dad Clark Gulch connection
- Difficult access to station from neighborhood southeast of Santa Fe/Mineral intersection
- Wildlife use open space along Mineral east of station, and up to Jackass Hill Park

- Three story max to any structures
- Support including parking structure with wrap retail
- Support tying in to Aspen Grove more
- Limited parking near South Platte River trails
- Barrington, IL is a good TOD example
- Jackass Hill wildlife not good – too much ped traffic
- Architecture – more pitched roofs (Park Meadows style)
- Taper height of buildings
- Mixed ideas on Jackass Hill
- Paved trails
- Better (i.e. straight) connection to the river
- Separate LRT crossing for bikes going to river
- *Note on maps – show C-470 and County Line on future maps*
- Ensor site will have to be built higher/use fill, due to flood issues
- Variety of housing types (1-story senior; income variety; detached and attached townhomes) – market to those downsizing
- Something new and interesting at the station that brings people to the station area and Littleton
- Allow scooters on the trails
- More for-sale housing
- Age-targeted (not age-restricted) housing
- Concerned about housing affordability
- Build parking at RTD/in Highlands Ranch – shuttle to Mineral
- Pedestrian-oriented development
- Senior housing
- Moderately priced housing
- Architectural character of Littleton
- Connect Aspen Grove
- Near term idea – bus/car drop-off at station
- Be careful with retail competition
- Bus drop-off/“Kiss-n-Ride”
- Residents/elected officials to work with owner to change the zoning
- Like the bike/ped connection running along City Ditch and good open space buffers
- Flood plain is concerning
- Need underpass at Platte Valley and Mineral
- Already vacancies at Aspen Grove – would new retail survive?
- Overpass over Mineral at S Platte Pkwy

- Housing – spread throughout
- 5-6 stories along Santa Fe, 2-3 to preserve views
- There is too much next to the river (creating a “wall”)
- Southlands/Vistas at Park Meadows as examples
- Change name to “Littleton Station” – to brand with the city
- Overpass over Mineral
- Commercial immediately adjacent to Santa Fe
- Keep City Ditch
- Save the barn
- Riverwalk along the Ditch
- Wrap the parking – retail, restaurants, residential
- Use station as driver for Aspen Grove
- Maintain buffer between park and development
- Who do we want this area to serve over long-term?
- Garage with retail around
- Like connections across RTD
- Height of parking structures – lower on overflow area, higher on existing lot
- Variation in heights and intensity – lower on river and higher on Santa Fe
- No consensus on building heights – some okay with 5 stories, some okay with 3-4 stories, and others only lower
- Use land/topography to fit building/garage into property
- Better connection to back of Aspen Grove
- Connect Aspen Grove to face RTD as well
- Regional driver for Littleton – be creative
- Build a community centered around RTD site
- Do not need more retail
- Unsafe
- Better connection to river
- Need more pedestrian connections across rail tracks
- Create pull-out for drop-off at station
- Like outdoor oriented retail, but low profile buildings
- Need trails to E Trail (i.e. from Dad Clark Gulch)
- People will not reverse commute
- Create a destination
- No big box
- No tall buildings – protect the view to river and mountains

- Parking structure must be free
- No dirt lot
- No parking after 6:45 am
- Aspen Grove has enough retail – don't need more
- Bus circulator is not good
- Architecture must fit Littleton (timber, brick)
- Need for design guidelines
- Could you do a 2-3 story parking structure on the dirt lot?
- Better connection for existing retail at Aspen Grove
- Parking should be only for transit center (double parking)
- TOD not critical at this site
- Think about upcoming generations mobility desires
- Let the market drive development
- Include a library
- Parking always full
- Power/sewer/water needs for large campus
- Intuitive design of parking garage
- Parking variation during different times of year
- Intersection needs a PPP
- Long-term parking
- Retail or restaurant on top of structure with view
- Multiple ped bridges
- Bike lanes/safety – separate users
- Push SSPR
- Long-term solutions to Santa Fe
- Parking and taller buildings along Santa Fe – for a noise barrier
- Financing important for mixed development
- What are the numbers for value capture?
- Residents do not have confidence in city leadership
- Fill empty retail in downtown and Aspen Grove first
- Connect this with the hospital
- Circulators?
- Need comprehensive plan addressing population growth, with different scenarios

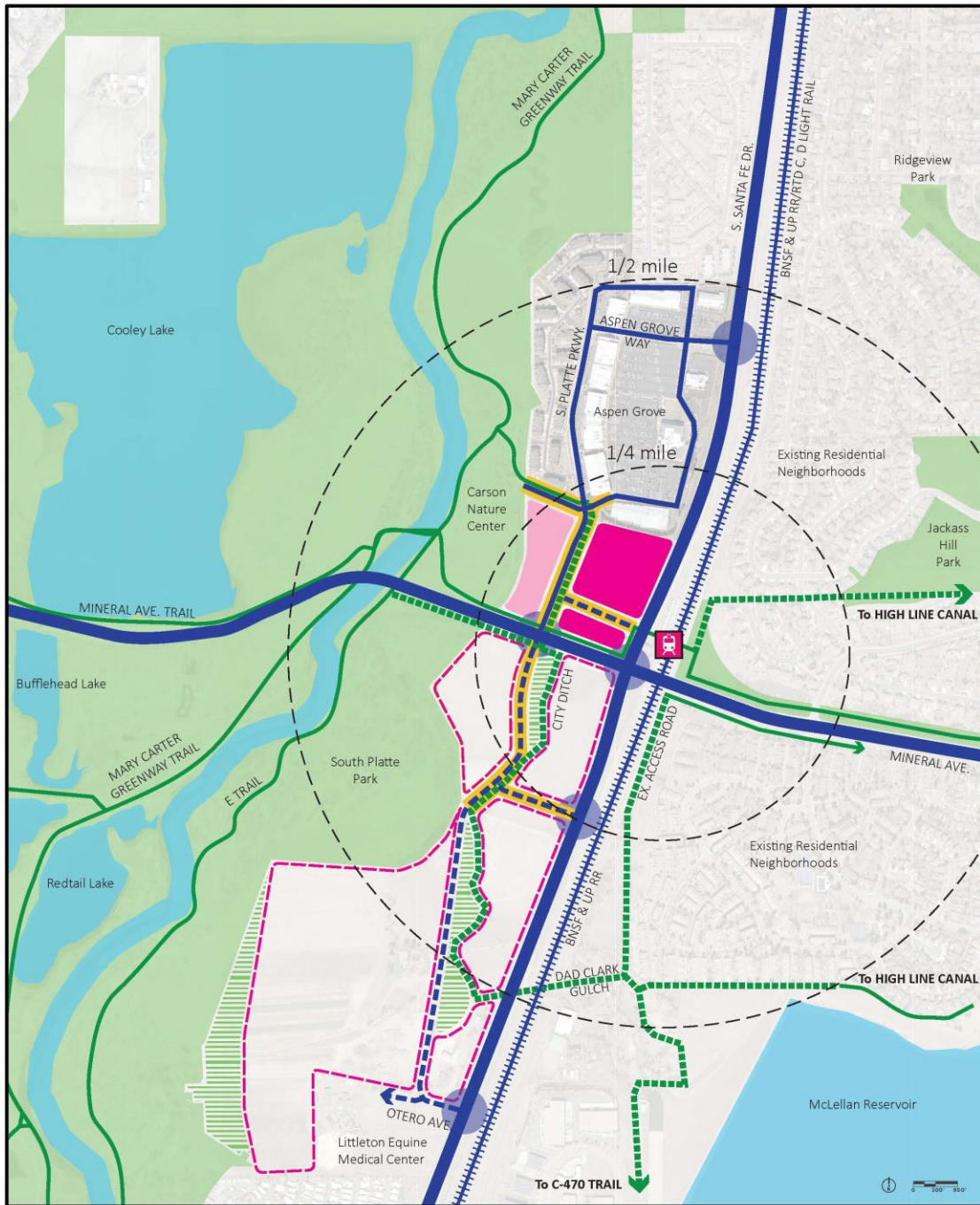
MINERAL STATION AREA MASTER PLAN

Site Influences



MINERAL STATION AREA MASTER PLAN

VISION: URBAN DESIGN FRAMEWORK- OPTION 1



LEGEND

- EXISTING PARKS AND OPEN SPACE
- WATER
- EXISTING TRAILS
- RECOMMENDED TRAIL CONNECTIONS
- EXISTING STREETS
- RECOMMENDED NEW STREETS

URBAN DESIGN FRAMEWORK PLAN

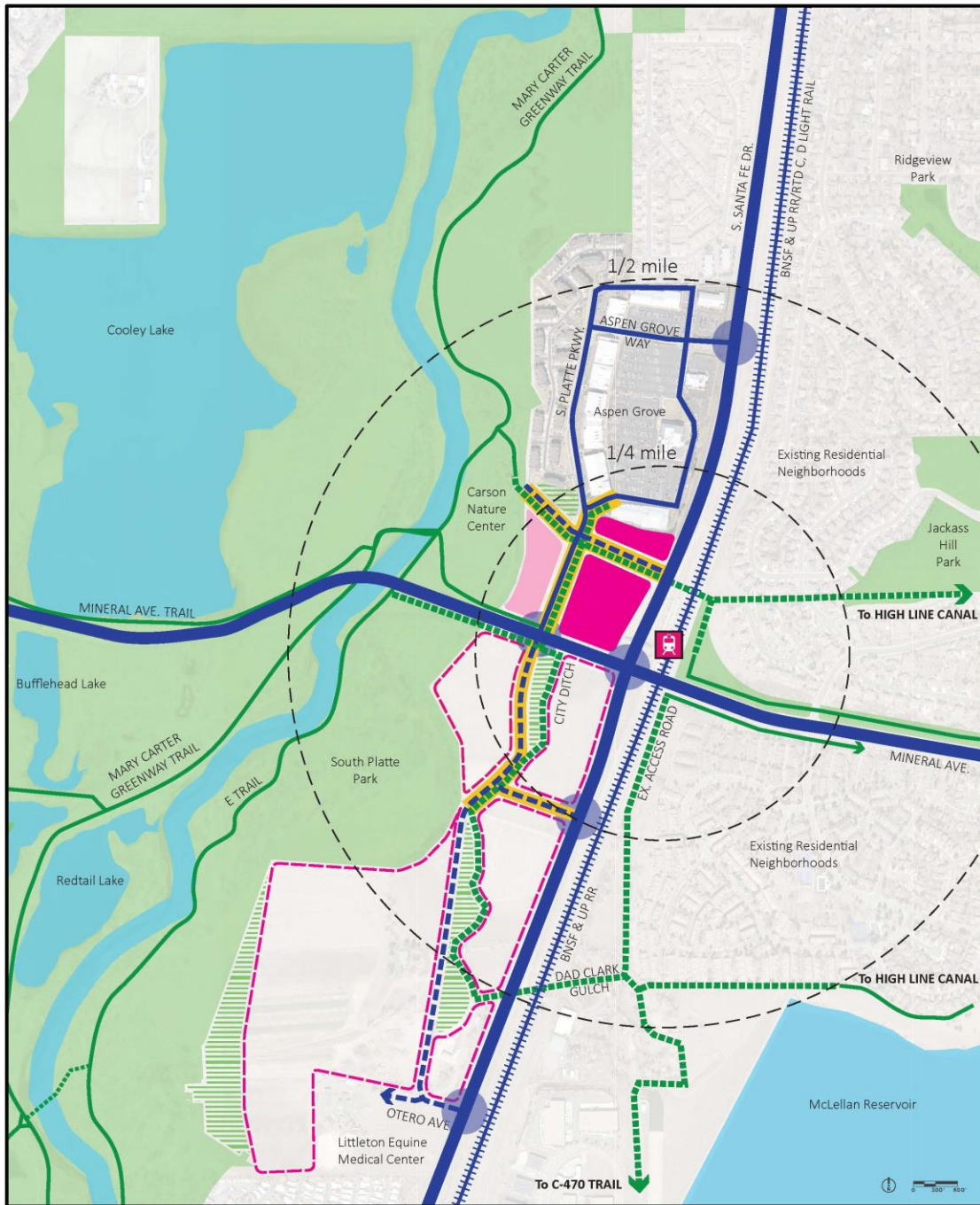
- ENHANCED STREETS
- ACCESS POINTS
- PARKS AND OPEN SPACE
- PARK DISTRICT
- STATION DISTRICT
- COMMERCIAL & RESIDENTIAL PLANNED DEVELOPMENT



JUNE 2016

MINERAL STATION AREA MASTER PLAN

VISION: URBAN DESIGN FRAMEWORK- OPTION 2



LEGEND

- EXISTING PARKS AND OPEN SPACE
- WATER
- EXISTING TRAILS
- RECOMMENDED TRAIL CONNECTIONS
- EXISTING STREETS
- RECOMMENDED NEW STREETS

URBAN DESIGN FRAMEWORK PLAN

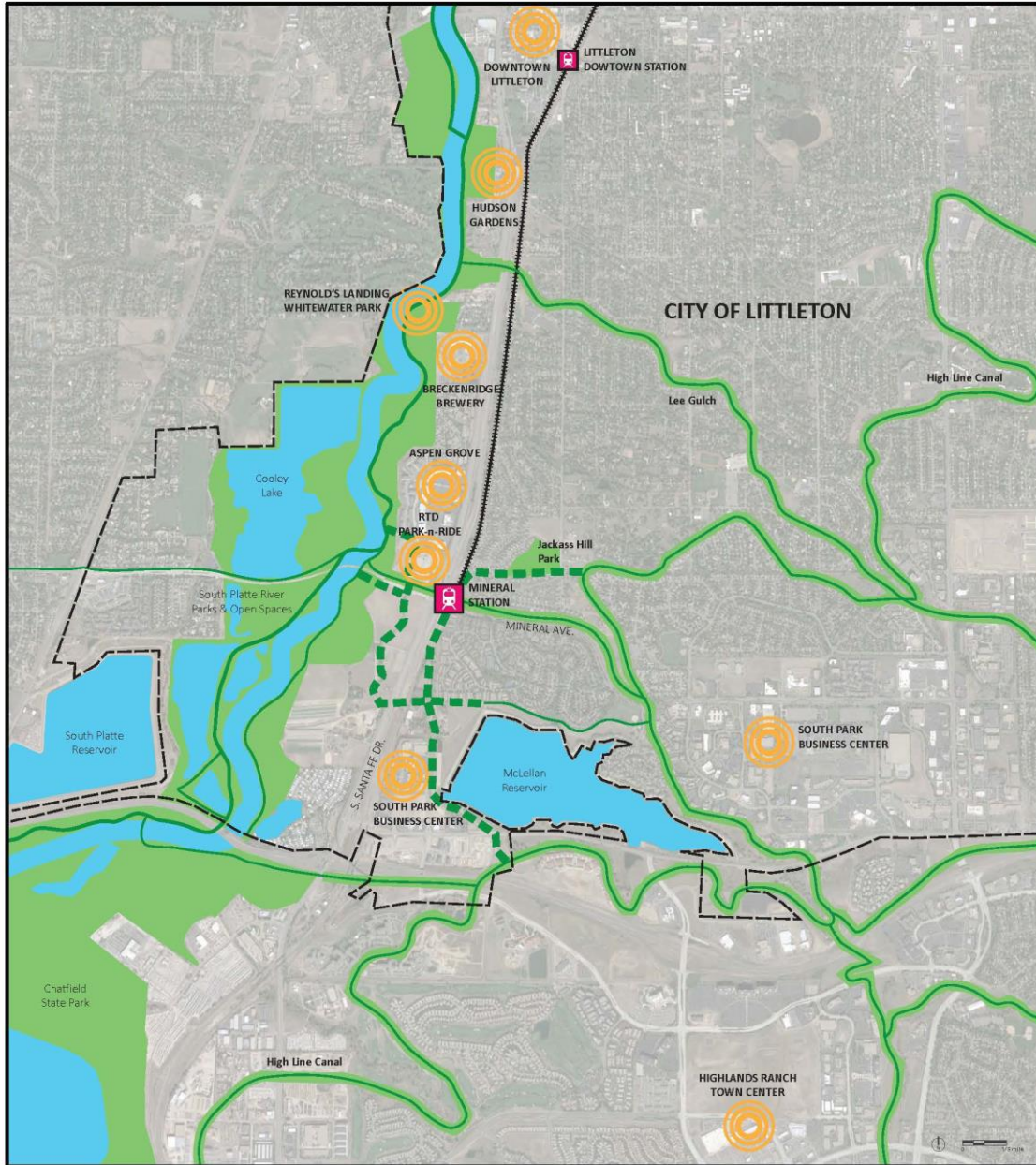
- ENHANCED STREETS
- ACCESS POINTS
- PARKS AND OPEN SPACE
- PARK DISTRICT
- STATION DISTRICT
- COMMERCIAL & RESIDENTIAL PLANNED DEVELOPMENT



JUNE 2016

LITTLETON MINERAL STATION AREA PLAN

TRAIL & GREENWAY CONNECTIONS



LEGEND

- LITTLETON CITY LIMITS
- GREENWAYS AND PARKLAND
- WATER
- EXISTING TRAILS
- PROPOSED TRAIL CONNECTIONS
- ACTIVITY NODES



MINERAL STATION AREA MASTER PLAN VISION: NEAR TERM IDEAS



Mineral Station Combined Visual Preference Polling

Session Name

Online Session

Date Created

6/27/2016 6:43:12 PM

Active Participants

76

Questions

41

Applied weights to answers to give a weighted score

	Responses
	Weight
It's great!	3.0
It's good	2.0
Just fine	1.0
Not preferred	-1.0
No thanks	-3.0

Results by Question

1. What is your zip code? (Online Respondents Only)

	Online Responses	
	Percent	Count
80120	80.00%	8
80122	10.00%	1
80128	10.00%	1
Other	0.00%	0
Totals	100%	10

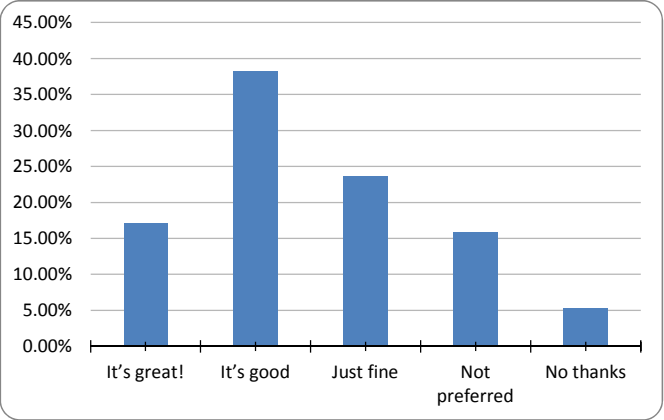
2a. How Long have you lived in Littleton? (Online Respondents Only)

	Online Responses	
	Percent	Count
YEARS		
1-5	10.00%	1
6-10	30.00%	3
11-20	30.00%	3
20+	30.00%	3
Totals	100%	10

2b. How old are you? (Online Respondents Only)

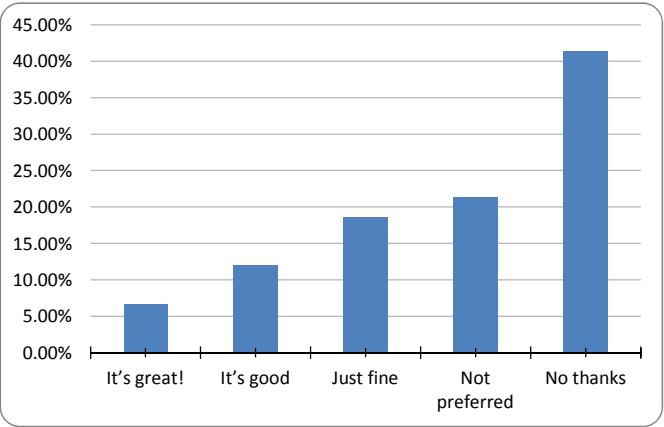
	Online Responses	
	Percent	Count
YEARS		
20-29 years	10.00%	1
30-39 years	0.00%	0
40-49 years	30.00%	3
50-59 years	20.00%	2
60-69 years	20.00%	2
70-79 years	20.00%	2
Totals	100%	10

3 Neighborhood Scale Retail/Commercial
How well does this development form fit with your vision for Mineral Station?



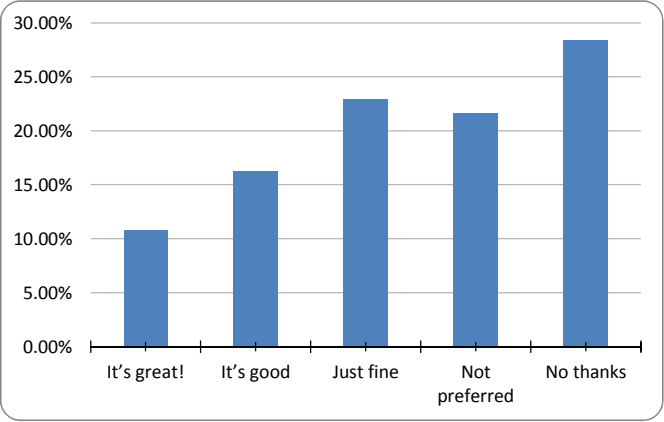
Responses		
	Percent	Count
It's great!	17.11%	13
It's good	38.16%	29
Just fine	23.68%	18
Not preferred	15.79%	12
No thanks	5.26%	4
Totals	100%	76
Weighted Score	1.20	

4. Neighborhood Scale Retail/Commercial
How well does this development form fit with your vision for Mineral Station?



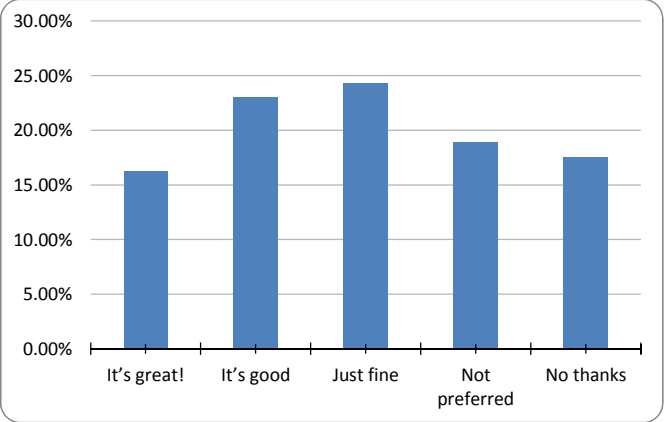
Responses		
	Percent	Count
It's great!	6.67%	5
It's good	12.00%	9
Just fine	18.67%	14
Not preferred	21.33%	16
No thanks	41.33%	31
Totals	100%	75
Weighted Score	-0.83	

5. In-Line Retail Center
How well does this development form fit with your vision for Mineral Station?



	Responses	
	Percent	Count
It's great!	10.81%	8
It's good	16.22%	12
Just fine	22.97%	17
Not preferred	21.62%	16
No thanks	28.38%	21
Totals	100%	74
Weighted Score	-0.19	

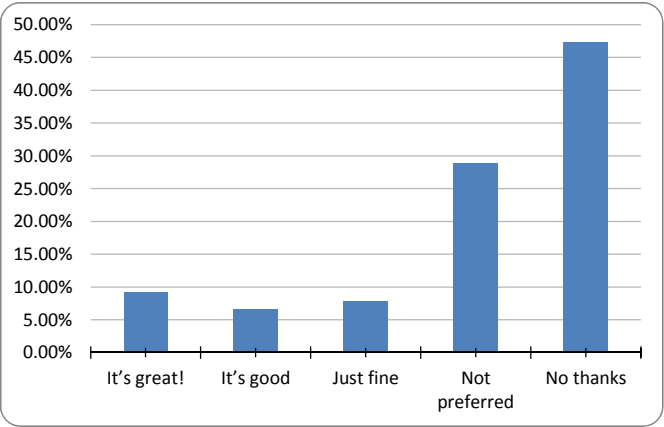
6. Neighborhood Grocery
How well does this development form fit with your vision for Mineral Station?



	Responses	
	Percent	Count
It's great!	16.22%	12
It's good	22.97%	17
Just fine	24.32%	18
Not preferred	18.92%	14
No thanks	17.57%	13
Totals	100%	74
Weighted Score	0.47	

7. Entertainment/Movie Theater

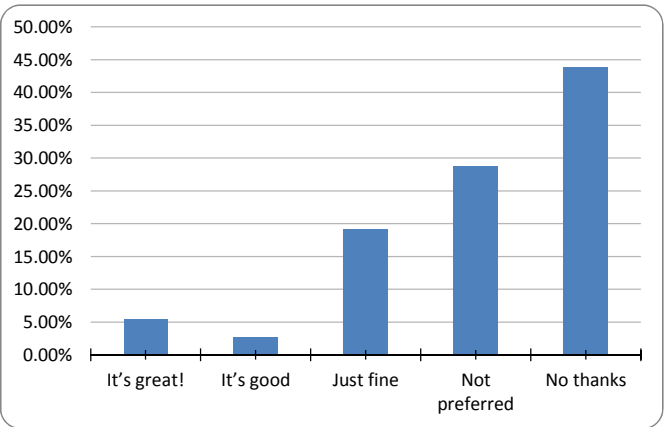
How well does this development form fit with your vision for Mineral Station?



	Responses	
	Percent	Count
It's great!	9.21%	7
It's good	6.58%	5
Just fine	7.89%	6
Not preferred	28.95%	22
No thanks	47.37%	36
Totals	100%	76
Weighted Score	-1.22	

8. Large Format Retail

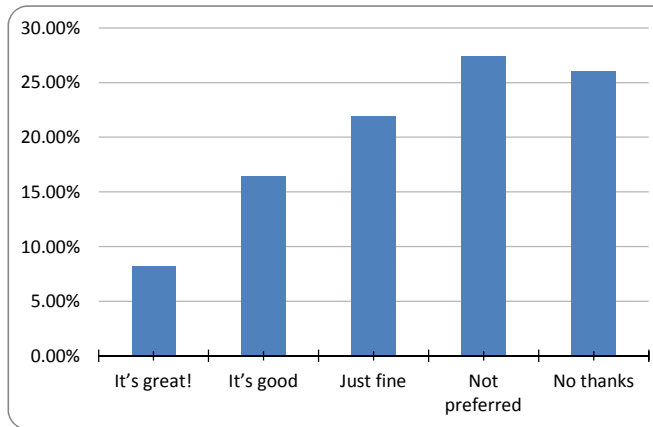
How well does this development form fit with your vision for Mineral Station?



	Responses	
	Percent	Count
It's great!	5.48%	4
It's good	2.74%	2
Just fine	19.18%	14
Not preferred	28.77%	21
No thanks	43.84%	32
Totals	100%	73
Weighted Score	-1.19	

9. Large Format Retail

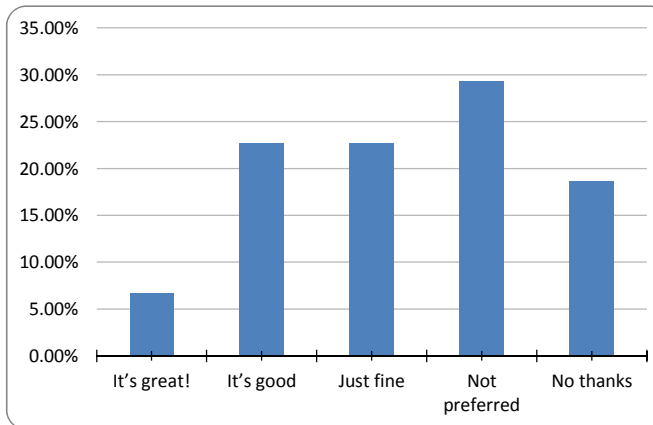
How well does this development form fit with your vision for Mineral Station?



Responses		
	Percent	Count
It's great!	8.22%	6
It's good	16.44%	12
Just fine	21.92%	16
Not preferred	27.40%	20
No thanks	26.03%	19
Totals	100%	73
Weighted Score		-0.26

10. Neighborhood Scale Medical Office

How well does this development form fit with your vision for Mineral Station?



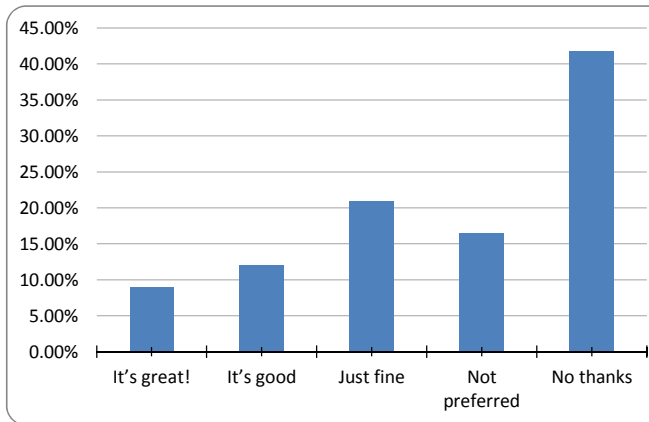
Responses		
	Percent	Count
It's great!	6.67%	5
It's good	22.67%	17
Just fine	22.67%	17
Not preferred	29.33%	22
No thanks	18.67%	14
Totals	100%	75
Weighted Score		0.03

11. Low-rise Office

How well does this development form fit with your vision for Mineral Station?



Low-rise Office



Responses		
	Percent	Count
It's great!	8.96%	6
It's good	11.94%	8
Just fine	20.90%	14
Not preferred	16.42%	11
No thanks	41.79%	28
Totals	100%	67

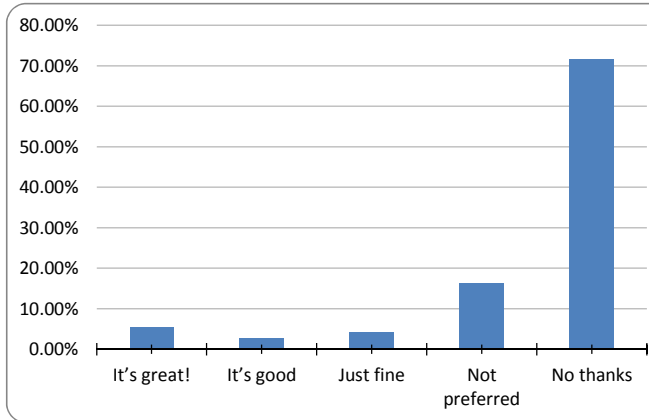
Weighted Score -0.70

12. Mid-rise Suburban Office

How well does this development form fit with your vision for Mineral Station?



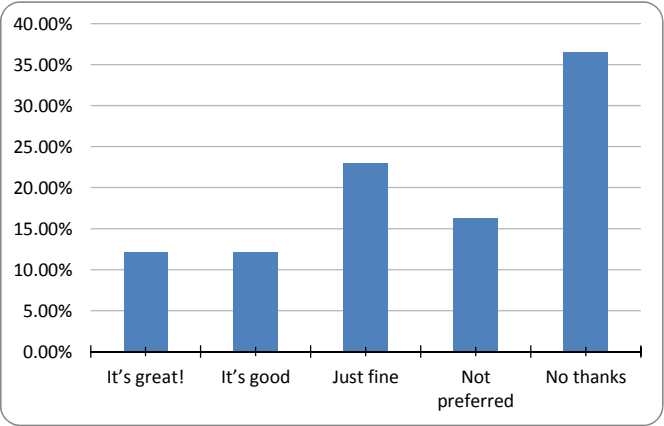
Mid-rise Suburban Office



Responses		
	Percent	Count
It's great!	5.41%	4
It's good	2.70%	2
Just fine	4.05%	3
Not preferred	16.22%	12
No thanks	71.62%	53
Totals	100%	74

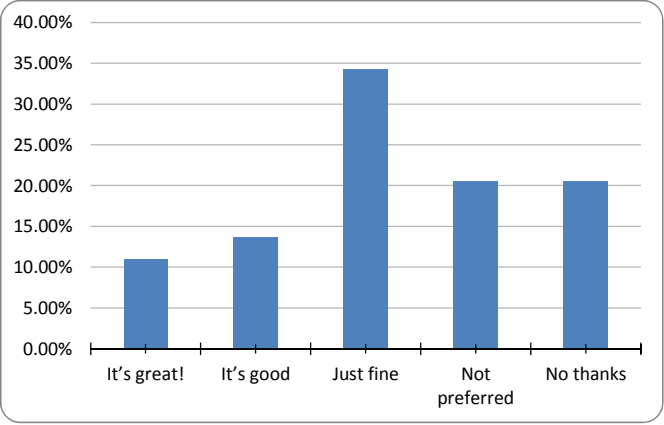
Weighted Score -2.05

13. Regional Medical
How well does this development form fit with your vision for Mineral Station?



	Responses	
	Percent	Count
It's great!	12.16%	9
It's good	12.16%	9
Just fine	22.97%	17
Not preferred	16.22%	12
No thanks	36.49%	27
Totals	100%	74
Weighted Score	-0.42	

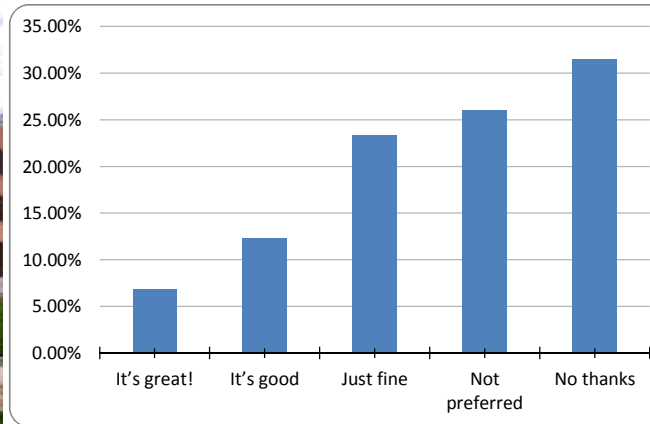
14. Outdoor Retail Campus
How well does this development form fit with your vision for Mineral Station?



	Responses	
	Percent	Count
It's great!	10.96%	8
It's good	13.70%	10
Just fine	34.25%	25
Not preferred	20.55%	15
No thanks	20.55%	15
Totals	100%	73
Weighted Score	0.12	

15. Medical Office

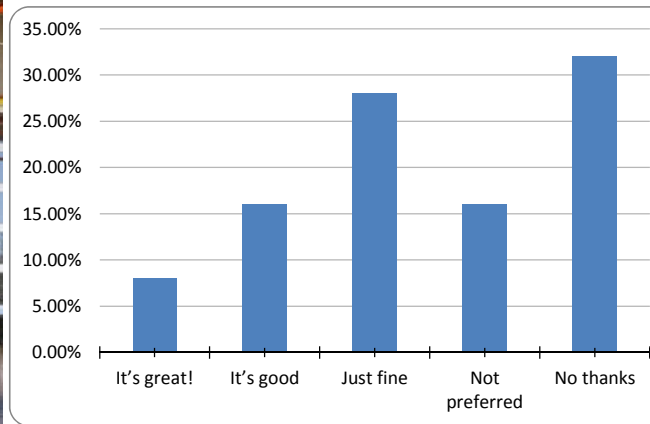
How well does this development form fit with your vision for Mineral Station?



Responses		
	Percent	Count
It's great!	6.85%	5
It's good	12.33%	9
Just fine	23.29%	17
Not preferred	26.03%	19
No thanks	31.51%	23
Totals	100%	73
Weighted Score	-0.52	

16. Innovative/Co-working Space

How well does this development form fit with your vision for Mineral Station?

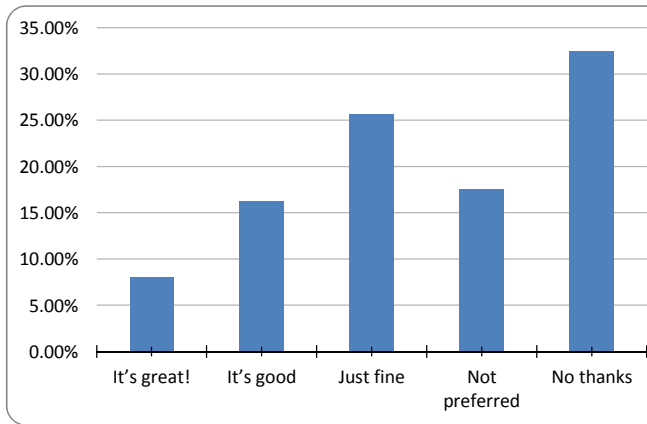


Responses		
	Percent	Count
It's great!	8.00%	6
It's good	16.00%	12
Just fine	28.00%	21
Not preferred	16.00%	12
No thanks	32.00%	24
Totals	100%	75
Weighted Score	-0.28	

17. Innovative/Manufacturing Uses

How well does this development form fit with your vision for Mineral Station?

Innovative/Manufacturing Uses

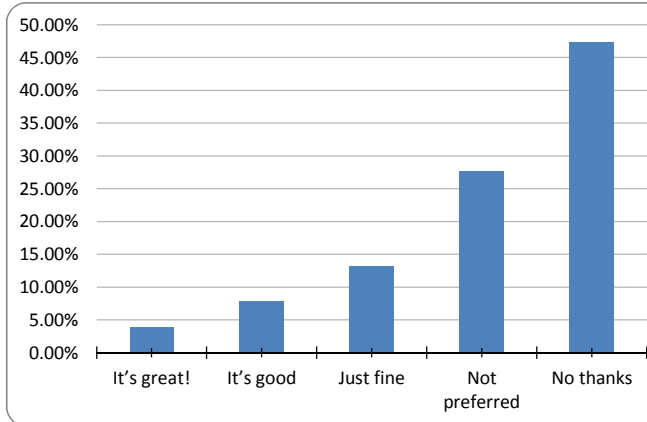


Responses		
	Percent	Count
It's great!	8.11%	6
It's good	16.22%	12
Just fine	25.68%	19
Not preferred	17.57%	13
No thanks	32.43%	24
Totals	100%	74
Weighted Score		-0.32

18. Light Industrial/Maker Space

How well does this development form fit with your vision for Mineral Station?

Light Industrial/Maker Space

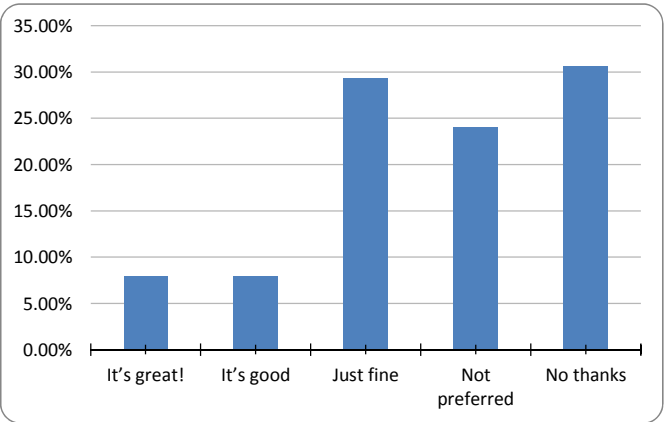


Responses		
	Percent	Count
It's great!	3.95%	3
It's good	7.89%	6
Just fine	13.16%	10
Not preferred	27.63%	21
No thanks	47.37%	36
Totals	100%	76
Weighted Score		-1.29

19. Light Industrial/Maker Space

How well does this development form fit with your vision for Mineral Station?

Light Industrial/Maker Space

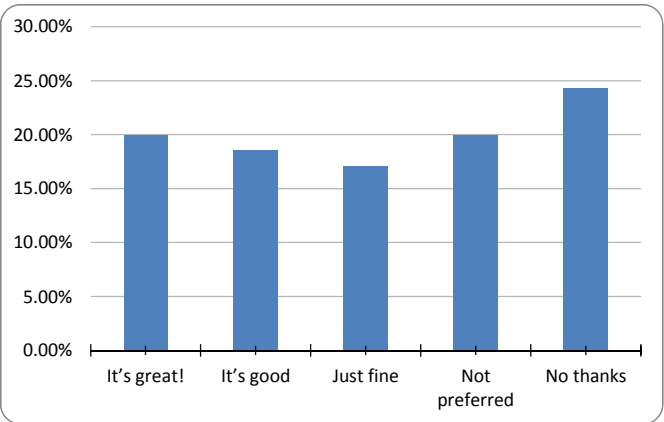


	Responses	
	Percent	Count
It's great!	8.00%	6
It's good	8.00%	6
Just fine	29.33%	22
Not preferred	24.00%	18
No thanks	30.67%	23
Totals	100%	75
Weighted Score	-0.47	

20. Single Use Parking Structure

How well does this development form fit with your vision for Mineral Station?

Single Use Parking Structure



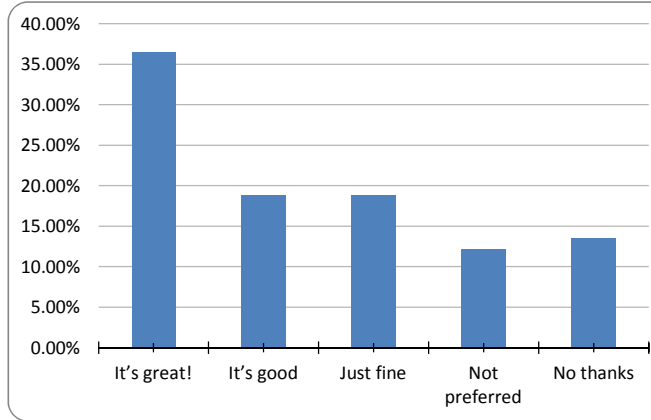
	Responses	
	Percent	Count
It's great!	20.00%	14
It's good	18.57%	13
Just fine	17.14%	12
Not preferred	20.00%	14
No thanks	24.29%	17
Totals	100%	70
Weighted Score	0.21	

21. Mixed-Use Parking Structure

How well does this development form fit with your vision for Mineral Station?



Mixed-Use Parking Structure



Responses		
	Percent	Count
It's great!	36.49%	27
It's good	18.92%	14
Just fine	18.92%	14
Not preferred	12.16%	9
No thanks	13.51%	10
Totals	100%	74

Weighted Score

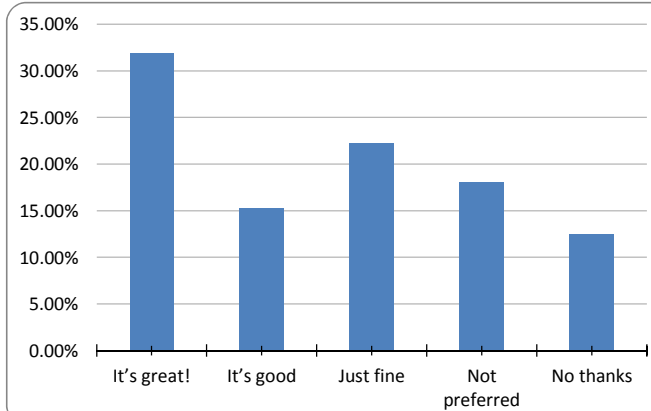
1.14

22. Mixed-Use Parking Structure

How well does this development form fit with your vision for Mineral Station?



Mixed-Use Parking Structure



Responses		
	Percent	Count
It's great!	31.94%	23
It's good	15.28%	11
Just fine	22.22%	16
Not preferred	18.06%	13
No thanks	12.50%	9
Totals	100%	72

Weighted Score

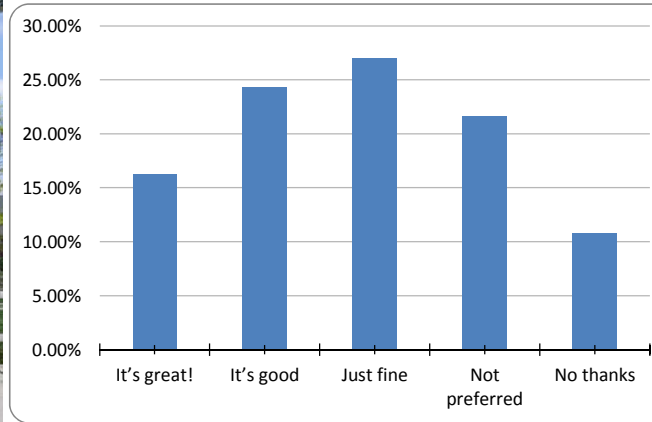
0.93

23. Low Density Attached Housing

How well does this development form fit with your vision for Mineral Station?



**Low Density
Attached Housing**



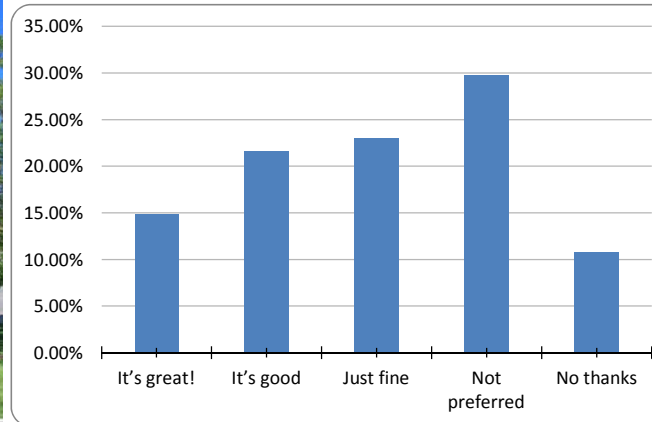
Responses		
	Percent	Count
It's great!	16.22%	12
It's good	24.32%	18
Just fine	27.03%	20
Not preferred	21.62%	16
No thanks	10.81%	8
Totals	100%	74
Weighted Score	0.70	

24. Live-Work Housing

How well does this development form fit with your vision for Mineral Station?



Live-Work Housing



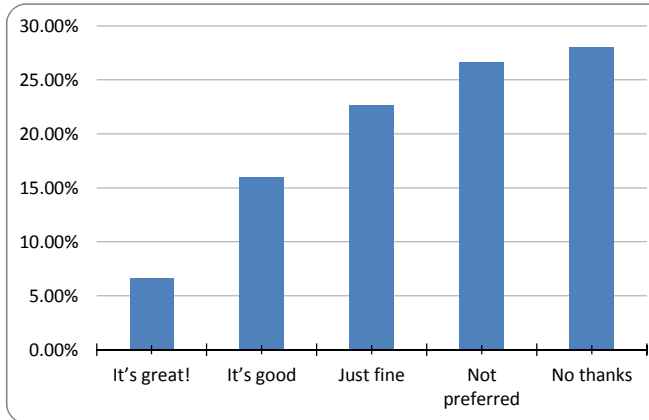
Responses		
	Percent	Count
It's great!	14.86%	11
It's good	21.62%	16
Just fine	22.97%	17
Not preferred	29.73%	22
No thanks	10.81%	8
Totals	100%	74
Weighted Score	0.49	

25. Low Density Housing-Townhomes

How well does this development form fit with your vision for Mineral Station?



Low Density Housing-Townhomes



Responses		
	Percent	Count
It's great!	6.67%	5
It's good	16.00%	12
Just fine	22.67%	17
Not preferred	26.67%	20
No thanks	28.00%	21
Totals	100%	75

Weighted Score

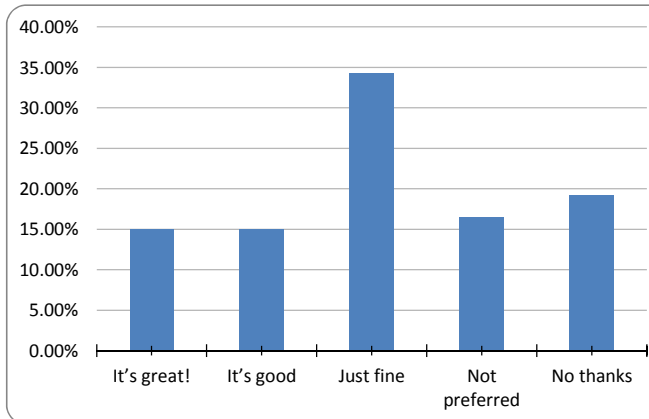
-0.36

26. Low Density Housing-Townhomes Mixed-income

How well does this development form fit with your vision for Mineral Station?



Low Density Housing-Townhomes Mixed-income



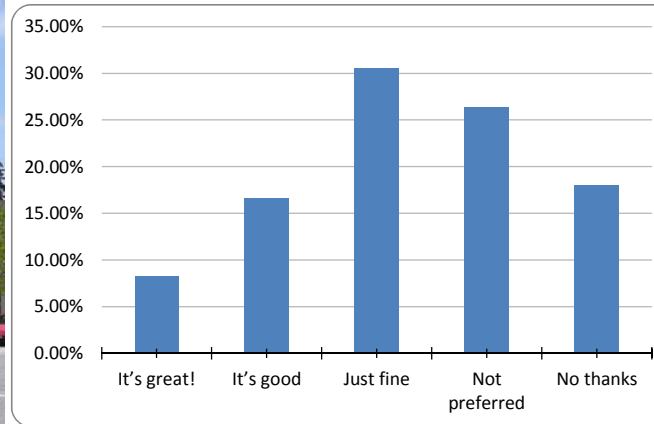
Responses		
	Percent	Count
It's great!	15.07%	11
It's good	15.07%	11
Just fine	34.25%	25
Not preferred	16.44%	12
No thanks	19.18%	14
Totals	100%	73

Weighted Score

0.36

27. Senior Housing Mixed-income

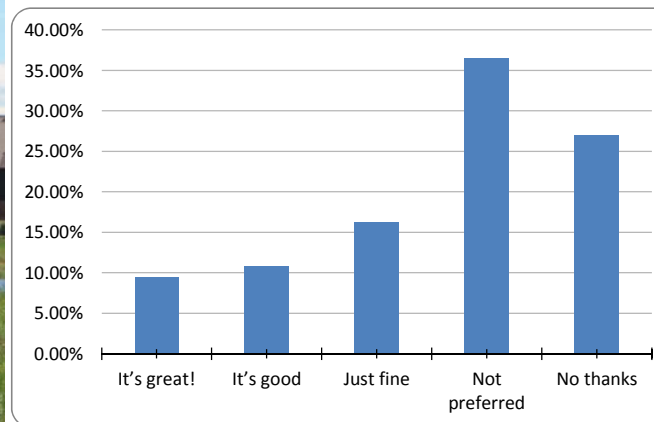
How well does this development form fit with your vision for Mineral Station?



Responses		
	Percent	Count
It's great!	8.33%	6
It's good	16.67%	12
Just fine	30.56%	22
Not preferred	26.39%	19
No thanks	18.06%	13
Totals	100%	72
Weighted Score		0.08

28. Medium Density Housing

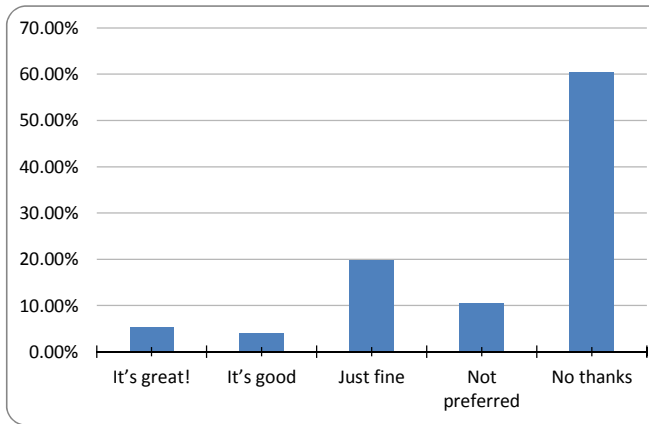
How well does this development form fit with your vision for Mineral Station?



Responses		
	Percent	Count
It's great!	9.46%	7
It's good	10.81%	8
Just fine	16.22%	12
Not preferred	36.49%	27
No thanks	27.03%	20
Totals	100%	74
Weighted Score		-0.51

29. Medium Density Housing Mixed-income

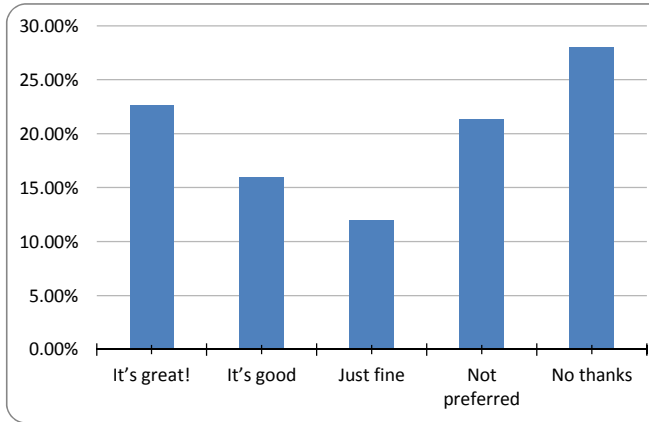
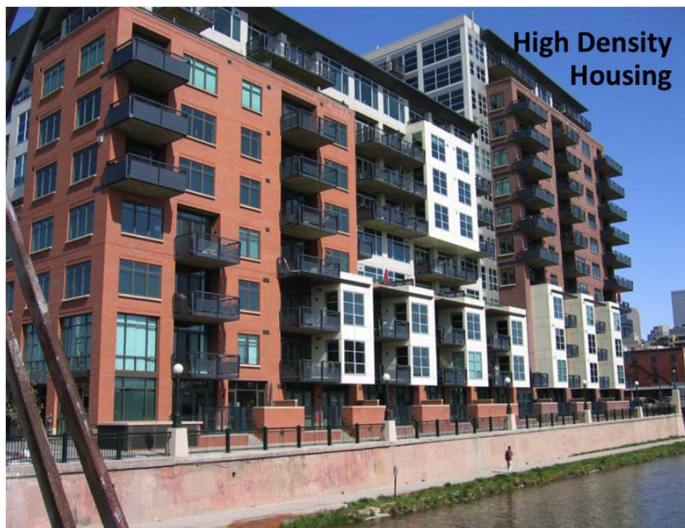
How well does this development form fit with your vision for Mineral Station?



Responses		
	Percent	Count
It's great!	5.26%	4
It's good	3.95%	3
Just fine	19.74%	15
Not preferred	10.53%	8
No thanks	60.53%	46
Totals	100%	76
Weighted Score	-1.49	

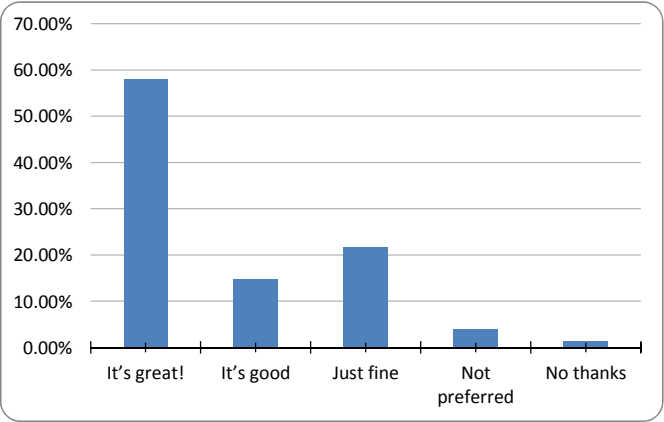
30. High Density Housing

How well does this development form fit with your vision for Mineral Station?



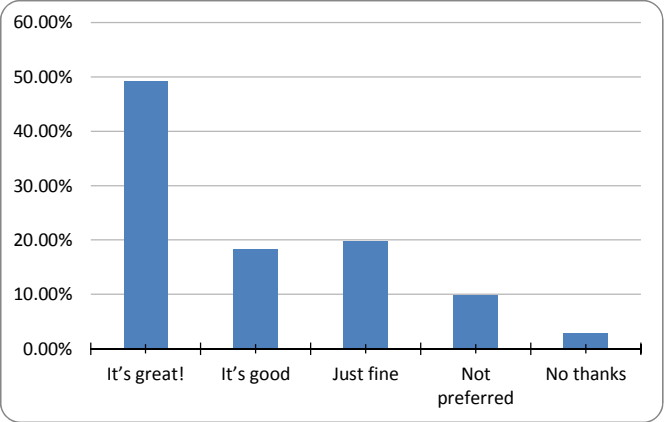
Responses		
	Percent	Count
It's great!	22.67%	17
It's good	16.00%	12
Just fine	12.00%	9
Not preferred	21.33%	16
No thanks	28.00%	21
Totals	100%	75
Weighted Score	0.07	

31. How well does this design feature fit with your vision for the Mineral Station area?
How well does this development form fit with your vision for Mineral Station?



	Responses	
	Percent	Count
It's great!	58.11%	43
It's good	14.86%	11
Just fine	21.62%	16
Not preferred	4.05%	3
No thanks	1.35%	1
Totals	100%	74
Weighted Score	2.18	

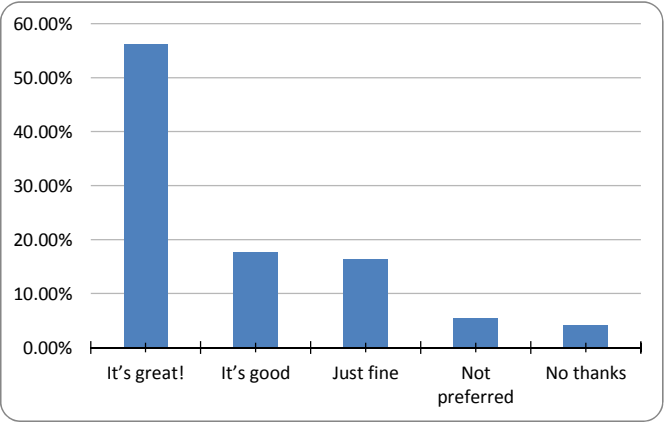
32. S. Platte River Access
How well does this development form fit with your vision for Mineral Station?



	Responses	
	Percent	Count
It's great!	49.30%	35
It's good	18.31%	13
Just fine	19.72%	14
Not preferred	9.86%	7
No thanks	2.82%	2
Totals	100%	71
Weighted Score	1.86	

33. S. Platte River Access

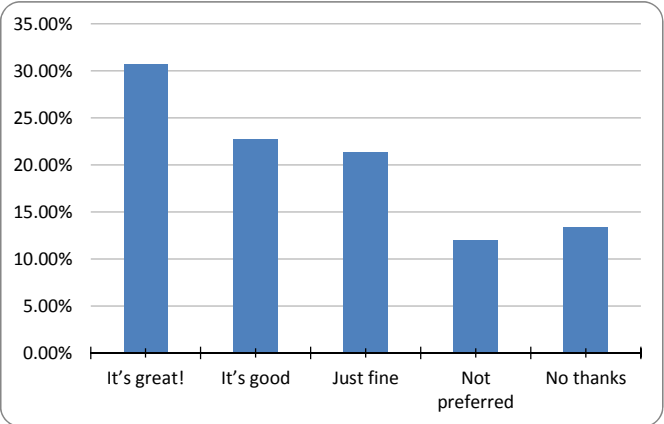
How well does this development form fit with your vision for Mineral Station?



	Responses	
	Percent	Count
It's great!	56.16%	41
It's good	17.81%	13
Just fine	16.44%	12
Not preferred	5.48%	4
No thanks	4.11%	3
Totals	100%	73
Weighted Score	2.03	

34. Waterfront Development Buffered by Park

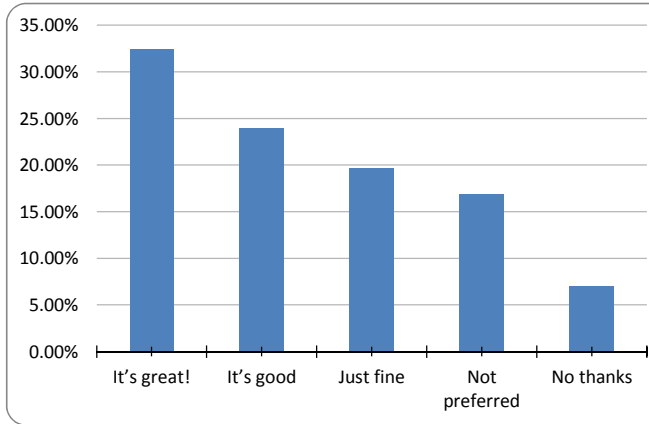
How well does this development form fit with your vision for Mineral Station?



	Responses	
	Percent	Count
It's great!	30.67%	23
It's good	22.67%	17
Just fine	21.33%	16
Not preferred	12.00%	9
No thanks	13.33%	10
Totals	100%	75
Weighted Score	1.07	

35. Waterfront Development Buffered by Park

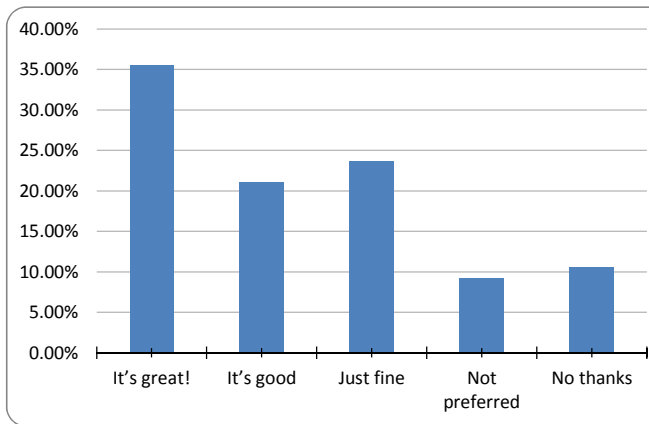
How well does this development form fit with your vision for Mineral Station?



	Responses	
	Percent	Count
It's great!	32.39%	23
It's good	23.94%	17
Just fine	19.72%	14
Not preferred	16.90%	12
No thanks	7.04%	5
Totals	100%	71
Weighted Score	1.27	

36. Neighborhood Park/Open Space

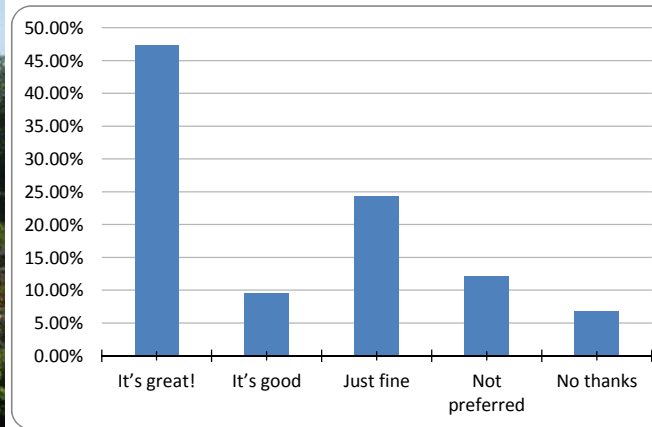
How well does this development form fit with your vision for Mineral Station?



	Responses	
	Percent	Count
It's great!	35.53%	27
It's good	21.05%	16
Just fine	23.68%	18
Not preferred	9.21%	7
No thanks	10.53%	8
Totals	100%	76
Weighted Score	1.32	

37. Community Gardens/Urban Agriculture

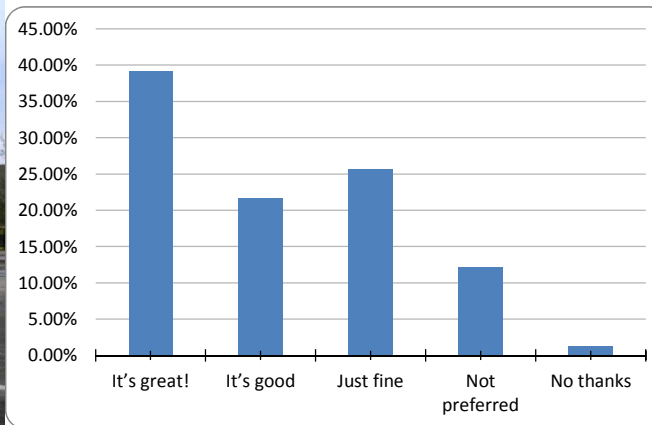
How well does this development form fit with your vision for Mineral Station?



Responses		
	Percent	Count
It's great!	47.30%	35
It's good	9.46%	7
Just fine	24.32%	18
Not preferred	12.16%	9
No thanks	6.76%	5
Totals	100%	74
Weighted Score	1.53	

38. Enhanced Street Crossings

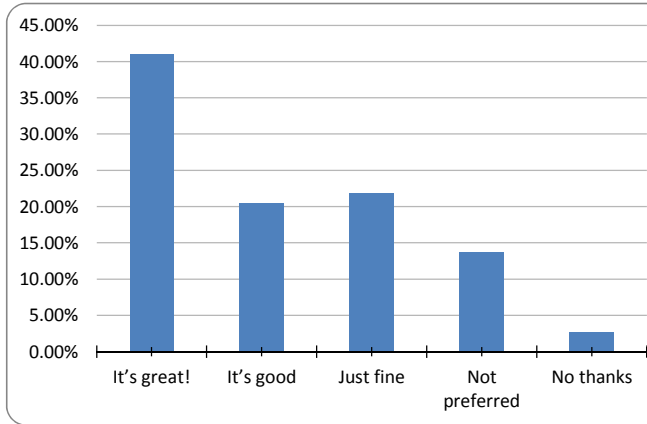
How well does this development form fit with your vision for Mineral Station?



Responses		
	Percent	Count
It's great!	39.19%	29
It's good	21.62%	16
Just fine	25.68%	19
Not preferred	12.16%	9
No thanks	1.35%	1
Totals	100%	74
Weighted Score	1.70	

39. Enhanced Street Crossings

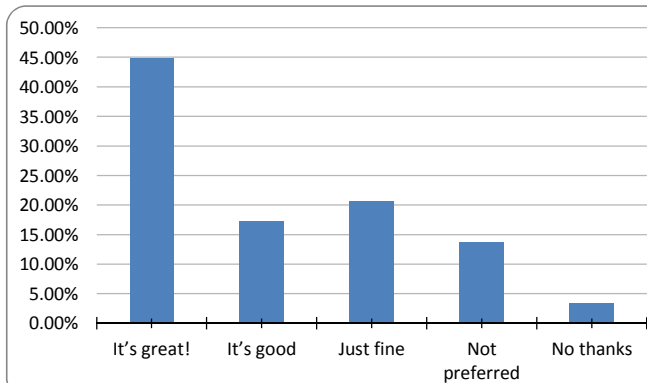
How well does this development form fit with your vision for Mineral Station?



Responses		
	Percent	Count
It's great!	41.10%	30
It's good	20.55%	15
Just fine	21.92%	16
Not preferred	13.70%	10
No thanks	2.74%	2
Totals	100%	73
Weighted Score		1.64

40. Streetscape Character

How well does this development form fit with your vision for Mineral Station?



Responses		
	Percent	Count
It's great!	44.83%	13
It's good	17.24%	5
Just fine	20.69%	6
Not preferred	13.79%	4
No thanks	3.45%	1
Totals	100%	29
Weighted Score		1.66

Mineral Light Rail STAMP Community Engagement

July 26, 2016
Community Meeting
and Online Alternative Scenario Polling Results

Mineral Station Area Plan Alternative Development Scenario Survey

Submission Details

1. What do you like about Option #1?
New foot paths and trails to access this area
THE MOST PARKING
River walk and public open spaces
Several things: pedestrian linkages, connection to AG, City Ditch Trail,
Mixed-use development, open space, pass through to Aspen Grove
Nothing
Emphasis on walkability. Mixed-use construction.
The new pedestrian bridge and the multi-level parking structure
I like this location of the new led bridge and the access to the trails and AG
Leaves some open spaces
I like the idea of a parking structure.
More commuter parking for lightrail
Mostly residential (townhouses, not apartments); takes advantage of park for residents instead of office workers or retailers
The mixed use nature of the plan, with parking and housing. I also like that the open space currently there maintains its integrity
new pedestrian bridge
Trail connections to the parks
#9
Nothing
All of the trail connections. The Parking structure. Walking access to Aspen Grove
Trails will be good assuming bikes are allowed.
nothing
I like that you are adding trails and connecting to Mary Carter Trail
Nothing
Not much
Additonal parking.
More parking?
It appears to be the least complicated, very clean, most parking

The amount of townhomes & extra parking
3 and 4 for easier access to Aspen Grove
Increased parking for lightrail
mixed use housing and business as well as connection to bike trail
new trail connectios , pass though to Aspen Grove, Dad Clark undrpass
Increasing pedestrian options.
Trail connections, parking structure
More trail connections
#14 because of the open space but it needs to be much bigger and expand into South Platte Park.
Nothing
Garage Parking, Riverwalk
new trails and trail connections; #9 (new ped bridge).
Overall enhanced access and walk ability. I'll highlight the new pedestrian bridge #9 for improved access and safety
parking garage
I like the mix of retail & open space
Access to Highline and Jackass Hill Park, New pedestrian bridge closer to light rail, Riverwalk open space
ample parking, pedestrian pass-through (#4)
Access via trails to communities
I like the new pedestrian bridge #9 and trail connection. Also parking
Parking structure, new bridge and trail connections
like #14 City Ditch Open Space
Parking structure, wrapped with mixed use; additional open space/plaza
The light rail station remains open
Mixed-use development wrapped around parking structure and townhomes.
More parking for the light rail station
Lower residential density than option 2
additional pedestrian bridge and dad clark underpass. I also like that the pkg garage is wrapped in retail and residential
The multi-level garage - can you build it to add floors in the future?
Mixed use and higher density. Better connectivity to aspen grove
7 / 9 / low amount of office space

I like all the connections and mixed use where appropriate. I like the additional parking.	
	8
pedestrian access to Aspen Grove	
1, 2, 3, 5, 8, 11, 12, 14, 15, 16. This plan has the most parking	
Connection with East and West sides of Sante Fe, parking structure need met, riverwalk ,and mixed use development	
Parking garage is definatly needed!	
pedestrian access and pass through to Aspen Grove	
The formal pass through to Aspen Grove (#4) is a nice addition	
It maintains open undeveloped ag land and open space vistas to the river south of Mineral.	
Plaza	
Parks and parking garage for light rail station	
The town homes	
Maximizes parking with good parks and open space.	
The location of the new pedestrian bridge and the additional pedestrian access to Aspen Grove	
Parking structure	
The pedestrian access/pass through to Aspen Grove, trail connection to Jackass Hill and High Line Canal	
Improved access to trails and Aspen Grove, townhomes by river/open space	
Looks like there would be more light rail parking. I also like the additional walking paths in the area.	
seems logical. trail connectivity.	
My #2 option: second bridge, ped access to Aspen Grove, more open space than 2, more parking space	
Parking garage only	
Adds retail south of Mineral	
The opporunity for housing, and the trail connections are great. I like wrapped parking and the retail and housing above it.	
Open space and pedestrian access;	
Nothing	
Nothing!!!!	
Great - and sorely needed- connections between Aspen Grove and the site; structured parking is necessary to support de	
Pedestrian bridge closer to parking and Aspen Grove	
I like the pedi bridge with trail connection	

I like the parking structure w/ mixed use around it. I also like the included open space.
Pedestrian access to shopping center. I like the additional pedestrian bridge too.
City Ditch left open, not piped; Parking structure close to light rail, pedestrian connectivity to Aspen Grove
Pedestrian bridge (new), parking structure wrapped
The addition of a parking structure, #8.
Parking size is ok
I like it. Make sure the parking garage is three, not two levels. (I live across Sante Fe and the view will not be obstructed)
Parking is improved
More parking, shaded parking, and pedestrian access points.
Trail connection
Additional open space and trail connections. Glad to see planning for additional entrances to Ensor property on Santa Fe.
the very small amount of open space is what some people in man hat"
I like the new pedestrian bridge.

2. What do you not like about Option #1?

City Ditch users must still cross Mineral Ave at grade level further impeding vehicle traffic.

LOOKS SIMPLER

Too many townhomes and multi family residences

It seems you are not doing anything for the Ensor property, why not? There is no need for a second pedestrian bridge over SF Dr.

Possibly very dense

Parking is the issue

Parking structure obscures "front door" of Mineral Station. 2nd foot bridge over Santa Fe is unnecessary.

Need more parking spaces due to already congested parking

Will add traffic to an already congested area. Littleton has serious East/West route issues.

Adding MORE housing to an already busy intersection

Additional office & residential impact on commuter parking for light rail

Too much focus on parking in overwhelming 4-level garage dominating high visibility corner.

egr

parking structure

multi family housing

Just don't block the views of the houses on jackass hill

Where is the parking for light rail??? Why do we need more high density residential???

The residential on the parking garage. Should have adequate space for light rail parking, not to compete with business or resid

No mention of how many levels on multi level parking structure. Height blocks view? Future mixed use area (13) vague.

everything

the trail requires us to cross over Mineral, a VERY busy street to get to 14 on the south side trail; not good alt 9

#5, #7, #8, #13

Don't need more high density development

WI live in SouthPark II and am concerned about #15, the new trail connections. We DO NOT WANT MORE TRAFFIC/FOOT near

Why is there a new pedestrian bridge when there is already one existing?

I hate parking garages with housing on top. Why are all options only exploring above ground parking? Can we not dig down?

9-12 will negatively impact the residential area--haven't they suffered enough with the train/light rail debauche?!
There is no retail added
#9 is not needed, already have a pedestrian bridge at the station. Way too much retail, office and apartments
None
nothing
mixed use, business and retail options. Aspen Grove is right there already with empty and struggling retail
I would like #14 (open space) to be larger.
Future mixed development on current open space, additional townhouse development
I do not like the high-density mixed-use development area. Make it a green space.
High Density Housing
High occupancy.
#8 if it's a paid parking structure. OK if it's free.
Unclear if #9 gives immediate access to light rail or if people have to cross to parking lot first then back to LR.
nothing
Increased traffic at Mineral & S Platte Pkwy
More retail around parking structure and in #5 - seems like Aspen Grove has empty space - do we need this?
Not enough parking
Not sure
Would love to see houses built in open areas instead of more retail
Do not need more rental properties in Littleton, especially #7 backing up to South Platte Park. Why new ped bridge over SantaFe
Absence of intersection flexibility
This an end of line station and should be extended south and west
More townhomes being made, removal of the 7-11 gas station it seems..
4 level parking garage - too tall for that location
The number of planned townhomes and apartments
Nothing
I'd rather it not be developed at all!

It may not be dense enough for a light rail station.
the possibility of the parking structure building being too large creating an eye sore
#7 being directly across from the nature preserve, option #3 has more open space
#7 and # 5 are horrible ideas. The area is already terribly congested with traffic.
Maybe the new #9 is not needed.
future mixed use developement
I do NOT like the additional overpass walk way (#9)- that's a waste of resources. Additionally do we REALLY need more townh
It places three-story architecture right up against the park--there should be landscaped transitional space that preserves views
The housing, increased traffic, not enough parking.
Housing, both the town homes and multi-family housing
Bad idea for multi family.
Not as creative with the layout and probably the least opportunity for aesthetics.
Way too much parking
We don't need mirhouses we need more parking
Concerned about size of #8
More retail and homes in the area would burden the already crowded intersection
enough density and/or activity to create a destination/place?
Need more detail on the "Development program" where are those things supposed to be?
Conjested, condensed and crowded licing space. Too many additional people and car for existing contersection.
Eliminates much needed overflow parking at light rail station (block "7")
It may have too much multi-family housing above the parking. It will give it a lot of height, which maynot match the area.
townhomes and high density next to park; 4 level parking structure
South Platte Park is a natural space that needs to be protected, there can be no further development on its edge.
Parking garage, destroying our beautiful open spaces in 13, 14 and 16 for retail?!
Potential conflict w/townhome guest parking and station parking - can see station users trying to park on any available surface
Office development does not seem to fit in this location
The additional residential areas
new ped bridge is not needed. And will not be use much at all.

Somewhat concerned about traffic congestion especially with more residential units being added.
Large parking structure.
Two pedestrian bridges over Santa Fe would be nice but not sure it's a priority due to cost.
Possible size of parking/housing structure
The addition of town homes, #7.
Area 7 is needed in this design as more parking. West side of city ditch should be for park expansion
Should the pedestrian bridge be further North for access by those neighbors?
Ped bridge
Risk to wetlands and lack of bicycle parking.
Too many new homes no need for retail. We should have grocery in existing aspen grove
New townhomes (#7), 4 level parking garage, additional retail space when Aspen Grove has many vacant stores.
a 4 story parking structure is absurd, totally un needed and wrong
There are too many units. This community is changing from a small town feel to urban living.
4 level parking structure.
a.) the pedestrian bridge doesn't connect with the bridge to the light rail stop.
Looks like a sea of concrete - like it is very high density and that it would negatively impact the river area.

3. Do you have any other comments regarding Option #1?

I really like adding many more parking spaces in a covered garage!

NO MENTION OF BUS STATION

So, you are adding a lot of traffic to the area, what traffic improvements are planned?

Would prefer a foot bridge over Mineral to serve future mixed use #13.

None

I like the idea of #5

Aspen Grove is starting to lose tenants; several empty store fronts seems to suggest additional retail may not be successful.

If RTD extension to Highlands Ranch happens, we may not need so much parking here.

I also like the new ped access to Aspen Grove, so we don't have to climb through the bushes!

see #2

Concerned about traffic on Mineral, which is already backed up during rush hour. No other way to get into our neighborhood.

Why do you feel the need to develop every piece of open land.

recommend you take 14 and put it west along platte park instead of making us walk in mixed zone.

Apartment complexes are reducing the quality of life in Littleton.

Mineral station needs more parking spaces period!

Concerned about the height of the parking structures. Preserving mountain views for homes is vital. Alamo is pushing it.

How about some affordable, single family homes?
Not my favorite
This area is already over crowded, Have any of you tried driving on Santa Fe pretty much any time of day?
None
Much too much.
It's not entirely clear which items are new. Is it only the items marked "New"?
Get rid of adding more housing to the mix!
This seems like it's adding a LOT of people in a small space where parking is already very limited
Need a bridge to get over to #13, from #8 area.
Would like to see security issues related to increased foot traffic Eric to be explicitly addressed.
no
Love the idea of parking structure and residential in RTD lots
Where is the existing 7-11?
this is the best of the three
no
add ped bridge across Mineral Ave instead of a new one across SantaFe!
Like additional ped bridge and underpass, though expect they are costly
Why are you tying in the neighborhood into this. It's a lite rail stop unless you make it a hub for lines east west and south
Why is a new pedestrian bridge and north Aspen Grove access needed?
How does this development affect the bird (and other animals) habitat at Carson?

Concern about foot traffic towards highline canal
no
western park of 13 -should remain open space or park development
No more "homes" and "offices" please. The current streets cannot handle more traffic!
We are becoming a city inundated with apartments, rentals & townhomes. It brings an unwanted transient element to the
This survey design does only accommodate sound bites--it prevents fully answering the questions.
Don't want the high density development.
More office space would be wonderful. Littleton empties eastward every morning let's get some professional jobs here.
Widen roads and intersection.
autonomous vehicles will make that amount of parking irrelevant and if developed, it will seem shortsighted
There are 9 empty inline stores at Aspen Grove we don't need more
townhomes seems to detach future development to south from Aspen Grove
increase limit on text box. What is occurring in red outlined space, is it all #13 that indicates mix-use?
Who wants to live across the street from railroad. Why is that never mentioned?
Nothing else.
Strong concerns on traffic due to high density housing and Littleton's crown jewel South Platte Park. Space here is too limited
Further development near South Platte Park will ruin the ecosystem and safety of animals.
I moved to Littleton and specifically Jack Ass Hill for the views. This option destroys our small town feel that people move
Creates a nice "place" near 5/6 and current Aspen Grove
Traffic is already a mess coming down Mineral towards Santa Fe. More people who live there means more traffic.

Sometimes I take light rail to the shopping center and there is no clearly defined path to get to the shopping center. It
I like the suggestion for another access point under Santa Fe.
Littleton's growing population needs more open space - use this great opportunity to add much more
Improving paths from neighborhoods across Santa Fe a must.
don't need ped bridge due to proximity to existing ped bridge
How much does this increase the capacity for parking? What about bikes?
The Mineral/Santa Fe intersection is a bottleneck for traffic, especially WB. A passenger drop off area on E side would h
shocked that whoever on this development board somehow convinces themselves that this is good for littleton.
This area is already overcrowded. Further development only fuels the housing bubble which will eventually burst.
If you are walking down the hill you have to go around to get on the rail. #8 should not have housing, only #13
What about traffic? Mineral and Santa Fe are already an issue.

4. What do you like best about Option #2?
New Dad Clark Gulch underpass and trail connection & the "maker" campus
NUMBER 5
not much
Nothing
neighborhood park
Not much
Adding greenspace with new park #4. New pedestrian bridge seems better placed than Option 1
More parking and the pedestrian bridge by Aspen Grove
Looks like less condensed housing.
I like the proposed layout better. And #9.
Even more commuter parking than option #1.
Lower garage, less strip mall feeling, low frontage on Mineral. Prefer option A.
Once again, appreciate the mixed use. I also like the trail connection to Jackass Hill
Maker Campus, retail building
new pedestrian bridge
Good new and existing access to existing trails - some new trails and open area
Parking garage as additional parking is sorely needed for the light rail.
trail connections.
Less congested housing wise than #1
nothing
Nice plan except for the residential aspect.
Less high density. More parking spaces
Additional parking
doesn't appear to be significantly different from option 1

The pedestrian bridge still neg. impacts residential area but it is further north--how about even closer to ACC?
Location of pedestrian bridge into Aspen Grove, perfect amount of retail
#5 access to Aspen Grove
Increased parking for lightrail, trail connections
bridge and play area
new trail connctions, pedestrian bridge and access to Aspen Grove. Some residenial and park
Increased pedestrian options.
trail connections and neighborhood parks, parking structure
The pedestrian bridge closer to the shopping center
Nothing
Nothing
Park, New Trails & pedestrian access to east side of Santa fe
new trails and pedestrial bridge
Overall improved accessibility. #11 and 12 especially since they improve across to LR from east of Santa Fe
parking garage and business development
Office park on NW side
Neighborhood park, townhome plan seems better than option #1
Aspen Grove connectivity
More parking.
Pedestrian bridge and access to neighborthood
Love the additional parking Option #2 offers, Mineral Station parking is always full. Like the neighborhood par
office against South Platte Park instead of rental residences, like City Ditch Open Space
Again like parking structure, though missing wrap;
. T
The parkis nice
Location of residential buildings
pedestrian access to aspen grove
The office park
More parking
3 / 11 / 12 / 15 / 16

I like the increased parking spaces and the concept of the office maker campus just not where it is.
Office
pedestrian bridge
#7 location is better than 1st plan, #9 good spot for retail, #8, #1, #4, #11, #14, #15, #16
I like this one too
The location of the new bridge, further north. Dad Clark underpass.
Parking structure needed for light rail
new trail connections
I like the 3 level parking structure. This is the best of the 3 options.
Here also, it leaves the ag and open space south of Mineral alone.
Neighborhood park, office buildings
Number 8 parking
Good split of multi-family to townhomes.
The office/residential campus is a great idea
Less housing
The same as with Option #1, the access to Aspen Grove and to the High Line Canal/Jackass Hill
Improved access to trails
pathway to connect to Jackass Hill Park and High Line Canal
the efforts to address Mineral Ave. as a gateway
I like the office/maker space
Parking garage only.
Better use of parcel 7 for office
That it is a mixed use development and allows for future mixed use development
Office maker campus versus high density housing along park; easier access to retail; housing next to parking
No
10 & 11, this path is dangerous as is an steps need to be added down to Mineral
Ped connection from existing neighborhood to east; better trail connections east of 85
Nothing

Increased retail and commercial property means increased income for the city.
Pedestrian access to shopping center
#7-B
Town homes on North Side of parking structure closer to retail.
Love the garage size Best design of the 3 options
improved train connections, pedestrian bridge. Parking!
I do not like
Additional parking.
Density of housing looks much more spread and less intrusive. Love the neighborhood park
Additional open space and trail connections; inclusion of office space; 2 level parking garage (795/level)
the 3 story parking is better than 4, but with no options seems slightly forced to choose.
more office space
#11, #4

5. What do you not like about Option #2?

Fewer parking spaces than in Option #1

LESS PARKING

Too many townhomes

Everything. Why a trail connection east of RR on private property? You are suggesting a neighborhood park where the RTD odd place for pedestrian bridge, less connection to Aspen Grove

Parking is the issue here. We do not need business and townhomes

Single story retail fronting Mineral.

Still would like an additional pedestrian bridge placed as shown in option 1

Really prefer to leave the South side of mineral undeveloped or as open space

#6. Adding more housing to an already busy intersection.

#9-skip the retail and consider MORE commuter parking.

Least open space, no "Riverwalk," too many apartments in option B, too dense.

I wonder about so much office space with Southpark up the road not being filled.

multi family housing

4.45 acres of open space is on the low side. Too much new residential with Option B

pedestrian bridge needs to stay at mineral ave.

Too many high density residences. We do not need more of these in Littleton.

poor placement of ped bridge. #9 on Mineral.

Vague plans on #13.

9, no cross over at lightrail like #1 had. just bad flow and energy in this one

#6, #7, #13

The office space vs. more parking

#15 is concerning, as a Southpark owner. New Bridge #3. concerned about the height of everything. Need to preserve mountain

parking space numbers? #8 in description says 795 spaces per level, development program says 485 spaces per level.

Impact on existing neighborhoods on the east side of Santa fe.
Reduced open space, Option B has too many multi-family units, Don't like location of townhomes
Pretty much everything else, too much overbuild
None
nothing
office complex
Less parking provided.
office and retail development
Exposed parking structure, instead of having a wrapped parking structure
Pedestrian bridge to Aspen Grove is highly unnecessary. It's an easy walk from Mineral station. #7, #8, #6, #9, #13
High Density Housing
Concerned about height of parking structure & lack of parking
#8 if it's a paid structure... if Free, it's OK.
A local access bridge the the LR similar to #9 in 1st scenario would be good for bad weather.
nothing
Townhomes packed in behind parking garage
new pedestrian bridge is not practical in that location. won't be used much.
office/"maker" campus - wtf?
Not enough parking
Office space- plenty of empty office spaces elsewhere...
add ped bridge across Mineral Ave instead of a new one across SantaFe!
Absence of connection to/across retail spaces; new ped bridge is distant from light rail access
Leave the neighborhood alone to be developed be developers not the city
Would like to see retail incorporated like in the other options
Townhomes around the parking structure is stupid. Don't want townhomes there anyway, but they will have no view and have
4 level parking - too tall for that location
exposed parking garage and pedestrian bridge location (I like it farther south)
insufficient parking
Mixed use development is better suited on northern side of mineral. Feels disjointed
WAY TOO MUCH OFFICE SPACE. ./ Offices should not be allowed to border the park. Reserve nice space low middle income

This feels awkward. Number 9 is an orphan from the other retail. The town houses are adjacent to parking and retail.
Foot traffic to highline canal. Impact on neighborhood
too much office space
#7 rather see shops & retail, less open space than 3rd plan, less parking than 1st plan
Again neighborhood commerce analysis needs to dictate if more commerce can be supported
#6, #7 and #9 are horrible ideas. They only increase the terrible traffic congestion and increase air pollution and incr noise.
Hate to see a new #3. one bridge is enough, the construction will disrupt traffic on Santa Fe
Still dislike the addition of an additional walkover #3.
Same as in option 1--it makes no sense to jump from natural to urban terrain, imagining that the phrase "park buffer" has m
High density development, more traffic, not enough parking
Townhouses
Number7
Sacrificing parking and parks and open space for retail and office space.
Way too much parking, the pedestrian bridge is too far from the light rail station
Need more parking
The combination office/retail and residential space along the park buffer.
Parking garage is too big, not enough retail space. Think it would be better to swap locations of office space (7) & townhome
A 3 story building for offices seems like it would stand out in the area
lack of density and disconnection (activity and use, not trails) of southern parcels from Aspen grove.
less open space than #1, this is my least preferred option, not a lot of parking, not welcoming light rail space
Too congested, crowded as in Option 1
9 is uncenssary, still not enough replacemnt for the overflow parking you are losing
I think it may be a little too dense for the surrounding area, but I like the mix of office/residential
Less retail and larger parking structure for RTD lightrail
Don't build any tall buildings or heavy lighted structures near the park.
3#? Why a pedestrian bridge over into residential neighborhood. Parking garage Horrible! DISLIKE!!!
The pedestrian bridge is way too far north and inconvenient. Too much office, retail is poorly located
Pedi bridge goes into the neighborhood?
new ped bridge is not needed. Will not be used much at all.

Concerns about traffic congestion in an already cramped area.
#8
The new retail building #9 that is separate from other retail.
But west side of City Ditch needs to be added to S Suburban park
Ped bridge will bring in riff raf
Longer walk to parking, thru townhomes and shops. Concern about how much the extra shops and offices will make parking
The pedestrian bridge seems like it could increase inter neighborhood crime
Ped bridge (#3) is too far North; don't need more retail space;
If you think that less than 5 acres is considered "open space" you have moved here from California
Too many multifamily units at an already congested intersection.
Do not like the idea of 3 level parking structure.
#3 too far north!, too much housing, it will be super congested!

6. Do you have any other comments regarding Option #2?

Where does the East end of pedestrian bridge #3 terminate?

WHERE ARE THE BUS STATIONS

Your space for answers is inadequate!!!!

Doesn't seem as inviting as #1

Would prefer to see a pedestrain bridge over Mineral to serve #13

I like this better than #1.

Townhouses shield garage from view except along Santa Fe.

This would be nice to have more little shops and coffee houses

There is already a massive amount of existing residential in that area
do not build pedestrian bridge in back of my house.

how much parking? 795 or 485 per level?

Travellers coming in on train balances out travellers going out better.

dump it as an option

Apartment complexes are reducing the quality of life in Littleton.

No

Concerned about the height of the parking structures. Preserving mountain views for homes is vital. Alamo is pushing

Not liking this one because of the least parks and open space.

Can't you incorporate something along Mineral? Why slice through private homes??!!
Prefer Option A
The nature trails are fine as is, why is money being spent?
None
better than one. Still too high density and busy.
There must be options that do not include high-density development--we need more green space.
Get rid of adding more housing to thee mix!
Really like the additional open space park, trails & more
Need a bridge or walkway from #8 to #13.
Same comments about security as with scenario 1
no
Again increased traffic at Mineral & S Platte Pkwy
(for all options) need a better way for bikes to get across Sante Fe
don't know
Make this a lite rail transit hub
No townhomes, no office buildings. #9 retial is in a poor spot.
Why is a new pedestrian bridge and north Aspen Grove access needed?
Option 1 was better at connecting the various uses
Homes should not block access to Aspen Grove.

overall I like this one a little better than the others with the exception that it has less parking than plan#1
Somehow not as exciting
Don't like anything about this one either
This is a more practical use of space- less congested than other options.
Again, survey design prevents fully responding to the questions.
Slightly better than option 2. We have such a glut of apartments in the area.
The road and intersection will need to be widened with the increase in offices and residential
Less office space and more parking would make this a natural middle ground.
You need to address the Santa Fe mineral intersection before building anything. It is the #1 accident intersection
I like this option the least
Where would the new pedestrian bridge connect people to on the east side? Does that also go into the neighborhood
like pedestrian bridge #3 spaced further north vs. option 1
Who wants to live across the street from railroad - why is that never mentioned?
I like #1 better than this one. I really like the trail connections and connection of Aspen Grove.
If the RTD light rail can not be extended then maximize on retail near the parking to get tax dollars; opt A preferred
Additional devolve the near south platte park will extreme damaging.
Why does there need to be a 795/level parking garage! Expand and pave the lot out to the Carson Center with no gar
Makes better use of existing bridge connection - it connects to retail rather than right to garage
This option makes no sense to me.
Aspen grove can't keep retailers. Why add more retail?

A question, what impact fees will be assessed to developers to help cover the city services demand?
A lot of detail north of Mineral none south of Mineral
no ped bridge
How many levels on the structure?
Much better than 1
Need space on E side of Mineral/Santa Fe for passenger drop off area.
Option B for office space would be a better choice. The entire project is absurd and I would assume the developer is
the plan has a more urban feel than #1.
Does Littleton need all that office space? or retail? Englewood has a similiar situation and that has lots of vacancy.

7. What do you like about Option #3?
"maker" campus
NUMBER 4
River walk public open space
Nothing
Public plaza, riverwalk
Nothing
Public plaza spaces and park! Mix of multi-family and townhomes. Ground floor retail under parking structures
Riverwalk and parks
I like the idea of adding a city park/Plaza area.
Nothing.
Best option but could be better. Most open space, less obtrusive split garages without losing spaces.
Maker campus, plazas
new pedestrian bridge and trail connections
A little more open space planned
Nothing
The public plaza (9) seems to be more like Southglen. Not as much parking facing the houses on the other side of Sa
nothing
Nothing
Nothing
Mark parking
This one seems to have the most parking and the most visual appeal

Common areas and open space--need more of this!!!
Amount of open space, includes retail, general layout looks much nicer
#4 access to aspen grove
trail connections
River Walk and Public Plaza
Same things I like about one and two.. connections more access, park
#6 riverwalk
river walk idea
Pedestrian access to the shopping center
Nothing
Nothing
Plaza & Mixed use space
trails and ped. bridge
Overall improved access ability. I think the pedestrian bridge #3 should be moved to give access to both LR platform and office maker
My favorite option
That parking structures are split, public plaza, retail along the riverwalk street
Aspen Grove connectivity
access to the neighborhood
Love the option to have more multifamily units as the demand is often greater than the supply, also like the public plaza like City Ditch Open Space, #17
Townhomes and ground floor retail
Public areas near the bridge to light rail are nice I guess.
Lower residential density and office campus
all the trail connections and the split parking garage with the plaza
The seeming simplicity
Retail strip with 3 story residential adjacent would make a welcoming street
3 / 14 / 15 / 18 / 19

I love the way the uses have been integrated in this option. It might be my favorite.
Parking garage
the plaza
#10, the most open space of all the plans, #11, #6
Dad Clark underpass - northern overpass
I like two parking structures, incorporating ground floor retail with parking and public plaza
Nothing- this is the worst of the 3 options.
Here also, it retains the ag land, open space and vistas to the river south of Mineral unobstructed.
Open space
5 and 8
Maximizes public and open space with creative multi-area layout.
Open plaza instead of a huge parking structure, that's awesome
Nothing
The public plaza
Residential options near river/open space, 2 separate parking garages with ground floor retail, inclusion plazas
I like this plan the best. Open spaces inside a developed area.
like level of density and focused activity/formal open space at mineral and the place it creates.
pedestrian access to aspen grove, 2nd bridge the public plaza is a welcoming gateway to littleotn
Nothing
Nothing
I like that it is mixed use development. I like the trail connections and the parks and open space.
Open plaza; larger retail (tax dollars) and larger amount of office space
Nothing
18, 15, 14
Design/connectivity is best of 3 options; strong connection from station to plaza/Aspen Grove
The Riverwalk is a nice concept
Like the plaza idea and two different parking sites. Like the park.

In comparison to the previous options, nothing.
Public Plaza; pedestrian access
City ditch not piped, multiple use for parking structures (retail plus parking)
#9 & # 10
Nothing
Nothing positive
Public Plaza could be great. improved trails. Ped bridge
none
Plaza.
Neighborhood park
Not a lot
more open space, but clearly packaged together with more parking and the most office space
nothing
Better then 2 or 1.
the public spaces

8. What do you not like about Option #3?
Fewer parking spaces than Option #1
HAVING TWO PARKING STURCTURES
All the multi family homes
Everything
Maybe not enough parking
Seriously, do you folks use this station. We don't need business or townhomes. We need parking that is accessible from
Second pedestrian bridge over Santa Fe seems unnecessary.
Not sure if that would be enough parking due to light rail traffic and new retail tradic
Too much multi family/condensed housing.
Not enough parking spaces.
Not nearly enough commuter parking; public plaza is a waste of land and places to loiter not optimal.
Still a 4-level garage fronting Mineral, WAY too many apartments(!).
Once again, a lot of office space.
multi family housing
Too dense - too much residential -
DO NOT BUILD PEDESTRIAN BRIDGE BEHIND MY HOUSE
Too many high density units; Too little light rail parking; Too densely packed
public plaza
Again, 16 is vague as to what is planned.
nothing
#5, #8, #9, #16
Less parking vs. other plans
Same as 1 and 2
Looks busy and complicated, 2 4 story buildings right on Santa Fe will block open space feeling of the neighborhood

Again, the impact on the neighborhoods....
Amount of multi-family units, prefer townhomes
nothing! this plan is awful, way too much shoe horned in!!
two different parking structures
nothing
Still to much high density, office etc. right along park border.
#7 parking is far from light rail
smaller parking structure, seems to have more dense concentration of residential/commercial/office units
Everything--especially the multi-family and townhome options. We need single-family ranch style homes.
High Density Housing
Lack of parking
#5 (High Density residential); #8 - more townhomes;
Access to LR platform from pedestrian bridge requires crossing to parking then across existing bridge again
too fragmented
Not as much parking the other 2 options
new pedestrian bridge in inconvenient place
Not enough parking, office/maker campus
Not enough parking.
not enough parking
Lack of parking (huge problem at Mineral Station already)
we do not need more rental properties in Littleton, especially backing up to South Platte Park
Ped bridge is distant from light rail; retail is distant from park and residential cuts off park
Will it be enough parking?
Quit with the townhomes and office space.
Wrapping residential around parking is not attractive; 4 level structure too tall for this location
not enough parking
Plaza in the middle of office doesnt seem inviting to public
High income properties should not dominate this beautiful area. Polo Reserve already exists.

The retail feels a little orphaned and may not work.
multiple parking structures
#5 & #8 this plan has the most housing, this plan has less parking than 1st plan
Commerce. Limited housing.
#5, 7, 8, 9 are horrible ideas. Adds traffic congestion, air, water and noise pollution
New pedestrian bridge...
The Plaza #10 is a complete waste of space. I strongly dislike the 2 4- level parking structures.
Again, it makes no sense to build multi-story town homes right next to the park--where is the in-character transitional dvp
High density development, not enough parking, increased congestion
242 apartments is way too many!!!
#12 and 10
Excessive multi-family housing and insufficient parking.
I'd like to see the second pedestrian bridge closer to the light rail station, still too much parking..
Need more parking like over on i25 near Lincoln. A big parking structure. I can't use the light rail because there is no pa
The split parking garages. I like one better.
Steep reduction in RTD parking unless the structure will be huge and be an eyesore for the development
parking garage 11 at mineral ave. the 'gateway' is pedestrian focused and doesn't address the car entry as well
need more parking, maybe underground?
1 and 2 are better options for parking
Again, it may be a little too dense for the surrounding area.
cut up nature of parking structure (north will be less utilized) and therefore, retail suffer; high density apartments; lg open
Don't build next to south platte park. It will ruin the lives of animals
17,16 (Horrible) Keep our open spaces and mountain views!
Total parking spaces vs. uses could be an issue
I don't like the split parking garage, the bridge is too far north, and there is too much office.
Don't agree with residential. Traffic concerns.
New ped bridge is not needed. It will not be used.

Limited parking, increased residential and less retail / commercial for tax income.
Parking seems limited
Another pedestrian crossing over Santa Fe seems an expensive option, although would be nice
Two exposed parking structure
Parking is too broken up, seems choppy and not user friendly.
What a cluster in that small area north of Minerals - No parking to speak of for our commuters (Aspen Grove shoppers at
not enough parking and ped bridge
Not enough parking. Long walk from bridge to parking.
Housing much too dense. More tow home less multi family
Development density is too high for this area, don't like building heights, additional traffic through Mineral/Santa Fe
You have packaged the plans so that all force people to take more bad then good.
way too many multifamily units.
#3 is too north, #3 should connect closer to the light rail

9. Do you have any other comments regarding Option #3?
WHERE ARE BUS STATIONS
Your answer space is cutting off my responses.
Later. Arrive after 7am and good luck parking. Options don't solve issues
Would prefer a bridge over Mineral to serve #16
Traffic during rush hour will be even worse! Have you driven over there lately during peak hours!?! I like the layout of this the best but don't think there is enough parking. Lack of commuter parking, public plaza & retail will make this plan utterly inept in a short period of time. Replace apartments with townhouses.
the plazas are a GREAT idea
DO NOT BUILD PEDESTRIAN BRIDGE BEHIND MY HOUSE
dont like this plan
put back ped bridge 9 in opt1; remove 17 to west along park & make cutthru to 19 between where word "park" is, not at m Apartment complexes are reducing the quality of life in Littleton. Just focus on getting more parking please. There is no parking after 7:00 am. Same as 1 and 2
Really for all three. Why are we only entertaining placing offices or housing above parking garages?

This is one of our last undeveloped areas--in a unique setting along the Platte and the Nature Ctr. This plan acknowledges
This is my favorite option
None of these plans are appropriate, save the money for something better
too many retail areas
Why retail or office with so much empty retail and office and Aspen Grove next door. Hope affordable housing included
Least desirable plan due to multiple residential/commercial/office developments
Stop adding housing to the mix!
Does not seem like enough parking. Not enough detail about Plaza space
Need bridge over mineral to get to #16.
Same security concerns as with other scenarios. Increased access increases security concerns. Would like to see security
no
Overflow of RTD patrons parking in Aspen Grove or residential spots concern me
not sure what multi-family means? apartments/condos? duplex? how high?
add ped bridge across Mineral Ave instead of a new one across SantaFe!
Parking structures may be very imposing?; absence of intersection flexibility
Just build a 2 story parking garage in the current dirt lot and have bridges over the street. Keep the 7-11.
Why is a new pedestrian bridge and north Aspen Grove access needed?
I can't really see the point of this design.
12 will encourage vagrants i.e. Englewood Station. WAY TOO MUCH office space.

I have difficulty not having these laid out in front of me. Harder to compare
Repeat comments from just above.
Maybe make an ampitheater for the public plaza?
Dislike the additional pedestrian bridge # 3. Does anyone remember "The Bridge to Nowhere" on Wadsworth at Bowles?
The 3 alternatives are too development intensive--they do not represent the true range of alternatives available.
This is the worst of 3 bad alternatives
Leave more open space. Not everything has to be developed.
Need another bridge. Widen roads
Probably the most attractive option to look at.
You need another option that really do yes on the problem, parking
I FOR SURE LIKE THIS OPTION THE BEST!!
can the parking lots at Aspen grove or parcels 16 be used for parking? It would create a longer pedestrian path and more
Who wants to live across the street from railroad? - why is that never mentioneed?
I still like Opetion #1 best.
high density multi family housing is NOT preferred. Prefer townhome
The 4 level parking garage is much more reasonable than the other options
This is the best design - provides boulevard entry into Aspen Grove and strong ped connections
I don't see this site as ideal for any office space. Transit, residential and retail only.
Favorite out of the 3

Again turn west side of City Ditch into open space / Park
I do like breaking up the garages for the plaza.
Do not need another ped bridge
What about bikes?
Still need passenger drop off area on the East side of Mineral Santa Fe.
Put the larger open space from 3 with no parking multi level parking and less homes. TADAH!!
the most urban plan yet. the emphasis should be the rural feel of the community, not jamming the maximum units into the
overall i think this is too high density for this lot of land
What about single family homes with yards?

10. Do you have any other feedback you'd like to share on this project?
Would be great if these changes would be finished in the next 3 years.
PARKING IS MY BIGGEST CONCERN
Do we really need more townhomes and multi family residences
#s 2 & 3 are awful; # 1 is ok But hoe are you proposing to manage the additional traffic? I guess you aren't.
Parking is the issue. Don't need townhomes or business here.
#3 is superior to the other two options by a wide margin.
Avoid over developing the area. The current open spaces are nice and traffic is already bad.
I think that no apartments/condos should be added. Townhouses or apartments above commercial. I like the idea of a comr
I often cannot take Light Rail because parking is always full. draft plan must stay focused on current & future parking demar
No need to cram in retail; there's plenty coming to the south. Mineral traffic is already a nightmare; fix before development.
Would be great to have more spots to hang out. Like plazas, coffee houses, etc.
Please try and keep the density down - residential and otherwise. There is too much traffic in the area as it is - it is an
DO NOT BUILD PEDESTRIAN BRIDGE BEHIND MY HOUSE
Why does this area need to be "redeveloped"? Other than not enough parking for the light rail, the area seems just fine as
Thank you for the easy way to comment on this project
Another reason I don't want to live in Littleton any longer.
the trails are most impt, the lightrail second. fill in with retail, but remember we want to walk in NATURE, not retail/cement
There is no parking available at Mineral or Littleton after 6:30 or 7:00 am. Do something about it. If trying to go downtown ir
As a 53 yr resident of Littleton, our view of the mountains and keeping as much open space is VERY IMPORTANT to the re
Plans are one thing but quality design and construction are most valued by me.

Be cognizant of the lasting impact this will have: will it attract people to Littleton or be the new concrete "umbrellas" ?
I want open space to always be maximized, I think the area is too small to add 100s of multi-family units
All these plans look terrible, they look like someone has play money to waste
none
Any high density housing here should range from moderate to affordable.
Of the 3 I prefer #1. I would love to see a public library in the area.
Please provide options that do not include high-density development. 85 is already very heavily trafficked.
These options are terrible. Quit trying to cram more people and traffic into this area!!
Parking should not be fee-based. It should be free. You're making this place too congested so I'd probably not go there.
I like the new pedestrian bridge. But I think it should be positioned so that it gives direct access to LR platform
no
Growth and development of this area is needed! Excited to see movement!
Just really hope to have a better way to get bikes across Sante Fe and really want it to feel like a neighborhood vs. retail
pedestrian bridges are expensive, I don't see the benefit of such an expensive upgrade
No
Possibly consider all multifamily units instead of multifamily units and townhomes
Need to contemplate possible intersection changes, at least ideally
There needs to be a parking structure and expansion of light rail in all directions. Seize the opportunity before its all develo
I didn't see much variation between options. SOMEONE really wants mixed use....read....development.
Just build a 2 story parking garage in the current dirt lot and have bridges over the street. Keep the 7-11. No townhomes
Looks exciting!
Don't over develop this beautiful area. Preserve the animal habitat. Aspen Grove is awful and always has empty retail.

Keep as many connections as possible. Push for as much density as possible. Plan for connections to the Ensor Property
no
I'm not really crazy about all of the plans. I wish there could be a better combo of parking, open spaces, retail & less housing
All commercial and residential development will severely increase traffic congestion and air & noise pollution. DON'T DO IT
More space for comments would have been nice.
PUMA needs to go back to the drawing board. At least alternative that is not intensely urban is needed--then one in-between
Any of these will make the problems worse
Go easy on the retail development. Aspen Grove already has so many vacancies. And not to mention how dead Southwest
The traffic at the intersection is already high.
Future development can focus on housing & retail (Aspen Grove sufficient). Parking is key to encouraging the use of the rail
I'd like to see a plan to make crossing Mineral on the east side of Santa Fe safer for pedestrians with the new trail connectic
How will this impact traffic. It is already a nightmare on mineral west of this area. How have you addressed traffic.
After looking at all three options, I prefer #1. It has the most parking spaces and I like the overall plan best.
I vote for option 3!
I would love for the park to have a splash park feature and a cool playground. What about expanding the intersection?
This project should help Aspen Grove be healthy for the next 50 years, not detract or not add significantly.
I like a mix of pedestrian, parking, housing and office
If additional retail is needed there are plenty of vancancies in Aspen Grove. Why does retail have to be related to the river?
This should be on public display at Aspoen Grove, or City Hall, or in several locations like Platte River Grill or Starbucks so
I really like that we are looking at the idea of mixed use development and a wrapped parking structure.
DO NOT WANT HIGH DENSITY APARTMENTS; will have enough growth with south side of mineral. comment boxes shou
You have to stop all plans to build next to south platte park. The additional devolopment bed eve stating to the ecosystem.
Absolutely insane that the City of Littleton would consider any BIG Chains on the corner of our open spaces with Mt Views.
It's far past time that these sites develop beyond a sea of surface parking!
Ranking: #1 is best, #2 is worst, #3 in the middle.
Concerns about future development on the southwest side of Santa fe. Traffic is major concern.
Yes. Parking is the greater need at a light rail station, not a new bridge and not additional housing.

Who pays for this- private developers?
Keeping access to the South Platt trail from this area is important to me.
City Council is hell bent on adding more apartments in Littleton - take this opportunity to add much more open space
Be strong against anti-growth people.
existing ped bridge is adequate
Plaza, extra parking, and bike friendly are more important than townhomes or offices. Plan 1 best for access to retail
Please preserve our way of life, views, and property values
Just think it is sad to see Littleton putting profit ahead of people. U should be ashamed.
We moved to this area to escape a city environment. Excessive development and overcrowding are also dominating this community
how will the additional traffic congestion to an already poor situation be addressed?
These are not options, it is just the same things rearranged. Seems like a predetermined outcome with the pretense of choice

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Mineral Light Rail STAMP Community Engagement

August 22, 2016

**Open House and Study Session
and online comment forms**

Date Recorded: August 10, 2016

1. These three "choices" are no choice at all because they are all HIGH DENSITY DEVELOPMENT. There are not other choices, such as NO high density development.
2. These "choices" are awful. Other than needing additional light rail parking, why does this area need to be "redeveloped"? We definitely do not need new high density development in that area. That area is congested enough as it is. We also don't need a pedestrian access bridge to Aspen Grove? The current bridge is sufficient.
3. Thank you for the opportunity for input. I am in favor of #1 with a slight modification. It's easier to show what I mean in a picture (attached). Walking along Mineral or a mixed use area is not ideal. Crossing over Mineral, a very busy street to go south is not good. I think attached explains what is a better design (red if preferred trail; lose the proposed trail that is marked out with black x). Great pedestrian bridge #9 added to increase walkers, bikers to the light rail from east of Santa Fe - good addition.
4. Does anybody know how many parking spots are currently at the Mineral Station? I assume all three options will require paid parking for light rail? Where did the bus stops go? My concern is that convenient transportation to downtown is one of the big factors that makes Littleton so vibrant and these plans do not take commuters / public transportation into consideration outside of trail access. As to timing, the final plan is slated to be approved by the end of September, so an "alternative" that doesn't include high density development may be a tough sell at this point. There is an open house on 8/22.
5. Paid parking on top of the already high price for the light rail. What a way to "encourage" use of public transportation.

And did they ever previously give anyone the chance to provide input as to alternatives that don't include high density development?

Anyone know why this area is being "redeveloped" (other than big money, of course).

6. I prefer #1 also. I like idea of the trail (15,16) underneath Santa Fe although I would hope there would be a good reason to even HAVE the trail. What are we walking to that we can't get to by going over the existing bridge? If it's just stores, then majority of people will be driving/parking so might not be worth the cost of doing at all. We can get to Mary Carter trail now via the existing bridge. I would prefer residential and more open park areas closer to the trail as long as it's open for access to the public. What about a nice park to hang out in around there as well? and then the majority office/retail on the south side of mineral. Small family owned retail and NO BIG CHAINS like Walmart!. Perhaps a building code so they look unique and inviting, perhaps similar to downtown Littleton look. I don't think building a 2nd pedestrian bridge across Santa Fe is necessary. Spend money elsewhere. The Trail (10) would be nice to allow jackass hill residence better

walking to the existing bridge as they do it now, it's just not paved. But they don't need an extra bridge just for themselves. Having lived at Southpark townhomes, I also think a pedestrian bridge across mineral would be great addition. Traffic at that intersection is dangerous for pedestrian as people always trying to run the light.

Perhaps extend the existing bridge across mineral along the light rail and then stairs down to the south sidewalk. Stoplight timings should also be looked into, OR look into building an overpass so there is no light at Santa Fe. That would help alleviate backups all directions.

There is NOT enough space in the survey to enter long comments so you can't really speak to what you want to say very well. These comment boxes should be expanded.

I like [another commenter's] idea of moving the trail away from Mineral and moving it further south to go into the new retail area.

7. Thank you [City Staff] for sharing here and providing the link to officially provide input on the plan. It's hopeful that Littleton could follow suit of other "mixed use" space such as Southglenn or The Landmark where parking is free and tenant parking is separate from retail and dining guests.

I understand that the development of this space in SOME form is needed, in order to keep up with other developing areas such as Littleton Village and to help the struggling retail areas of Aspen Grove.

I am hopeful that an increase of office space will bring additional tax revenue and businesses to our area, but I am concerned about the high density residential plans. Of all the plans I like option 2A as it offers the most office space and least residential, as well as a good amount of parking, open space, trails, trail access & pedestrian walk ways.

Thank you for giving our community an opportunity to share our opinion.

8. I would first like to see a resolution to the parking problem that everyday commuters are asking for. If they build a parking garage that holds only 750 +/- on each level, a two level garage does not
9. Guess I really don't understand the need for additional bridges across Santa Fe. Isn't the one going to the light rail sufficient? Traffic in the area would become an even bigger nightmare than it currently is. What about the additional burden on such things as water, etc. We already suffer from shortages, high rates and now want to add even more people to the area. Then, how long before the same thing happens across Mineral and we are faced with the same proposals again.
10. There goes the neighborhood
11. Seems the best solution to the parking issues at Mineral would be to extend the line to Highlands Ranch Parkway and add parking there. I would bet 80 to 90 percent of the cars at Mineral come from Highlands Ranch.

12. Does any plan address existing traffic congestion and prepare for the additional impact of high density development?
13. [To comment #12], the City does not have a Comprehensive Traffic Plan.
14. RTD wants the developers of the high density developments to pay for the parking as they have no budget for it. Extending the line to highlands ranch would also help, but there is no budget for that right now either. We could try to learn from Englewood's transit oriented development around their light rail station, but instead we are given 3 awful development plans to choose among. RTD cares nothing about our concerns; they just want someone else to pay for the parking.
15. I find the survey presentation confusing. it needs more contextual information highlighting differences between the different options. Make it easier for me to comment: which things are the same and different between the choices.
16. I think I speak for a lot of Littleton residents when I say I'm disappointed and saddened by any future development in this area. Long time Littleton residents love living here for its old town feel, sense of community and open space. Do we really need ANOTHER shopping mall? Why destroy this nicest part of Santa Fe? Why bring in more traffic, people, and noise? I love living here and love raising my kiddos here too. Plant some trees, grow more grass, and make a park for us to enjoy. I know the almighty, selfish dollar will prevail but I'm just saying...Old Littleton is dying 😞
17. Amen!
18. I agree with you.
19. Only 128 characters permitted per response on the survey? Seems a little inadequate...looks fascinating though, excited to see the area evolve! Will the condos and townhomes be affordable for current residents who want to downsize? What will be the price point?
20. S. Platte River Parkway, the little street just west of Santa Fe that goes to the RTD parking, Aspen Grove, the Nature Center, the apartments and the Wolhurst Landing townhomes, absolutely cannot handle more traffic. And more homes and offices would mean more traffic. Making left turns onto this little road, and left turns from it onto Mineral are sometimes impossible and dangerous at best and pedestrians put their lives at risk crossing this road now. Furthermore more traffic in this area means more air, water, light and noise pollution. You will only be sickening and killing the nearby wildlife and park vegetation, too. This area is fragile. Please treat it gently.
21. I like option 1 the best. I also have concerns about the high density in the area due to the lack of ability of roads to handle the traffic that is already a big problem a good portion of the day on Mineral heading either direction to Santa Fe and Santa Fe in general. I would like to see more open space and parks in the area. What is happening about extending the line to High Lands Ranch? A lot of the parking is from people coming in from the south. It would also be great if RTD could get the people in central and southern Douglas County to

pay the RTD tax to extend bus service further south. I know they have tried in the past and failed, but the demographics are so much different than they were 20 years ago.

22. I agree with [another commenter]. There apparently was no consideration of the effect that building 630 homes and a large amount of commercial space at Littleton Village (Broadway and Dry Creek) would have on the people who have to use Broadway every day. Only a few houses are occupied now, and much of the time traffic is very congested. I hate to think of what it will be like when it's built out. There is a dangerous northbound traffic signal at that intersection and the southbound traffic lanes leading to that intersection are confusing. The patch job in the southbound lanes looks like and feels like it was done by amateurs. I contacted City Council member Peggy Cole, who has shared this concern with the City Council, and they will replace the traffic signal, hopefully soon. From other comments I've read, the need for a different traffic light was overlooked in the planning stages, and now the city rather than the developer has to pay for it. Someone mentioned the safety improvements would cost \$182,000. Development is running rampant, and it definitely favors the developers over the residents of Littleton. I just don't understand how this is happening, when it so majorly affects our quality of life. It's sad and I hope that out-of-control and irresponsible development can be stopped.
23. The traffic situation on Mineral is already bad and the city is doing nothing about it. Oh, yes, they did put a sign for Long Ave saying no through traffic, as if anyone cutting through pays any attention to it or any enforcement by the city. I've seen the traffic backed up to the swimming pool on Long Ave. Coming down from Jackass Hill to cross Mineral in the afternoon is a crap shoot. The intersection is often blocked, either by traffic proceeding west on Mineral thinking they have to make the light and blocking the intersection, traffic turning right onto Mineral from J A Hill, or traffic wanting to turn left onto Mineral, and the through traffic crossing Mineral from Long Ave up JA Hill. A total mess from 4-6, but the city is concerned more about speeding and puts speed traps along Prince. Unless the city is prepared to address and solve the PRESENT problems, this reader has no faith that additional development will make the situation any better. There's more to a community than property taxes for city coffers.

Date Recorded: August 17, 2016

I have been to two meetings on this issue and neither RTD nor CDOT representatives have been in attendance. Since this project relates to them, could we please have them in attendance to discuss the impact of the plan on their future development etc. This project is very important to our community and a hasty decision might not be best for everyone. In the last meeting, October was mentioned as the date that a final decision COULD not would be made. I will be there on August 22.

Date Recorded: August 18, 2016

1. I am a resident of Southpark at the intersection of Mineral and Santa Fe. The congestion of traffic at Mineral and Santa Fe has caused a traffic overflow into our neighborhood at evening rush hour that is dangerous, noisy and detrimental to our neighborhood. I have contacted the city in writing and via phone and our homeowners association has also worked with city to try and alleviate this concern. At present none of the methods of controlling this traffic has had any impact. With additional development at the light rail station and along Santa Fe, as residents and longtime Littleton tax payers, we have to have some kind of control put in place to keep traffic out of our neighborhood. I live on Bemis Street and have, on numerous occasions, been unable to actually turn left onto Long Drive off of my street at rush hour. If the city insists on overbuilding the Santa Fe/Mineral intersection, you will be damaging our quality of life and property values. There seems to be little or no concern (beyond building your tax base) about current and longtime residents in this area. The light rail station is a great asset to our area but there is not adequate parking and that has also caused problems in our neighborhood. Although I guess progress is seen as building more and making more money for the city, you are reducing the value and quality of our lives. Please reconsider the high density growth you are chasing and please help our neighborhood dog walkers, children coming to and from our pool and our residents who try to get out of their streets and fix the traffic problem you already have before you add more problems by building more homes and commercial property. My husband and I have been Littleton Residents for 30+ years. We love it here but soon that won't be the case. The noise, traffic, crime and congestion caused by overzealous and poorly planned building will ruin our experience here and our neighborhood.

Date Recorded: August 19, 2016

1. I will be out of town Mon to Wed and not able to attend the open house. I did attend the previous open house and provided by input. I will repeat that here.

The Master Plan should be looking at near term, mid-term and long term issues.

The biggest issues at present are the lack of parking during the week. All of the lots are full by 7:00a.m. M – Th and by 7:30 on most Fridays. The proposed alternatives do not add a significant amount of parking, and during construction of a parking garage in the same area as the main parking lot, the parking will be severely impacted.

There is an easy solution to this. The area to the east of Santa Fe and north of Mineral is undeveloped. The area is relatively flat and at least 5 acres at 120 spaces/acre this area would accommodate 600 spaces. If this was developed as a gravel surfaced lot, like the

west side of the current parking, it would be done with a minimum amount of earthwork and materials. The entry would be off of Jackass Hill and Mineral Ave. the egress would be onto Jackass Hill Rd or from the existing railroad access and on to Sunset Road.



For people living east of Jackass Hill this solution would save at least 10 minutes each trip as it would avoid having to navigate the Jackass Hill Road/Mineral Intersection and the Mineral/Santa Fe intersection.

At the last open house I discussed this alternative with several of the residents, and marked it up on several of the plots that were left on the table, and presented a printout of the concept to the City Planner and to the PUMA representatives. There was significant support from residents. The issue of blocking the view from people along Dry Creek is a false issue, as the homes sit high and the parking lot would not block views. Increase traffic could result, but that is a result of the general population growth and can't be avoided.

I will be following this process to see if this idea is addressed as a way of gauging the sincerity of the City and its consultants in listening to residents. I plan to discuss with Your Hub an article about the general use of the station and the issues related to the parking, with a positive view of improvements.

Good luck with the meeting on Monday, I would like to suggest that the City make an

introduction this time to set the stage for PUMA speakers. Hopefully that will reduce the negative comments that were given by some of the community who had an opinion that the consultants were representing developers that were colluding with the City in order to build a development that would benefit private entities more than the public. The premise that the City cannot control the type of development at this site unless they have a Master Plan along the lines of what was presented is not well understood and the City should explain that better, if they can.

Looking forward to hearing from you and seeing what the outcome of this process will be.

Date Recorded: August 20, 2016

1. Dear Mr. Barons,

I do not understand why a completely new neighborhood needs to be built in the busiest area of Littleton when the issue is we need more parking spaces for the Light Rail Station NOT more apartments.

Putting in a neighborhood is only going to make things worse with congestion and traffic for those of us who already live here and don't want high density.

We live in Littleton for a reason – the small town atmosphere. If people want to live in high density apartments – let them move somewhere that wants it – THIS IS NOT LITTLETON. Just because we have a Light Rail Station is not a reason to build high density around it because EVERYONE ELSE DOES. We need to be unique and not follow the herds because Littleton is unique and that is why I chose to live here and this is why other businesses chose to come here – because it is unique – when will City Staff get this???

I've been to these meetings and there are NO other options than high density – that is crazy. I asked how many parking spaces this was going to add and was told 300. I do not believe that will be enough to solve any parking problem what so ever. And btw – studies have shown that people that live in Light Rail apartments still have cars and drive as much as any other person.

Let RTD give their speech in another community and leave Littleton alone. It is not our responsibility to fund RTD anymore than we already have.

Remember – we need more parking spaces not more apartments.

Date Recorded: August 22, 2016

1. Thank you for considering these comments recommending a day care on the area that is now a dirt parking lot.

South Platte Park is a treasure that the city would be wise to protect and expand. It should really be on the national registry of historic places for our city's foresight to provide a natural retreat that enriches a large area and the legislation that it provided for others. People are increasingly understanding the mental health benefits of undisturbed land. Please see <https://www.asla.org/healthbenefitsofnature.aspx>, research gathered by landscape architects. Our city had vision.

We should do something that builds on the legacy of valuing a natural retreat above building to the edge.

If development is required, I believe the best development use is a daycare that focuses on nature connection. This extends the vision not just through more acreage, but through time. We can teach future generations to love and care for natural places.

Nature connection programs for kids offer outdoor fun and learning, but they can focus on awareness and stewardship rather than adventure. Nature connection mentors can tell stories of kids diagnosed with ADD focusing for long periods of time, kids with learning gone wild, and kids with joy. The work of Richard Louv, author of *Last Child in the Woods*, and Jon Young, author of *Coyote Mentoring*, explain the value of nature for children and the best teaching methods well. Time in nature activates ancient, neural networks that bring out the best in people.

Such a program will gain national attention. It will create good students for LPS and good citizens for our city.

We could also add facilities for corporate retreats seeking nature connection. Colorado is all about the outdoors. That is why people come here, but downtown visitors can't get to much without a car. Littleton could work with the Denver Convention Center to give Colorado visitors a lightrail trip to the great Colorado Outdoors. The income could be significant, but we must be careful to not overstress the park.

Significantly, these activities leave the area quiet at night, and that is good for wildlife. I would encourage building a large parking structure by the lightrail without further

development in that area.

I have been writing about education for more than 30 years. Please let me know if I can provide additional information that would be helpful.

2. Myself and family are opposed to this development to the Mineral Light rail station. It will create unnecessary traffic and invitation to an already congested LR station. Multi level buildings will be obstructive and degrading to the residential neighbors surrounding the area.

We would rather see expanded single level parking built to the West if necessary.

3. Any changes or construction on the Mineral-Santa Fe intersection needs to reflect consideration for vehicular access to the Right Stop Inc. (an equestrian therapy program for children with disabilities). While there is an access road connected to Santa Fe, it can't be used as an entrance. The only entrance is a dirt road off Mineral immediately East of the tracks in that intersection. It is used daily by many and can not afford any access complications as it is already difficult to turn into.

serious consideration into the building plans against South Platte Parks border to reduce traffic, noise/light pollution for the park and its ecosystem.

Keep easy access for homes behind Aspen Grove during any construction.

North/South crosswalk on East side of intersection.

4. Design for parking only!!

Add park & ride south of mineral with shuttle bus connections to the station.

Do not add shopping into any parking structure.

5. Please scrap this plan until we've completed a comprehensive traffic plan and shared facts with citizens. This will be a death knoll for the Littleton we know and love. This will make us 16th Street Mall, Aurora, Lakewood, and every other place I've never wanted to live. I resent that this was all planned behind closed doors.
6. Isn't it time for the overflow parking area to be paved?

7. Since it appears that the development of the Mineral Station area is inevitable, then I suppose I would choose to go with the 1st option. The development is less dense than the other two plans, so is the less onerous choice.

Please choose architecture for all of the buildings that is not cheesy. Don't copy the cracker box construction of the apartments of Rio Grande. Those are an eyesore, and will become even more so as the buildings age.

Traffic is already a nightmare in this area. Going south on Santa Fe in the afternoon is a challenge. The intersection at Mineral and Jack Ass Hill Rd is dangerous in the morning and in the evening. Hopefully, in your "far-sighted and well-planned" vision to develop every square inch of open land in Littleton, you have also planned to build in the infrastructure to support this high-density development.

8. I was very disappointed in your PUMA Study Session tonight in the way PUMA acted liked there was a "certain group of people" that were not in favor of any of the plans. I as a citizen of Littleton and have the right to attend any meeting and give my opinion when it is asked for – because PUMA doesn't like my opinion doesn't mean that I am wrong and they are right. There were many people at the meeting I attended in July that were speaking up without raising their hands and blurting out questions because PUMA said they would allow questions and then didn't. There were questions that the entire group wanted to hear and get an answer to and PUMA pushed back from answering them so some people got unruly. I do want to point out that NONE of these people were "the usual suspects" as we have been called. They were all citizens that were put out by PUMA not allowing them to ask questions when they said they would at the beginning of the meeting. I thought it was very unprofessional for PUMA tonight to refer to a "group of people" in a derogatory manner which makes it look like they were coached by someone at the City. We the citizens of Littleton have the right to give our opinions on things that are forming and shaping our precious city. We speak because we care.
9. Extend the light rail further South on Santa Fe to Sterling Development, Lucent, etc. either by light rail or busing. Less high density near park.
10. Protect the panoramic view from the light rail platform.
11. PUMA's 3 identified options to all focus on urban development – and conversations with staff here tonight suggest that they view "do nothing" as the only other alternative. But this is not true. As others have observed – there are many other suburban alternatives which better fit the character of affected neighborhoods, citizen desires, and the logistical

constraints of parking and traffic. Why are these not being addressed?

12. Greenway – Open Space – Connections

- a. Change ways of thinking to make Denver/Littleton a truly multi-modal transportation network. 1st thing: keep trails open past dusk for commuters.

13. Traffic! Without fixing Mineral/Santa Fe first will make the traffic nightmare even worse. Littleton is not Denver! We are a suburb not an urban city. We want to keep our small town character, so development must fit in with that.

14. These design options will obliterate the river view. The river should be highlighted not hidden behind urban development.

15. Acknowledging the existing traffic/parking issues, this site should be developed with more active uses. Having a light rail stop is basically a “more density here” sign. The plans look great!

16. Before the “more density here train leaves the station, planners and city council/administrators must identify the positive and negative consequences to both residents and visitors – commuters. These go well behind short-term economic business / visitor benefits.

17. Instead of high density residential next to park – put nature based/environmental day care in RTD overflow lot - !!!PROTECT PARK!!! Fragile – Protect Natural Areas.

- a. Comment reacting to this saying “Yea!”

18. Build a day care that offers nature connection. You honor the vision of a park and create good citizens and students. Parking facility in existing lot. For more income, offer corporate nature connection for convention attendees.

19. Mixed use, transit-oriented development is needed here – create streets lively with activity, improve connections between light rail neighborhoods and Aspen Grove.

20. Favor pedestrians and bikes – make pathways bike accessible for both bikes and wheeled/ADA access.

21. LINK area south of mineral (hopefully mixed use/residential) to the light rail station with a pedestrian bridge right to the station.

22. Proposed streetscape designs are GREAT! With tree lawns and bike lanes, retail between parking structures and the station (unlike Englewood station).
23. Improve access to pathways on east side of Santa Fe – lots of folks walk on them from the neighborhoods.
24. Welcoming gateway.
25. Riverwalk or amphitheater for community gatherings.
26. Leave the river natural!
27. Community Character as defined and practiced by the Kendig & Keast collaborative addresses both:
 - a. What: relative percent of Green Biomass, Brown Architectural mass/volume, and Grey 2-dimensional streets, parking, etc.
 - i. There is a continuum of [community character] ranging from Natural (mostly green) to Urban Core (mostly brown).
 - ii. 8 [community character] classes have been objectively defined.
 - iii. The city must decide on “WHAT” before planning the “HOW” now represented by PUMA’s 3 options.
 - b. Why: the desired end results to be achieved and negative outcomes to be avoided.
 - i. These are largely dependent on the selected community character type to be provided/maintained.
 - ii. So planners must relate WHAT to WHY.
 - c. How: what character should be here? The WHAT and WHY that best respond to and optimizes residents’ desires and preferences.
 - i. This place cannot be all things to all people, so choices must be made. ☺
28. Best scenario: keep as much open space as possible. Purchase open space if necessary. Come up with funding to extend the line down to C-470 and Lucent and put in the parking there.

Comment #1

I like the Development Option 3 especially: item numbers:

3. The new pedestrian bridge – I believe my family would use this bridge all the time instead of driving.

4. New pedestrian access to Aspen Grove

7. Parking structure – additionally parking is needed at Mineral Station.

14. Trail connection to Jackass Hill park and High Line Canal – I walk in this area to get to Light Rail and development of a trail is a wonderful idea. Also I believe some homeless people live in this area and it would be greatly appreciated if this area were cleaned up so it was more family friendly.

15. Trail connection and neighborhood open space. Please clean up the area and make it a park and remove the garbage in that is dumped in this area. It looks like homeless people made a camp there.

I support the new developments of Mineral Station because I would benefit from some of the options included. I shop at Mineral and use the Light Rail and value the changes

September 12, 2016

I would like to see the area east of Santa Fe and North of Mineral considered for parking for people coming from east of Santa Fe. Would take some addressing of drainage channel and some grading, but would take a huge load off of existing parking and relieve traffic as Jackass Hill and Mineral could access this area and not have to cross Santa Fe.

Mineral Avenue Station Littleton, Colorado

A Strategy for the Development of the Mineral Avenue Station Area

July 9–12, 2006
An Advisory Services Program Report

ULI—the Urban Land Institute
1025 Thomas Jefferson Street, N.W.
Suite 500 West
Washington, D.C. 20007-5201

About ULI—the Urban Land Institute

ULI—the Urban Land Institute is a non-profit research and education organization that promotes responsible leadership in the use of land in order to enhance the total environment.

The Institute maintains a membership representing a broad spectrum of interests and sponsors a wide variety of educational programs and forums to encourage an open exchange of ideas and sharing of experience. ULI initiates research that anticipates emerging land use trends and issues and proposes creative solutions based on that research; provides advisory services; and publishes a wide variety of materials to disseminate information on land use and development.

Established in 1936, the Institute today has more than 34,000 members and associates from 90 countries, representing the entire spectrum of the land use and development disciplines. Professionals rep-

resented include developers, builders, property owners, investors, architects, public officials, planners, real estate brokers, appraisers, attorneys, engineers, financiers, academics, students, and librarians. ULI relies heavily on the experience of its members. It is through member involvement and information resources that ULI has been able to set standards of excellence in development practice. The Institute has long been recognized as one of America's most respected and widely quoted sources of objective information on urban planning, growth, and development.

This Advisory Services panel report is intended to further the objectives of the Institute and to make authoritative information generally available to those seeking knowledge in the field of urban land use.

Richard M. Rosan
President

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About ULI Advisory Services

The goal of ULI's Advisory Services Program is to bring the finest expertise in the real estate field to bear on complex land use planning and development projects, programs, and policies. Since 1947, this program has assembled well over 400 ULI-member teams to help sponsors find creative, practical solutions for issues such as downtown redevelopment, land management strategies, evaluation of development potential, growth management, community revitalization, brownfields redevelopment, military base reuse, provision of low-cost and affordable housing, and asset management strategies, among other matters. A wide variety of public, private, and nonprofit organizations have contracted for ULI's Advisory Services.

Each panel team is composed of highly qualified professionals who volunteer their time to ULI. They are chosen for their knowledge of the panel topic and screened to ensure their objectivity. ULI's interdisciplinary panel teams provide a holistic look at development problems. A respected ULI member who has previous panel experience chairs each panel.

The agenda for a five-day panel assignment is intensive. It includes an in-depth briefing day composed of a tour of the site and meetings with sponsor representatives; a day of hour-long interviews of typically 50 to 75 key community representatives; and two days of formulating recommendations. Many long nights of discussion precede the panel's conclusions. On the final day on site, the panel makes an oral presentation of its findings and conclusions to the sponsor. A written report is prepared and published.

Because the sponsoring entities are responsible for significant preparation before the panel's visit, including sending extensive briefing materials to each member and arranging for the panel to meet with key local community members and stakeholders in the project under consideration, partici-

pants in ULI's five-day panel assignments are able to make accurate assessments of a sponsor's issues and to provide recommendations in a compressed amount of time.

A major strength of the program is ULI's unique ability to draw on the knowledge and expertise of its members, including land developers and owners, public officials, academicians, representatives of financial institutions, and others. In fulfillment of the mission of the Urban Land Institute, this Advisory Services panel report is intended to provide objective advice that will promote the responsible use of land to enhance the environment.

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Special thanks go to Mary Roberts, community development director, and the entire staff of the community development department, who were involved in the preparation for this panel. The countless hours that they spent preparing for, informing, and assisting the panel were truly

appreciated. The panel would also like to thank Charlie Blosten, public works director; Chris Gibbons, director of business and industry affairs; Bill Sirois, manager of transit-oriented development (TOD) at the Regional Transportation District (RTD); and Susan Altes, manager of real property at RTD for sharing their insights and contributing candid discussion on the Mineral Avenue station area.

In all, the panel had the opportunity to interview more than 30 community stakeholders, all of whom provided valuable and insightful information. The interviewees included government officials, residents, business leaders, developers, property owners, and community activists. Their shared perspectives were essential to the panel process. This group of stakeholders is a major asset in advancing and maintaining the interests of this community.

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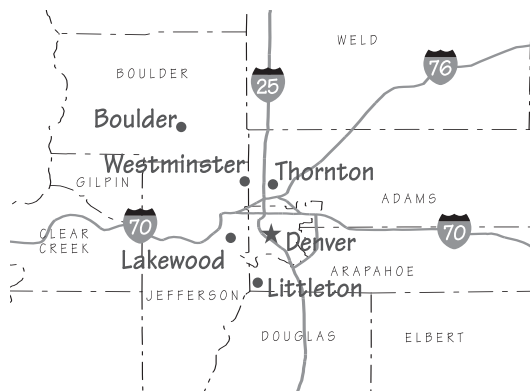
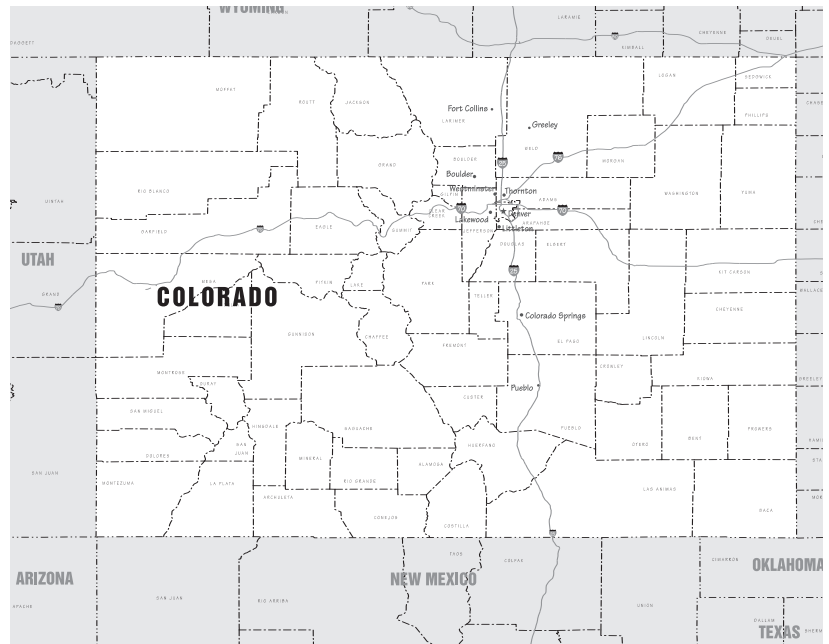
Foreword: The Panel's Assignment

Littleton is a suburban city ten miles southwest of Denver, Colorado. Developed in the 1950s and 1960s, the city has a population of just over 42,000 residents. Bordered by the city of Englewood to the north, the city of Centennial to the east, unincorporated southern Jefferson County to the west, and the planned community of Highlands Ranch to the south, Littleton encompasses 13.83 square miles of nearly completely developed land. In fact, only 280 acres of vacant land remain. Essentially all new growth is infill development. In recent years the community has begun to scrutinize the type and design of projects as residents seek higher-quality developments that add value to the community.

Littleton is fortunate to have excellent access to Denver via US-85, also known as Santa Fe Drive. The Regional Transportation District's (RTDs) southwest corridor light-rail line runs through the city, with stops in downtown Littleton and at the line's terminus at Mineral Avenue, the focus of this study. As part of the FasTracks initiative, the line will be extended south to Highlands Ranch by 2016. Ridership has exceeded projections and communities along the line are beginning to feel development pressures around the stations.

The Study Area

The Mineral Avenue station is located at the intersection of Santa Fe Drive and Mineral Avenue. The station platform sits on the northeast corner of the intersection and the parking on the northwest corner. The two are connected by a pedestrian bridge over Santa Fe Drive. The station has 1,227 parking spaces and a bus transfer station. The 18-acre RTD parcel has a high-intensity use designation on the city's comprehensive plan. The current use is parking for the light-rail station and a bus transfer facility. Higher-intensity uses will require an amendment to the approved planned development plan on the site. Any such amend-

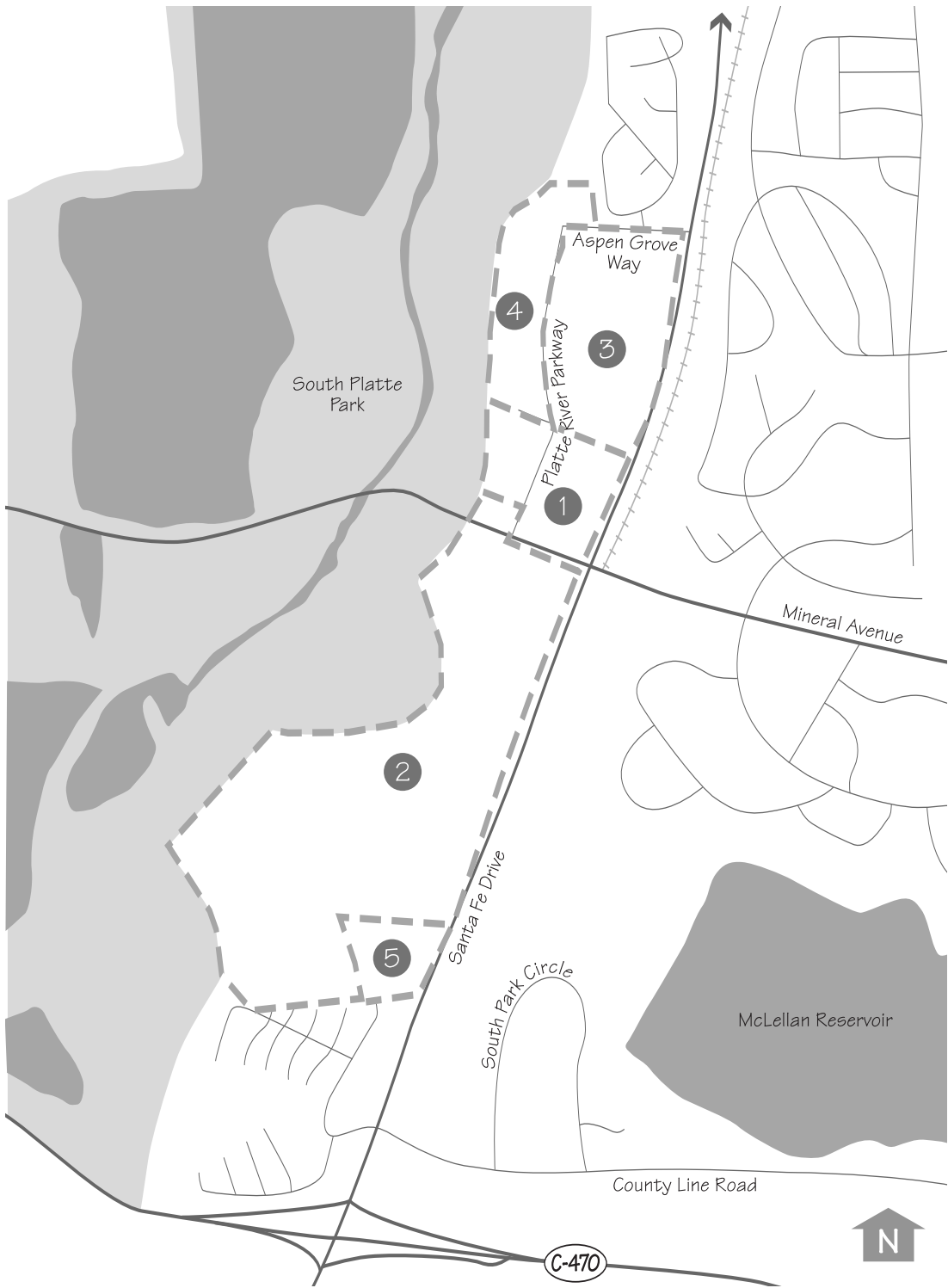


Above: Location map.
Left: Regional map.

ment must continue to provide 1,227 free parking spaces in the redevelopment. Immediately north of the station is the 240,000-square-foot Aspen Grove Lifestyle Center. Although this retail center is mostly built out, a few development pads are available and a 17-acre parcel is currently zoned for office space. North of the center is a 19-acre parcel of land that is the proposed site of a

Parcel ownership.

- Key
- Park
 - Water
 - Light Rail
 - 1 = Light-Rail Station
 - 2 = Ensor Property
 - 3 = Aspen Grove Lifestyle Center
 - 4 = Quadrant Property
 - 5 = Wild Acres Animal Clinic



Wal-Mart Super Center. Southwest of the station is the 160-acre Ensor property, which is zoned for commercial and residential uses. South of the Ensor property is the Wild Acres Animal Clinic and a mobile home community that borders the C-470 highway. East of the station, two residential neighborhoods sit above Santa Fe Drive.

The entire study area is bordered by South Platte Park to the west. This 650-acre park is a valuable asset to Littleton and the southwest section of the Denver metropolitan area, because it provides wildlife habitat, educational programming, and both passive and active recreation. The park is connected to a much larger regional recreational trail via the Mary Carter and Columbine multiuse trails. Development of any of the properties that are adjacent to the park is viewed as unfavorable by many in the community because they fear that the encroachment of development will reduce the quality of the wildlife habitat in the park.

The Panel's Assignment

At the invitation of the city of Littleton, a ULI Advisory Services panel convened to evaluate the development opportunities around the Mineral Avenue light-rail station. The city and RTD asked the panel to address the viability of transit-oriented development (TOD) at the Mineral Avenue station; if it is viable, to determine how large that development should be; to suggest an appropriate mix of uses; and to recommend how best to connect the uses to the surrounding area. The panel was also charged with suggesting how the development might be phased so that RTD could continue unimpeded operations during construction, should there be a joint development opportunity; with recommending ways to make the area special and more distinct in the market; and with determining whether or not a hotel is appropriate in the station area.

The Panel Process

Before arriving in Littleton the panel members received briefing books that included history and background information on the city, demographic and market information for the city and county, descriptions of upcoming and proposed projects in the city, and an overview of the planning and development review process. When the panel members arrived, they were briefed by representatives from the city manager's office and the community development department. The panel toured the study area to see the existing conditions and development potential. Members met with community leaders and stakeholders who shared valuable insights on the Mineral Avenue station area. They spent the next day examining the issues, discussing and debating solutions, and framing recommendations. The panel then presented its findings and recommendations to the community. This report summarizes the panel's key recommendations and observations.

Development Framework

To guide the development of the Mineral Avenue station area, the panel recommends that the city create a development framework plan. The framework plan is intended to create a common community vision for the station area and the development parcels. The plan should be created with the input of key stakeholders such as private property owners, residents, environmentalists, park advocates, the Colorado Department of Transportation (CDOT), and RTD, so that the plan reflects the entire community's desires and to ensure buy-in during the buildout of the area.

Purpose of the Plan

The development framework plan will help accomplish many community goals with respect to the development of the Mineral Avenue station area. It will determine the vision and make clear the desired outcomes. The result will be a predictable development decision-making process that will guide residents, civic leaders, city staff, developers, and the finance community when problems or difficulties arise in the development of the study area. The plan will help the city maximize the limited available land resources to ensure long-term sustainability and to maintain the vitality of the natural environment and the local economy. It will also help determine current and long-term needs for various land uses.

The plan should be comprehensive and based on components of regulations and plans that the city currently uses in relation to the development of the station area. It may be necessary to update or detail documents such as the comprehensive plan, current zoning regulations, the south Santa Fe corridor and downtown study, and the design recommendations for the South Platte River corridor.

Components

Key components of the plan will be a series of detailed market studies and impact analyses. The panel recommends that the city begin the following studies.

Retail. This study is necessary to determine the type and amount of retail that the Mineral Avenue station area can support. It should look at neighborhood-serving retail, large-scale national retailers, and destination retail.

Office. The office study should look at the need for a variety of office uses. It should take into account office condo, flex space, large floor-plate, and medical office uses.

Hotel. This study should determine whether a hotel is feasible in the Mineral Avenue station area and, if so, what kind of hotel would be appropriate.

Residential. The residential study should determine the number and type of housing units that the station area can support. It should take account of the potential for mixed-use development, a type not common in Littleton.

Environmental. An environmental impact analysis should be undertaken and a mitigation strategy created to ensure that the development of the Mineral Avenue station area has no negative impacts on South Platte Park.

Transportation. A transportation impact analysis and mitigation strategy should determine the impacts that increased traffic from development of the area will have on the surrounding roads and infrastructure. It is essential that the analysis take into account the number of users who will be accessing the development from the light-rail line.

Products

The development framework plan will generate a number of products. These products are detailed

guidelines that will clearly articulate the city's vision for the area and will set the standards for the desired development. The products of the framework plan include the following:

- A strategic land use plan;
- A set of sustainability principles and priorities such as green building, low-impact design, and development sensitive to natural areas and wildlife;
- An open space management and preservation plan and strategy;
- Detailed design guidelines for buildings, streetscapes, landscaping, access, and circulation; and
- A transportation plan that includes pedestrian connectivity, recreational trails, and parking management.

Recommended Process and Means

The panel recommends funding the development framework plan through Congestion Mitigation and Air Quality (CMAQ) funds made available by the Denver Regional Council of Governments (DRCOG) for transit station planning. The creation of the plan should be a collaborative process between all stakeholders that should take no more than six months.

Planning and Design

The panel recommends that the city create and follow an overall design framework plan that embraces sustainable development at its core. With an excellent location along an expanding transit line, the Mineral Avenue site is primed for TOD. The station area is also located directly next to a natural regional attraction that is a key asset for Littleton and the station area. Development of this site will need to occur in a sensitive manner, to ensure the preservation of South Platte Park and to build a sense of place for the city.

Overall Design Framework

The purpose of the design framework plan is to create the aesthetic vision for the Mineral Avenue station area. Creating this vision is important because it will set the standards and clearly detail what is expected of developers who wish to build in the area. As for the suggested overall development framework plan, the design framework should be created with the input of key stakeholders and the community.

The plan should provide a form-based design and development framework for compact development: building up, not out. The overall form should move from intense compact development at the core, with transit-oriented uses and structured and underground parking adjacent to the light-rail station, to less intense and natural development as growth spreads farther from the core and meets South Platte Park. The framework plan should create a strong sense of the public realm, to capture Littleton's tradition of creating and supporting community-based gathering places. The panel recommends that the plan incorporate design guidelines that create a strong sense of place, by providing spaces that people want to spend time in and that people can easily identify with. Town squares, public plazas, and amphitheaters

should be included in the plan, because they will help create and foster that sense of place.

The Mineral Avenue station area is fortuitously located next to South Platte Park and the South Platte River Greenway. These regional attractions are tremendous amenities for the city and for any development that will take place in the area. The plan should incorporate and complement these two valuable assets because they also help create a sense of place.

Sustainable Development Concept

Given the area's location on transit lines and its proximity to rich wildlife habitat, a key theme in the design framework plan should be sustainable development. Colorado is a national leader in sustainable development research and practice. The creation of a sustainable community is a natural fit for the Mineral Avenue station site and for Littleton. A sustainable community built on the scale of the Mineral Avenue station area would not only be good for the environment but also garner national attention because it would be one of a kind. Developers are increasingly incorporating sustainable practices into their projects, not only because of the environmental benefits but also because of demand by consumers and because of the reduced operating expenses such practices bring about. If done correctly, a sustainable community at the Mineral Avenue station will provide a genuine sense of place, set Littleton apart from other suburban communities in the Denver area, and make a lasting positive impact on the city.

To create a sustainable community, the city must incorporate sustainable infrastructure into the design framework plan. The plan should aim to have the Mineral Avenue station area and all new buildings within it qualify for the U.S. Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED) rating system.



Mineral Avenue station
planning districts.

- Key**
- Park
 - Water
 - Light Rail
 - Middle Mineral District
 - C-470 District
 - Aspen Grove
 - Lifestyle Center
 - Quadrant District

The key sustainable elements that must be provided for in the plan to qualify for LEED ratings include:

- Energy efficiency;
- Water conservation and recycling;
- Indoor air quality;
- Recycling;
- Recycled building materials; and
- Proximity to transit.

Examples of sustainable infrastructure include pervious paving and bioswales, rather than detention ponds, to help mitigate stormwater runoff; landscaping that includes natural native plants and xeriscaping, to reduce the need for water in the arid climate; and the inclusion of trees on the site to reduce the heat island effect. Connections with the South Platte Park and South Platte River Greenway should also be fostered to integrate the natural amenities into the station area.

Mineral Avenue Station Area Design Districts

Within the station area the panel has designated three distinct planning areas or districts: the C-470 district, the Middle Mineral district, and the Quadrant district. In addition to the new planning districts the panel has included the Aspen Grove Lifestyle Center, because it is a significant part of the station area. The recommendations for these districts cover a mixed-use framework and urban form, suggested land uses, and building types.

C-470 District

The C-470 district lies west of Santa Fe Drive, north of C-470, and east of South Platte Park. The northern boundary falls where there is a bulge in the boundary of the park. This district, which is primarily undeveloped, comprises the Ensor property, the Wild Acres Animal Clinic, and the mobile home community that is directly north of C-470.

The panel envisions the primary uses of the C-470 district as medium- and large-format retail and large-footprint high-rise office. This district is ideal

for such uses because of its excellent access and visibility from the C-470 highway. Large-format retailers such as Target, Kohl's, or Best Buy would be attracted to such a site, and medium-format retailers such as King Soopers, Linens-N-Things, and Staples could go here as well. The site is also attractive to a large-footprint office user because of its access and visibility from C-470. Appropriate complementary uses within the district are mid-rise office and residential. The panel recommends designing the district as a pedestrian-friendly area with wide sidewalks, lighting, street trees, and safe street crossings. It also recommends that parking be placed behind buildings or in parking structures to foster a pedestrian orientation. Strong connections should also be made with the Middle Mineral district.

Middle Mineral District

The Middle Mineral district lies west of Santa Fe Drive, north of the bulge in South Platte Park, east of the park, and south of the Aspen Grove Lifestyle Center. This district comprises the northern part of the Ensor property and the RTD parcel. The Mineral Avenue light-rail station is located here, as are the park-and-ride lots and the RTD bus transfer station. The district is bisected by Mineral Avenue. Connections between the Ensor property and the RTD parcel are minimal at best. Because of the size and physical constraints of this district, the panel has divided it into two sections, the Ensor property to the south of Mineral Avenue and the RTD parcel to the north.

South of Mineral Avenue. The panel's recommended uses for this portion of the district include large- and medium-format retail fronting Santa Fe Drive, large-footprint mid- to high-rise office space, a hotel, and an upscale grocery store such as Wild Oats or Whole Foods. This district should be pedestrian friendly, with parking underground or within structures that are wrapped to hide the facades of the garages. The panel also recommends mid-rise residential as a complementary use on the site. A constraint on this site is its difficult connection to the light-rail station. The panel recommends construction of a pedestrian bridge to ease access across Mineral Avenue.

RTD parcel. The recommended uses for the RTD parcel are a mixed-use town center that includes underground and structured parking, upscale rental or for-sale housing, a hotel, retail and office space, and a town square or gathering place. Parking will be a constraint because of the number of proposed uses and the need for RTD park-and-ride spaces. The panel recommends that the city, RTD, and developers explore, create, and implement a shared parking strategy.

Quadrant District

The Quadrant district is located north of the RTD park-and-ride lot, west of the Aspen Grove Lifestyle Center, and east and south of South Platte Park. The parcel is under contract by the Quadrant group and is completely undeveloped. The site is zoned for office uses, but there has been pressure from the development community to change the zoning to residential uses.

The panel's recommended uses for the Quadrant district include mid-rise townhomes closest to the Aspen Grove Lifestyle Center and a low-density townhome development with a park setting closest to South Platte Park. The district should have strong pedestrian connections to South Platte Park, the Aspen Grove Lifestyle Center, and the town center to be developed on the RTD parcel.

Aspen Grove District

Although the Aspen Grove Lifestyle Center is outside the primary study area, the panel felt it necessary to recommend a number of design enhancements to better integrate the center with the Mineral Avenue station area. The panel recommends adding trees to the parking lot to enhance the center's appearance and to help mitigate its heat island effect. Pedestrian improvements such as wider medians and wayfinding signage should be incorporated to improve walkability. The panel also recommends that the center expand the number of lifestyle, cultural, and entertainment events it holds, to draw visitors to the center and the station area.

Transportation

The Mineral Avenue station area is a critical intersection within Littleton and the neighboring communities. As a crossroads for traffic heading to and from Denver along Santa Fe Drive and as a gateway to C-470 and I-25, the area is important to the region's sustainability. In addition, its role as the current terminus of the light-rail line affects the type of development that will take place in the area. It is essential that any new development respect the importance of the surrounding transportation infrastructure. It is also important to consider the impacts of any new transportation infrastructure projects on any new development in the station area.

Transportation Opportunities and Constraints

The panel has evaluated the transportation corridors adjacent to, bisecting, and within the Mineral Avenue station area. It offers the following observations and recommendations for each corridor and for transportation mode opportunities and constraints with respect to the development of the station area.

Santa Fe Drive (US-85)

Santa Fe Drive, a major arterial road, borders the study area on its eastern boundary. Santa Fe Drive is an important regional corridor that connects Littleton and the communities of the southwest Denver metropolitan area with the city of Denver. It is a limited-access highway with few east-west connections. The corridor is designed with two typical sections, a four-lane section with two northbound and two southbound travel lanes and an eight-lane section at major intersections. The southbound portion of the eight-lane section has two dedicated left-turn lanes, two through lanes, and one dedicated right-turn lane. The northbound section has one dedicated right-turn lane and two through lanes.

The corridor's importance in the region provides many opportunities for the Mineral Avenue station area. Santa Fe Drive is busy, with 48,000—50,000 vehicles passing through the corridor daily. A significant number of these daily trips are made by freight and heavy trucks that are passing through the area. The high number of average daily trips (ADT) along the corridor is a key asset for future retail and commercial uses. DRCOG projections show an increase in both vehicular and freight travel along the corridor. This projected increase is good for the health of the station area, assuming that the infrastructure is maintained to handle the increasing traffic.

Recommendations. Santa Fe Drive is an important regional corridor. The panel recommends that the city recognize the corridor's current and future function with respect to the development of the station area. The city must continue to work with CDOT to maintain Santa Fe Drive's current level of service by minimizing the number of curb cuts and access points. An increase in curb cuts and access points will affect traffic at the station area. The panel also recommends that the city anticipate future widening of the corridor. Although the expansion may not come for a number of years, it is important to make accommodations for it and to provide a high-quality design edge. This interface is key to the success of both the corridor and the station area development. Bicycle and pedestrian connections and facilities should also be incorporated into the design of the corridor, where necessary and possible.

Mineral Avenue

Mineral Avenue is an east-west corridor that connects western Arapahoe County with Littleton and Santa Fe Drive. The corridor is generally built out and sees 28,000 ADT. The typical section is four lanes, with two eastbound and two westbound travel lanes. The corridor is dramatically wider at the intersection of Santa Fe Drive, with

the west side being eight lanes and the east side being six lanes. The two-lane bridge over the Platte River limits eastbound capacity to the intersection while the informal kiss-and-ride dropoffs and pickups limit westbound capacity during peak hours.

Recommendations. The panel recommends development of a formal lay-by for a bus stop and for kiss-and-ride activities on the westbound side of Mineral Avenue. The lay-by would eliminate the current capacity decreases during peak hours. It is recommended that one eastbound travel lane west of the intersection be eliminated to narrow the cross-section. With westbound capacity limited by the bridge crossing and strategic signal timing, traffic should be metered to accommodate a single, dedicated left-turn lane. There should be little to no delay in the right-hand turn lane because of the pedestrian crossing. The panel believes that it is possible to have a shared right-turn and through lane.

It is recommended that the city develop design guidelines for the Mineral Avenue corridor to provide proper streetwalls and landscaped edges, to provide design consistency within the station area. The primary pedestrian crossing to the Ensor property should be an elevated one, when that property is developed. The panel also recommends that multiuse trails be provided parallel to but separate from the roadway, serving the residential development and destinations along the roadway.

Internal Roadways and Connections

The Mineral Avenue station area is mostly undeveloped. The development proposed in the following sections will require a significant amount of new roads and infrastructure to provide access from both Santa Fe Drive and Mineral Avenue. The lack of roads and infrastructure is an opportunity for the station area because it makes for a clean slate and an opportunity to design and build the roads the correct way the first time.

Recommendations. The panel recommends that in the planning for internal connections the city mandate “complete streets” in the station area. Complete streets are roadways that are designed appropriately for cars, bikes, pedestrians, and ser-

vice and transit vehicles. The city should promote a roadway grid and connectivity between development parcels, to spread the traffic over a number of streets rather than keep it on a single arterial. The panel recommends that the design follow organic natural features in the landscape to emphasize the authentic character and history of the place. Roadway widths should be minimized to slow traffic and allow mixed use of local streets. The panel also recommends that the city encourage green street designs in the development of the road infrastructure. Such designs include the minimization of impervious surfaces, storm-water management, low-impact design, a street tree canopy, and the minimization of light pollution with full-cutoff light fixtures. The location of utilities and drainage may present constraints that may interfere with the ability to achieve this recommendation.

Pedestrian and Bicycle Networks

Significant investments have been made in bicycle infrastructure in Littleton and the Denver region. This is readily apparent in the frequent use of the bicycle trail along the South Platte River Greenway. The same cannot be said for the use of pedestrian infrastructure. This is because the roads have been designed primarily for automobiles, with little regard for pedestrians. This is evident in the significant missing links in the pedestrian network from the residential communities of Wolhurst Landing, just north of Aspen Grove, and Wolhurst Adult Community, at the southern edge of the study area, to the retail destinations in the area. Pedestrian and bike routes from east of Santa Fe Drive to the transit station and South Platte Park are limited and circuitous.

The existing bicycle infrastructure and use patterns provide a number of opportunities in the station area. With the increase in the cost of gas, bicycle commuting is becoming a notable mode of choice. If this trend continues, it will reduce the number of cars on the road and effectively decrease the need for additional capacity on the corridors. The bicycle infrastructure is also a potential magnet for regional visitors and local tourists from the Denver region who will patronize the retail and commercial developments in the station area.

Recommendations. The panel recommends that the city ensure continuous pedestrian pathways between local destinations, particularly in immediate proximity to the transit station. Connections to the recreational trails should be expanded for the bike and pedestrian networks, which should also connect with the retail centers to provide access to services and to draw additional retail patronage and support. The panel recommends installing wayfinding signage on the recreational trails to inform cyclists about destinations within the station area. The panel also recommends that the city explore more direct and additional pedestrian and bicycle connections from the east to bicycle networks in South Platte Park. A multiuse “green mobility” path from the Wolhurst community to Bowles Avenue should be provided. This path should be designed to accommodate pedestrians, bikes, horses, personal electric vehicles, and other personal mobility options.

Parking

Parking resources in the Mineral Avenue station area are significant. The dominant land use is trending toward surface parking, with large lots at the transit station and the Aspen Grove Lifestyle Center. Currently the station and the center act independently in providing parking for their users. The demand for the RTD park-and-ride lots outweighs the supply during the week, which reduces the parking supply at the Lifestyle Center because commuters illegally park there when parking is unavailable at the RTD lots. RTD policy and state law make all parking at the station free, and the site has no municipal parking or metered spaces.

Recommendations. The development of the station area will radically alter the current dominating land use (parking). Although the shape and nature of the area will change, the parking use will not disappear. Restructuring parking will have significant impacts on the proposed development, owing to the cost of replacing surface parking. The panel recommends that the city, RTD, and private landowners explore shared parking to maximize the use of parking spaces during all parts of the day. Doing so will require decoupling parking from use. For example, a parking space that is designated for office use during the day can be used for restaurants in the area at night. This mixed use will reduce the number of spaces needed and save on development costs. The city should encourage employers in the station area to manage transportation demand, through such options as employee transit subsidies, car sharing, live-near-work subsidies, and telecommuting. The panel recommends that the site be designed with a “park once and walk” strategy for patrons. This will allow visitors to take advantage of multiple uses in the area without having to use an automobile to get from one to the next. The panel also recommends that surface parking lots be designed as land banks for future development and that buildings be designed for future parking above them or for stacked parking in adjacent structures.

Implementation and Financing

Implementation staging can comprehensively address public and private goals in keeping with site opportunities and development constraints. The panel recommends that the city create a phasing strategy to help achieve sustainable, desirable development. The strategy will facilitate early exercise of development opportunities without compromising the infrastructure requirements associated with the RTD site, while engaging existing and future market support and defining sustainable development practices that are consistent with the physical setting.

Phasing development for an area considerably larger than the RTD site alone requires a systematic and predictable process that addresses zoning, planning, design, and public participation. A phasing strategy will help accelerate development timetables and lay out a clear framework for seeing the realization of the Mineral Avenue station area. Phasing can facilitate consensus, help create certainty, and foster a favorable climate for securing financing. Potential delays can be anticipated and cooperative measures structured to satisfy public and private expectations.

The RTD site cannot be developed without maintaining transit parking and bus bay access. Thus, potential reengineering of the City Ditch and a major east-west sewer line require examination. Mitigation measures must be identified early, to ensure conservation of South Platte Park. The northernmost sector of the Ensor property is a logical location for temporary station area parking. Parking at this location would not impede development of other sectors of the site, which—if phased properly—may contribute significantly to the development potential of the remaining Ensor property. Similarly, development on the Quadrant property can be designed to interact positively with park open space and wildlife, and with future RTD site development. It can also help contribute to the success of the Aspen Grove Lifestyle Cen-

ter, by enabling additional consumer patronage. A holistic strategy is needed for developing the RTD, Quadrant, and Ensor properties, to balance the costs associated with public and private commitments and to fulfill mutual expectations.

Implementation Phasing

The panel proposes phasing development on the RTD, Quadrant, and Ensor properties, treating these properties holistically so that development at one location benefits and sustains development in the other locations. Doing this will enhance market responsiveness to subsequent development on the RTD site because interim replacement transit parking will be close by, on the northerly portion of the Ensor property. Giving priority to development on the Quadrant and Ensor properties can help set the stage for subsequent development of the RTD site.

Phase One: Six to 12 Months (Predevelopment)

Predevelopment actions are geared toward completing the development framework, evaluating needed zoning redesignations, initiating planning, and securing timely public and private financing. The following actions should be taken.

Evaluate development framework. Evaluate the development framework in settings that engage local citizens, developers, the RTD, the Planning Commission, and city leaders. Give priority attention to issues regarding the staging of development, appropriate density, pedestrian and vehicular circulation, park preservation and conservation, and sustainability.

Evaluate zoning amendments. Review and redesignate the existing pattern of planned development zoning, stressing mixed-use development, and evaluate a potential role for overlay zones and related mechanisms.

Secure entitlements. Facilitate approvals for necessary zoning and other site development requirements. Consider pro-active rezoning by the city, and provide early guidance to development teams by clearly defining guidelines and requirements before any formal submittals are made.

Secure financing. Identify specific public and private funding mechanisms that may be available. Review their legal applicability and identify any authorizing ordinances, as needed.

Establish financing district authorities, if desired. Subject to staff and legal analysis and City Council concurrence, establish financing mechanisms such as property tax increments, sales tax increments, parking revenues, and bond financing, including private activity bonds (PABs). Establish general improvement districts (GIDs) and special improvement districts (SIDs).

Predevelopment actions taken in phase one help build a broad consensus among citizens and decision makers and minimize the potential of extraordinary delays or disapprovals during required public approval processes. These actions set a predictable process for both the city and developers. Predictability reduces public and private costs and enhances the attainment of both public and private goals.

Phase Two: 18 to 24 Months

The panel recommends that the following actions take place in the second phase of the implementation process.

Quadrant district. Complete development of this 17-acre property with townhome or condominium residential development, potentially with mixed-use neighborhood-serving retail, built with sustainable practices that protect the relationship of the site to South Platte Park. Stress a site and pedestrian orientation that supports future development of the RTD site and use of the Aspen Grove Lifestyle Center.

C-470 district. Facilitate large floor-plate retail and corporate office development at the southernmost area of the site, in a form that promotes visibility and access to and from the Santa Fe Drive and C-470 interchange and that helps strengthen market capacity for future development.

The panel sees the implementation of phase two as critical to the success of the Mineral Avenue station area. Development of the Quadrant property is consistent with immediate developer opportunities; it reinforces a protective pattern of development adjacent to South Platte Park and enhances pedestrian links to the RTD and Aspen Grove sites. The development of this site will jump-start retail sales and produce a property tax revenue stream. Property and sales tax revenues will be enhanced as new residents move in to the Quadrant property and frequent the Aspen Grove Lifestyle Center. New property taxes will flow to city and county governments. Portions of property taxes and new sales taxes will be available to help fund transit-related improvements, subject to the creation of an Urban Renewal Authority (URA) project.

Phase Three: 24 to 36 Months

Development of the RTD site requires maintaining parking availability for 1,227 spaces and five bus bays, and preparing development plans to accommodate the City Ditch and a major sewer line, which are aligned generally north-south and east-west, respectively. The following actions should take place in the third phase of the implementation process.

Relocate parking to Ensor property. Based on agreement(s) with the Ensor site developers, provide interim transit parking and five bus bays at the northwestern section of the property, near the intersection of Santa Fe Drive and Mineral Avenue. Provide automobile access from Santa Fe and Mineral.

Construct pedestrian bridge connection. Complete a pedestrian bridge linking the RTD site and the Ensor property. Maintain interim parking and bus access until permanent parking and bus access is restored to the RTD site.

Construct below-grade structured parking. Build two levels of below-grade parking on the RTD site in the area now used for temporary station area parking. Provide at least 1,227 transit-related spaces, and make additional parking available for new mixed-use development.

Develop RTD and Ensor out-parcels for mixed use. Build mixed-use, residential, and retail development above the parking structure platform and other mixed-use or civic and entertainment uses, and potentially a boutique hotel, on the RTD site. Provide pedestrian access links to the transit station, parking, the Quadrant residential development, and the varied development on the Ensor property.

Phase three is one of the most important parts of the development process for the station area. The actions taken in this stage are critical. The benefits of these actions are that there is seamless and uninterrupted transit-related parking for existing and new transit users, who originate from Quadrant, Ensor, and eventually RTD site development, and elsewhere in the region. The RTD site will begin to emerge as a center for the larger surrounding district; the expanded property and sales tax base will contribute to the provision of services for the city of Littleton, and portions of new tax revenues will defray expenses associated with new infrastructure improvements. Another benefit is that retail and office absorption will be tested as new development comes on line.

Phase Four: 36 to 60 Months

The panel recommends that the following actions take place in the fourth phase of the implementation process.

Develop middle and north portions of Ensor property. Develop the middle and north portions of Ensor with multifamily and mixed-use development, using sustainable development practices. Choose building densities, type, and massing to respect and protect South Platte Park. Develop a new full-service park-oriented hotel, with access from Mineral Avenue.

Remove temporary parking. Remove interim transit-related parking and bus bay access. Complete remaining infrastructure and site preparation work to accommodate major mixed-use TOD.

Construct infrastructure. Link automobile and pedestrian access between the south, middle, and northern sites on the Ensor property. Build pedestrian access over Mineral Avenue to make new

civic and entertainment uses easily accessible by residents, employees, and visitors.

Construct mid- to high-density mixed-use commercial development. Round out site development of the Ensor property with centrally concentrated residential condominium and town home uses, and hotel and large floor-plate retail and office development.

The benefits of phase four are the full buildout of 200 acres within five years and the full buildout of a new transit-oriented district. Consensus-based and varied public and private goals and objectives are fulfilled. Another benefit is the significant new property and sales taxes that are available for use for public services. Their availability will expand upon the retirement of any debt obligations assumed for infrastructure construction and site development purposes.

Public Financing Tools

The city can use a number of public financing tools with the phasing strategy. They include the formation of special districts, the use of tax increment financing (TIF) from ad valorem and sales tax revenues, bond finance, and—subject to federal restrictions—Community Development Block Grant (CDBG) funds and tax credits to support development commitments.

Tax Increment Financing

TIF results from capturing portions of increased property and sales tax revenues within an urban renewal area. It can be used to finance “pay as you go” activities such as site clearance, site improvements, the installation of streets and other infrastructure, acquisition, and housing set-asides. TIF may be used to repay developers for upfront financing or to raise capital for significant early project expenditures through the issuance of tax allocation bonds or tax revenue bonds. Establishing an authority requires City Council findings of blight, approval of an urban renewal plan, consultations with the county, and other mandated processes. The mayor then appoints members of a board of directors, who must be ratified by the Council, to govern the authority.

Parking Authority/Parking Revenue

Unlike RTD, the city may charge for parking and use parking revenues to construct and operate parking facilities. Parking revenues may be pledged toward the repayment of parking revenue bonds. If sufficient market support is available, a private developer may not need public financial participation to build a parking facility.

If the city is not able to create a municipal parking authority, it may want to consider the creation of a nonprofit building authority. Building authorities can be organized under the Colorado Nonprofit Corporation Act (C.R.S. Title 7, Articles 20–29). The Act permits a building authority, on behalf of a city, to issue bonds to construct parking structures, bridges, and other facilities. Bond repayment can be secured with revenue commitments and through contracts with property owners and assessments charged on their property. Certificates of Participation can be sold to private investors to generate construction funding.

Community Development Block Grant

CDBG funds constitute a flexible source of money that provides communities with resources to address a wide range of community development activities directed toward revitalizing neighborhoods, enabling economic development, and providing improved community facilities and services. CDBG funds may be used for activities such as acquisition of real property; relocation and demolition; rehabilitation of residential and nonresidential structures; construction of public facilities and improvements; activities relating to energy conservation and renewable resources; job creation and retention; and low- and moderate-income housing production, with maximum feasible priority assigned to serving low- and moderate-income persons. Arapahoe County is charged with allocating funds for cities of fewer than 50,000 people. CDBG funding may be available to Littleton upon application to the county.

CMAQ (Congestion Management Air Quality) Funding

Later this year \$585,000 in CMAQ grant funding will be available from DRCOG through an application process. Funding awards, to be administered by the RTD, may be used for station area planning. The panel encourages the city to submit an

application to DRCOG and coordinate the request with DRCOG and RTD, as appropriate. Littleton will be required to come up with a minimum local match of 20 percent for any CMAQ grant funds.

Sales Tax District

TIF financing includes sales tax revenues in urban renewal areas (URAs) and in downtown development areas, the latter not relevant to the station area site but potentially applicable to historic downtown Littleton (described later). Sales tax increases may be deposited into a special fund and proceeds used to repay debt service for general obligation (tax allocation) and revenue (tax increment) bonds that were issued to finance infrastructure construction. The standard taxing jurisdictions share in these increased sales tax revenues.

New Market Tax Credits and Private Activity Bonds

Census tract characteristics in Littleton do not appear to support the use of the new market tax credit (NMTC). The program permits developers to receive a credit against federal income taxes for eligible investment in census tracts where at least 20 percent of the households reside in poverty, or where median family income does not exceed 80 percent of metropolitan or statewide levels.

However, another source appears to be available. C.R.S. 24-32-1701, et seq. established the private activity bond (PAB) allocation program. A PAB is a tax-exempt bond program under federal tax law giving governments the ability to extend financial support without assuming any financial risk and without the census-based requirements for NMTC financing. As described in “Financing Strategies for Encouraging Infill and Redevelopment,” released by DRCOG in April 2006, “PAB financing can be used for commercial or residential projects and is not limited to infill and redevelopment projects. The jurisdiction assigns an amount of revenue bonding to a project within a cap defined by federal law. Communities too small to have their own allocation of bond funds can apply to the state for portions of the statewide balance. Larger communities have their own allocations. In 2003, Denver’s limit was \$21,013,688. Parker was the smallest community in the region to have its own allocation, which was \$1,028,025. A project sponsor

can use these funds to offset higher costs financing that would not be tax exempt.”

General Improvement Districts

C.R.S. 31-25-601 authorizes cities to organize a GID as a taxing entity with the capacity to finance infrastructure improvements. As a special local political jurisdiction with state authority, a GID may impose property taxes to construct and operate facilities, may issue general obligation and revenue bonds, and may charge fees for services to repay indebtednesses. GID formation occurs upon approval of a service plan during an election of a five- to seven-member board of directors. City Council members serve on this board in an ex officio capacity.

Business Improvement Districts

Business improvement districts (BIDs) may be formed upon receipt of a petition from property owners for the purposes of constructing public improvements and planning, managing, and promoting business and development activity within a designated service district. A BID may impose property assessments and ad valorem taxes. A board of directors may be appointed by the City Council, or the council may serve on the board in an ex officio capacity; alternatively, the board may be elected upon petition or, if more than one-half of the property of the BID is within an area governed by a URA or GID, either of those authorities may serve as the board of directors for the BID.

Special Improvement Districts

Colorado statutes extend assessment powers to municipal SIDs. C.R.S. 31-25-501 permits a city council to form and administer a SID to fund the construction of infrastructure improvements and assess the costs for providing the improvements against property that receives benefits from those improvements. Assessments may be used to repay debt arising from special assessment or general revenue bonds issued by the city, each potentially subject to approval by the electorate. A city may choose to participate in repayment of debt if a determination is made that the city as a whole benefits in part from the improvements constructed within the assessment district.

Other Tools

In addition to these financing tools and mechanisms, the panel recommends use of the following development tools.

Development Agreements

Development agreements represent another mechanism for cities and developers to balance public and private objectives. A development contract is called a redevelopment agreement in a URA. Agreements typically include a project description, a scope of development, implementation timelines, and financial or other obligations applicable to each of the parties; they require approval by the City Council or the URA.

Overlay Zones

An overlay zone is a geographic boundary within which specialized controls, guidelines, and regulations may be imposed over underlying zoning to influence the outcome of development where specialized conditions or public objectives are present. Examples relevant to the development sites include site and building design goals to promote sustainable development, protection of the South Platte Park environment, and imposition of specialized parking standards consistent with transit access and ridership. Specialized design review or exemptions from design review may be applied when development plans clearly fulfill overlay objectives.

Transfer of Development Rights

A transfer of development rights (TDR) program could be a useful tool, either subject to an overlay zone or as part of a development agreement, to direct the pattern of development away from land that needs protection and toward land where public and private consensus supports more intensive use. A TDR could be a mechanism to create a buffer between new development and South Platte Park; it also could be used to increase densities selectively in other locations, to add value and create incentives to privately finance public infrastructure improvements.

Comprehensive Plan Rewrite

The changing demographics of Littleton indicate a maturing community. Many older residents con-

tinue to live in large homes. Housing costs are high, and new homeownership opportunities are limited. Regional growth patterns, including tech industry employment centers, have contributed to the establishment of new communities well beyond the original urban core. Congestion and commuting time have increased considerably.

The Comprehensive Plan Rewrite provides an opportunity to evaluate citywide trends and opportunities to protect existing neighborhoods, focusing new mixed-use development in locations where land use and building characteristics and available infrastructure and other public facilities can accommodate sustainable growth patterns while the integrity of established neighborhoods is maintained.

Reuse of Existing Retail Centers

The panel has been made aware that some Littleton residents question the need for new retail centers. Individuals have asserted that it is important to improve faltering shopping areas, instead of encouraging new retail development that may accelerate the decline of existing business.

The panel believes that some of these original shopping centers may be candidates for new mixed-use development communities, with residential uses constructed above retail and close to existing and new neighborhood services. New residential development can create rehousing opportunities for current residents of large single-family homes who may desire smaller living spaces; it can also create other opportunities for mixed-income first-time homebuyers. Urban renewal areas and other district designations may ease land use transitions. The panel recommends defining principles and policies to promote adaptive use and mixed-use development where older centers can be restored to productive use.

Historic Downtown Littleton

The panel recommends that the Comprehensive Plan Rewrite consider mechanisms to restore Littleton's historic downtown to its original prominence. Comprehensive revitalization through practices such as forming a downtown development authority should be considered, to support positive trends and to coordinate private and public initiatives. Neighborhood retail and infrastruc-

ture should get continued attention. Low- and moderate-income housing should be preserved, and mixed-use pedestrian-oriented development encouraged.

Comprehensive Strategies

The panel recommends that the Comprehensive Plan Rewrite review Littleton's land use and development practices from hometown and regional perspectives. Changing demographics and transit availability offer land use and preservation opportunities not available 25 years ago. Sustainable and mixed-use development practices may have citywide application. Business retention and expansion may be augmented with new efforts to attract green technology and expanded medical uses, particularly as new office space becomes available. Neighborhood protection may need to be addressed through design, and new density guidelines, rehabilitation, and traffic calming measures may be essential.

Public Participation Process

The Comprehensive Plan Rewrite is an opportunity to advance good design, appropriate density, and sustainable development through public participation and education. The panel recommends extending the public participation process that accompanies the Comprehensive Plan Rewrite into practices that foster ongoing community attention to protecting and improving Littleton's future, particularly with attention to changing land use, density and design, traffic and transportation, and environmental quality.

Conclusion

Littleton is at a unique moment in its history. With almost all the developable land in the city completely built out, the station area has some of the most unique and valuable land in the region. It is virtually undeveloped and provides an incredible opportunity to create a vibrant mixed-use TOD. The city has an opportunity to capitalize on a convergence of community needs and strong market dynamics.

A community visioning process for the station area can bring these elements together to create the framework for a location that will foster a sense of place for residents and establish the area's role within the city and the region. The city must take a number of actions to see the realization of a great place at the Mineral Avenue station. First, it must create a development and design framework plan to guide private sector development in a way that helps achieve the community's vision in a more effective and efficient manner and lets developers know what is expected of them. This creates predictability for developers and institutes a clear and understandable process to turn to when disputes arise. Second,

the city must actively set policies for and promote sustainable development practices in the station area. Doing so will continue the city's commitment to sustainable development, enhance and protect the region's natural assets in South Platte Park, and make the development distinct within the region. Finally, the city must create an implementation phasing strategy to set out a clear timeline for the development of the station area.

These are not easy tasks; accomplishing them will require strong leadership and cooperation from all involved parties. The city must step up to identify all community stakeholders and bring everyone to the table. The city's leadership in this process will send a strong signal to the development and investment community that it is serious about wanting a successful development in the Mineral Avenue station area. Although the recommendations set forth by the panel may seem extensive, the panel strongly believes they can be implemented if the city can establish a development and design framework, set policies that encourage sustainable development, use the vast array of financing tools, and follow a strong phasing strategy.

About the Panel

Abe Farkas

*Panel Chair
Portland, Oregon*

Abe Farkas founded the Farkas Group in November 2004 to facilitate sustainable, high-quality urban and university development through public-private partnerships. In 25 years of experience working for public development agencies in cities such as Portland and Eugene, Oregon; Seattle, Washington; and Fort Wayne, Indiana, he has been engaged in the conception and completion of scores of redevelopment and economic development projects. Sample projects include the Westlake Center in Seattle—a three-block mixed-use project incorporating retail, office, below-grade transit, a monorail, and a public park; the Brewery Blocks in Portland—a five-block sustainable mixed-use project bringing together retail, office, apartments, condos (LEED silver), a performing arts center (LEED platinum), below-grade structured parking, and a streetcar line; and the South Waterfront Central District in Portland—a 40-acre mixed-use development that includes 2,700 housing units (LEED silver), retail, 1.5 million square feet of university research, clinical, and office space (first building is LEED platinum), structured parking, streetcars, an aerial tramway, a neighborhood park, bioswales, and a riverfront greenway.

Farkas is currently working with public and private clients engaged in sustainable urban and university developments along the west coast. Projects include a sustainable mixed-use development in the South Park section of Los Angeles; development of mixed-use strategies for the University of Oregon, and the cities of Tacoma, Gresham, and Salem, Oregon; and sustainable and transit-oriented mixed-use developments on privately held and public sites in Portland, Eugene, Long Beach, California, and Tucson, Arizona.

Farkas has served on the board of the International Economic Development Council and is an active member of the Urban Land Institute, serving on the Public/Private Partnership Council.

Morey Bean

Colorado Springs, Colorado

Founding partner of the Colorado Architecture Partnership, Morey Bean is an architect and planner with design and execution experience ranging from innovative university research parks to new urbanist community design. Colorado's Architect of the Year for 1999, Bean serves on the AIA Colorado Growth Task Force and is an adviser to the mayor of Colorado Springs and the city of Colorado Springs on design matters. He is also the lead architect in the Innovation Center for the University of Colorado, Colorado Springs, in cooperation with the Pikes Peak Community Foundation. He is a member of the American Institute of Architects and chair of the Urban Design Committee of the Colorado South chapter of the AIA.

Robert Fazio

Pasadena, California

Robert Fazio is a senior planner with the Community Redevelopment Agency of Los Angeles (CRA/LA). He has worked in more than 20 project and program areas, promoting sound land use and urban design practices, guiding real estate and market analyses, and securing priority-based project financing. He served CRA/LA as liaison to the City Council and has considerable knowledge of the California Community Redevelopment Law.

Fazio managed a ULI Advisory Services Panel in January 2004. The panel study, sponsored by CRA/LA, the Los Angeles County Metropolitan Transit Authority (Metro), the Universal City/North Hollywood Chamber of Commerce, and the

Mid Town North Hollywood Neighborhood Council, examined major TOD potential in the NoHo Arts District. Panel recommendations were central to a request for proposals issued cooperatively by CRA/LA and Metro.

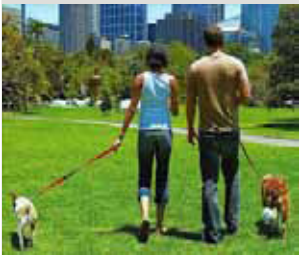
A member of ULI and the American Planning Association, Fazio graduated from the University of Southern California with a master's degree in public administration with an emphasis on urban planning. His bachelor's degree is in geography and urban studies. Recent travel to Orvieto and Rome, Italy, reinforced his commitment to successful place making as a cornerstone for successful community redevelopment.

Karina Ricks

Washington, D.C.

Karina Ricks is chief of citywide transportation planning for the District Department of Transportation (DDOT). Her focus of work is to reunite transportation investments with land use and economic development objectives for long-term growth and revitalization in the District. Ricks came to DDOT from the District of Columbia's Office of Planning, where she served five years as the city's TOD coordinator and as a community planner. Working in the two sister agencies, she has had extensive experience in the integration of land use and transportation planning for economic

revitalization. In her six years with the District, Ricks has served on several city and regional task forces, including the Washington Council of Governments Transportation Policy Board, Metropolitan Policy Development Committee, Brownfields Inter-Agency Task Force, Soil and Water Conservation Board, and Bicycle Master Plan Advisory Committee. Before joining the District government, Ricks' work focused on smart growth and sustainable development nationally at the U.S. Environmental Protection Agency and included international work with countries in Eastern Europe and Oceania.



TAPs

Technical Advisory Panels

*A Vision for High Quality, Transit-Oriented
Development Near Nature and Outdoor Recreation*

Mineral Station Area, Littleton, Colorado

April 22nd, 2014



Urban Land **Colorado**
Institute

Leadership in Responsible Land Use

Contents of TAP Report

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Key Opportunities and Challenges
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*Littleton/Mineral Station Address:
3203 West Mineral Avenue, Littleton
Location: South Santa Fe & Mineral
Parking Spaces: 1227. Bike Racks: 10*

Technical Advisory Panels (TAPs)

Technical Advisory Panels bring ULI Colorado expertise directly into communities on tough real estate problems. TAPs are composed of ULI Colorado members who donate their time to help build better places.



ULI volunteers Renee Martinez-Stone, Steve Clarke, Doug Elenowitz, and Steve Wilensky ponder urban design issues at Mineral Station.



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I. Overview

The City of Littleton is looking at whether the Mineral Avenue Light Rail Station (Mineral Station for short), including a Park-n-Ride with 1,200 surface parking spaces, should be redeveloped. An impetus for redevelopment is that current parking is insufficient for this busy station, and there's little room on site for more parking. Mineral Station is Littleton's most-used light rail station and is the end of the line for southwest light rail, which creates a strong demand for parking.

On the other hand, surface parking may not be the best use for land around the station, which could attract housing and commercial uses and other uses that support both economic vitality and transit use. Quality, walkable, mixed-use, urban development in a station area could also increase ridership and leverage our regional investment in transit. On the other hand, surface parking may not be the best use for land around the station, which could attract housing and commercial uses and other uses that support economic vitality and transit use. Quality, walkable, mixed-use, urban development in a station area could increase ridership and leverage our regional investment in transit. This addresses a key goal of DRCOG's Metro Vision 2035 plan--to provide 50 percent of new housing and 75 percent of new employment within urban centers like the Mineral station area.



Potential recommendations at the station site will be guided by the City of Littleton Comprehensive Plan, adopted in January 2014 and including a Citywide Plan that's a "vision for the future of Littleton" written by the city planning board. Through the plans, city government and citizens seek to keep Littleton a vibrant place that attracts "people with talent" who want to live in a place with natural beauty and opportunities for outdoor recreation. They want the city to keep its unique identity and sense of place, and to prevent it from "becoming suburbia."

"Littleton is the kind of place you rarely find, and we appreciate how special that is," the plan says.

That vision includes:

- connecting city neighborhoods via a street network that supports traffic flow, pedestrians, transit and biking,
- increasing overall walkability and bicycle connections
- linking commercial to residential areas,
- creating a comprehensive wayfinding system, and
- highlighting Littleton's major natural amenity, the South Platte River.

For the South Santa Fe Corridor, where Mineral Station is located, the Comprehensive Plan calls for an urban design strategy that preserves open space and other natural features, improves transportation, and promotes high-quality urban development, while discouraging commercial strips. As part of its goal to keep its river area vibrant, the City has already attracted a 12-acre, \$20 million Breckenridge Brewery complex now under construction in the 6700 block of South Santa Fe Drive just south of Hudson Gardens and near the river. The facility, expected to employ 60, should open by early 2015. A plus for Mineral Station's potential redevelopment is that the City of Littleton recently reactivated its urban renewal authority, now called Littleton Invests for Tomorrow (LIFT), which intends to create urban renewal districts. Urban renewal could be a tool to address the station's parking issues and to attract more high-quality uses to the station area.

LIFT is surveying conditions that impede the city's growth with an eye on creating an environment conducive to investment. The survey should be completed in May 2014.

On April 22, 2014, at the request of the City of Littleton, Urban Land Institute (ULI) Colorado convened a Technical Advisory Panel (TAP) at the Littleton Museum, at 6028 South Gallup Street, to study the Mineral Station area and generate concrete recommendations and steps that can be acted on relatively quickly. Panelists were volunteer ULI members who are experts in their fields — from planning and urban design to development and transportation planning. Panelists donate their time and pledge to be impartial and disinterested.

Since 2003, ULI Colorado has held 45 TAPs in communities across the state. Recommendations are unbiased and nonbinding.

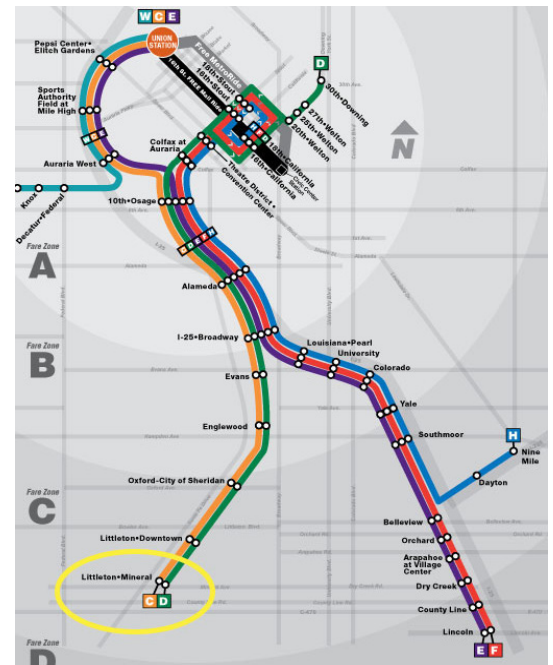
Summary of ULI panel recommendations:

- The city should start the planning process right away. Plan for the future by creating a district vision that links, rather than isolates, the station and neighboring properties and sets goals for connectivity, pedestrian circulation, amenities and urban design.
- Communicate that vision to the public, stakeholders, RTD, and city government.
- Engage the Colorado Department of Transportation (CDOT) in a shared vision for the site, district, and the adjacent state highway corridor.
- Identify champions and leaders for redevelopment.
- Be flexible in response to market opportunities. Identify uses that complement or will benefit active recreation afforded by the South Platte River corridor and park.

II. Background and Problem Statement

Mineral Station is a Littleton light rail station with Park-n-Ride, consisting of two parcels totaling 17 acres. The main 12-acre parcel is located at 3203 West Mineral Avenue, at the northwest corner of West Mineral and South Santa Fe Drive (US Highway 85). The other five-acre parcel is located directly west of the main site, between the South Platte River Corridor and South Platte River Parkway.

Operated by the Regional Transportation District (RTD), the station opened in 2000. It serves the southern terminus of RTD's C and D light rail lines. RTD's plans to extend the end of those lines to Highlands Ranch are several decades away.



Adjoining land uses include the following:

- East — South Santa Fe Drive (US Highway 85). Traffic volume on this highway, which is eight lanes wide at its intersection with Mineral Avenue, averages 51,000 vehicles per day. Parallel and adjacent to the highway are the RTD Southwest light rail line and a double-tracked, consolidated mainline freight rail corridor operated jointly by the Burlington Northern Santa Fe (BNSF) and Union Pacific (UP) Railroads.
- West — South Platte Park, 3000 West Carson Drive. This 650-acre park along the South Platte River is managed by the regional South Suburban Park and Recreation District. It includes the Carson Nature Center and Mary Carter Greenway, plus fishing lakes and a wildlife preserve.
- North — Aspen Grove, 7301 South Santa Fe Drive. This “lifestyle” shopping center opened in 2000, and includes 190,600 gross square feet with 1,318 surface parking spaces on 25 acres. Tenants include Williams-Sonoma, Apple, Gap and the freestanding Alamo Drafthouse Cinema opened in 2013. The property’s developer/owner is publicly traded DDR Corp. of Beachwood, Ohio, whose portfolio includes more than 395 shopping centers in the U.S.
- Alta Aspen Grove, 7317 S. Platte River Parkway. Occupying 17 acres just west of the shopping center, this 280-unit apartment complex was built in 2011 by Wood Partners LLC. The LEED-certified property is currently owned by Berkshire Partners LLC.
- South — 115 acres of vacant land locally referred to as the Ensor property. The property, owned by the Ensor family, was approved for planned unit development (PUD) zoning in 1983, for roughly 774 dwellings and 1 million square feet of retail and office space.



Bridge over U.S. 85/Santa Fe Drive near the light rail station at Mineral Avenue in Littleton.



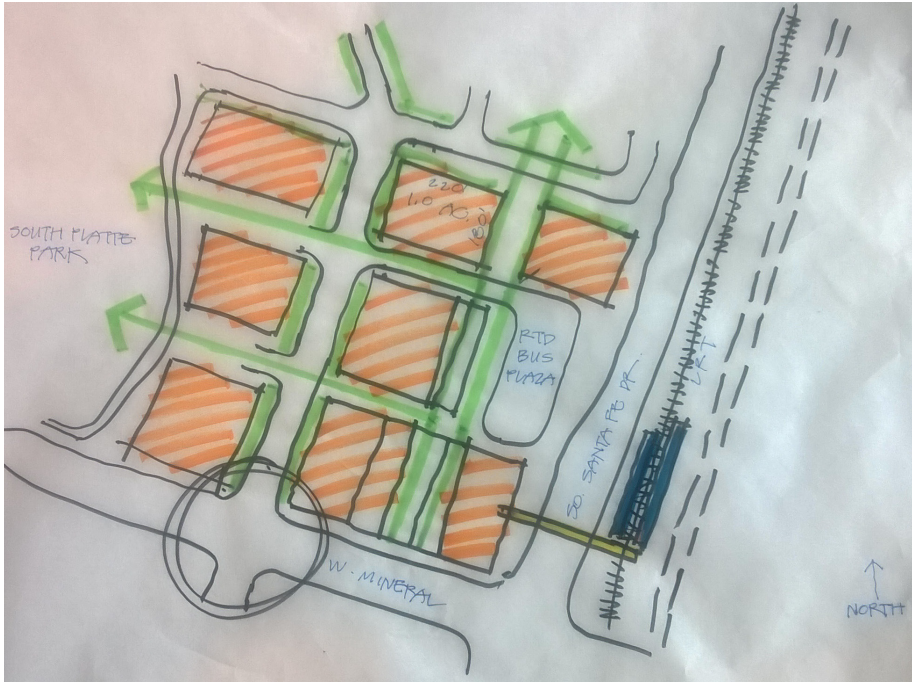
Aspen Grove Shopping Center.

Problem Statement:

Successful redevelopment projects must be based on solid real estate fundamentals such as market demand and the ability to attract financing. Whereas various city plans foresee the redevelopment of the Mineral Station area as an urban, transit-oriented development (TOD) project, there hasn’t yet been a concerted effort to assess the viability of that vision. In 2006, a national ULI Advisory Services “Report on the Mineral Avenue Station — A Strategy for the Development of the Mineral Avenue Station Area,” recommended uses for a larger planning area.

But since 2006, several things have happened that affect redevelopment, including:

- The Great Recession, starting in 2008, reset land-use patterns.
- Construction costs increased.
- The Aspen Grove shopping center added more square footage and tenants.
- The Alta Aspen Grove apartments, with 280 units, were built.
- The City of Littleton adopted a new Citywide Plan.
- The City retooled its economic development strategy, including embracing new strategies for redevelopment.



In addition to identifying viable uses for the site in the current market, there are pragmatic issues concerning how the site should redevelop. This will probably require a public-private partnership (P3) to finance both private development and public improvements, such as streetscapes and other public spaces. The City would like to see the station area connected to Aspen Grove. This could be in the form of pedestrian ways, shared parking, improved vehicle circulation, wayfinding, and urban design.

Panelists recommended an urban design approach using “urban” city block sizes and development parcels. This approach will improve multi-modal and visual connections between the station and neighboring properties. Improvements may include clear (visually and physically) multi-modal routes of wayfinding, new street trees and better street lighting.

Planning dollars are available through a Station Area/ Urban Centers Studies grant from the Denver Regional Council of Governments (DRCOG). This can provide the development framework called for by the earlier ULI study and update the South Santa Fe Corridor plan. Input from this TAP will provide direction for the development framework plan.

In summary, the TAP should provide:

- Recommendations on viable, in-demand land uses for the site that would benefit both public and private entities;
- Direction on necessary public financial involvement in the project, both by the City of Littleton and RTD, including what a public-private partnership could look like;
- Ideas on transportation options for the intersection of Mineral Avenue and South Santa Fe Drive;
- Recommendations on needed finance tools;
- Urban design goals for the form of the redevelopment project and connections to adjacent land uses; and
- Reevaluate the goals of the 2006 ULI study and recommend new goals for the future station framework plan.

III. Panel Responses: Key Opportunities and Challenges

Key opportunities:

- Catalyze redevelopment of the Mineral Avenue station area by improving multimodal and visual connections between the station and neighboring properties, including Aspen Grove, the Alta Aspen Grove apartments and future development on the Ensor property. Improvements may include clear (visually and physically) multi-modal routes of wayfinding, new street trees, and better street lighting.
- Implement a coherent, form-based zoning district to strengthen the identity of the redevelopment area and to guide future redevelopment and infill projects toward walkable, mixed-use urbanism that makes the most of the South Platte River corridor.
- Implement connectivity criteria and urban block size standards to guide redevelopment and infill projects with a compact, connected and walkable context.
- Consider adding multifamily housing for all types of residents, from students and young professionals to empty-nesters and retirees.
- Do a redevelopment that attracts commercial tenants that fill a “gap” in services, while compatible and non-competitive with Aspen Grove. Such businesses could include smaller, specialty retailers such as Whole Foods or Vitamin Cottage, limited-service restaurants, an urgent-care medical facility, a fitness/lifestyle center as well as live/work space.
- Improve the Santa Fe-Mineral intersection to ensure good walkable access to properties in the redevelopment area and at the same time meet CDOT objectives for safety and traffic flow.
- Use urban renewal as a catalyst to get desired outcomes in private investment and development.
- Take advantage of DRCOG funding available to begin planning now.



The South Platte River and Greenway creates an unusual amenity near a light rail station.

“a chance to do the right thing,” as one panelist put it.

Key challenges:

- A redevelopment plan must **preserve the existing 1,200 parking spaces** used by commuters while meeting new parking demand for redevelopment.
- Infrastructure — including a sanitary sewer line, stormwater drainage, and the city ditch that runs through the Ensor property — is a major issue. Dealing with (and even moving) infrastructure during redevelopment can cost millions. **The quality of those infrastructure components must be maintained if altered.** For example, the city ditch provides drinking water to Englewood.

- The **vacant Ensor property is key** to the station's redevelopment using a "district-oriented" scenario, but it's privately owned and controlled. If the property is sold, the new owner/owners would need to adjust the GDP to comply with the district vision and the infrastructure framework that supports the vision.
- The **congested Mineral/Santa Fe intersection** carries some 51,000 vehicles a day and will be programmed for reconfiguration by CDOT. The City of Littleton is studying the interchange there, but the Mineral Avenue bridge and the site's grade hinder options. CDOT may plan to widen Santa Fe Drive in a way that hinders compact and walkable urban redevelopment.
- **Shared parking with Aspen Grove** might help Mineral Station redevelopment, but so far center owner DDR Corp. has not been interested in having a connection with the station. DDR built a wall between the retail center and the station, which prevents movement by pedestrians and vehicles between the two properties.
- TOD might be the right approach to the station's redevelopment, but **Littleton residents have a track record of opposing density.**
- Increased cost of construction; it's **jumped 30 percent** in recent years.
- A parking structure might be the best way to add more parking to the station's existing 1,200 surface spaces, and provide a mechanism for phased implementation and expansion, but a **garage would be much more expensive to build than surface parking.**
- Where will the money for redevelopment come from to **fund public improvements** such as infrastructure and streetscapes— City of Littleton (tax revenue, TIF, bonds), RTD, federal grants, credit enhancements?
- **Market demand is unpredictable.** Currently, there's a market for multifamily residential space and some retail near Mineral Station, but that could change in the future.

IV. Recommendations: Three Options, Things to Avoid, Advice on Financing



The crux of the panel's recommendations is that any redevelopment of Mineral Station should be a district-type, collaborative strategy because of the station's key location near properties including the Aspen Grove shopping center, South Platte Park and the vacant Ensor property. "A more strategic and comprehensive approach creates better [long-term outcomes]," according to the TAP panel.

Panelists came up with three approaches to a redevelopment project:

Option 1: Do nothing; leave the station as it is — A short-term strategy with less economic benefit than other options. The downside of this option is that properties will redevelop piecemeal with little relation to each other or to the whole of a unified, thriving district. This could also result in a jumble of access points. This option limits opportunity to leverage the river corridor to attract private investment.

Option 2: Parking strategy with TOD — Replace surface parking with a parking structure to free up land for high-quality urban development district. This option will capture the site's TOD potential to include residential and retail while creating development opportunities on properties to the north and south. This option allows for phased use, addresses utility easements on the site, and frees up more land for compact, quality development. The "district" approach will increase connectivity and walkability, and hence increase value of transit. These goals should extend to adjacent properties such as Aspen Grove and the Ensor Property.

Option 3: Reposition for TOD potential; move transit parking to another location combining parking with the parking needed for future development — This long-term alternative involves providing RTD parking elsewhere, possibly on the Ensor property through a joint-use strategy.

"Option 3 is hard because you make [Mineral Station's] parking problem someone else's problem," said one panelist.

Panelists recommended Option 2 because it would offer the opportunity to capture TOD potential right at the station. This is also more feasible and practical than the alternatives...

Option 2 would leverage economic benefit relatively quickly, including taking advantage of a currently robust multifamily market. Panelists also encouraged the City of Littleton, if it accepts the Option 2 recommendation, to begin immediately to plan for and guide land use, financing, and financial incentives; access and circulation; infrastructure; and parking strategy, which might include a parking structure.

Other advantages offered by Option 2 include:

- Increased tax base.
- Guides the relationship between development and park lands.
- Provide lifestyle options for a wide variety of ages.
- Reduce personal vehicle trips as a percentage of trips on busy Santa Fe Drive.
- Complements, rather than competes with downtown Littleton
- The option also allows for density at the Mineral Station that helps meet DRCOG's regional goals for most development to occur near transit.
- Supports regional transit use

Things not to do at the Mineral Station site:

- Don't redo the Santa Fe-Mineral intersection without considering surrounding uses. Don't think just about traffic, but also about access to the redevelopment site.
- Fail to actively guide what happens in the areas around the station. Wait to see what happens with the new Breckenridge Brewery complex which will be a destination unto itself with a large bottling plant, restaurant, concerts, and events. How will it affect development around it?

The new Breckenridge Brewery will take advantage of its South Platte site near the station.



- Don't forget about the river. In a perfect world, all uses should be drawn to and benefit from proximity of the river. New development at Mineral should create more (not less) access to riverfront view and activities. The river trail is a big draw. The economic benefits of that draw depend upon connectivity and coordination between the river trail, restaurants/retail and transit.

Potential financing tools for Mineral Station redevelopment:

- TIF from LIFT — Littleton's current urban renewal authority, formerly called the Littleton Riverfront Authority, has TIF ability. TIF was previously used for the redevelopment of the 190,000-square-foot Riverfront Festival Center shopping center on 30-plus acres at 5701 S. Santa Fe Drive., at Bowles Avenue. In 1997, EchoStar Communication (now DISH Network) bought the property in 1997 for \$7.5 million, and used it as a corporate headquarters for many years; it's currently a DISH call center. The retail center was developed by Denver-based Writer Corp. in 1985 for \$25 million.
- Title 32 Metropolitan District — Metropolitan districts are the most common form of special district that can be organized under Colorado Revised Statutes Title 32, to provide services ranging from mosquito control and fire protection to street improvements and transportation. They're approved by city councils.
- Improvement Districts, including Business Improvement District (BID), Special Improvement District (SID), and General Improvement District (GID) — In Colorado, improvement districts help fill the gap between what improvements — from streetscape modernization to building public infrastructure — cost and what cities and counties can pay for such upgrades. BIDs, for example, have been used to build and maintain public improvements in commercial areas such as Denver's Cherry Creek North and the downtowns of Boulder and Denver. Property owners agree to tax themselves to fund improvements.

GIDs are used to build, install, or acquire public improvements except solid waste disposal; such districts can assess ad valorem taxes (based on real estate value), charge for services or facilities, and issue general obligation and revenue bonds. SIDs are financing options that allow a city to impose an obligation on property owners to pay for public improvement projects that benefit their properties.

- Public-private partnership (P3) — This funding scenario, which involves paying for a private project through a partnership of government agencies and private-sector companies, could involve the City of Littleton, RTD, and South Suburban Parks & Recreation. It could allow for private development financing for public infrastructure.
- Federal grants and credit enhancements — These options could include Community Development Block Grants (CDBG), which provide communities with resources to deal with a variety of community development needs from affordable housing to jobs.

V. Panelist Answers to Sponsor Questions

Q: What's the average cost to build structured parking, per space?

A: Above grade, it runs \$13,000 per space to get the benefits of scale. Underground, it's \$22,000 per space, and that's just a plain parking structure without a retail wrap or special facades. These costs-per-space add up rapidly to increase project costs by millions. On the other hand, bank financing can depend on the provision of parking to support uses.

Q: You've showed a grid structure where one doesn't exist, with connectivity to private property to the north but not the south. Why does someone with private property want to get involved with something that's not theirs?

A: Without guidance from the City they probably wouldn't. Suburban developments tend to prefer separation and independence over urban interconnectivity and synergy. But from the City's perspective, there would be efficiencies and greater long term economic potential from connecting land uses both vertically and horizontally. If you look site to site, they're separated by streets like Mineral Avenue; we don't want it to be a barrier between sites. ... We just want compatibility in developing a sense of place.



Atlanta's Belt Line trail is emerging as an example of a recreation amenity attracting the type of dense development associated with TOD.

Q: Has anybody done a financial sketch of what the numbers will look like [for a Mineral Station redevelopment]? Is TIF a possibility?

A: We don't have hard numbers. With respect to TIF, the exercise that takes place is a capacity study of what the development there is — 200 apartments and 50,000 square feet of retail, for example. What is the assessor's value of those things? Where was your base when you set it? On the sales tax side, if retail is coming in, is it a restaurant or a big store? ... Be mindful of the base, if you're going to proceed with urban renewal. Where's the base when you set? You've got 25 years to capture increment ... so don't start the clock too early. Don't lose out on that base."

Q: This sounds like a small area plan. Do we need a new zoning plan?

A: Not zoning. [Our No. 2 recommendation] starts with a framework plan possibly funded by DRCOG. Part of our start-now suggestion is to have that approach. It will require some outreach and messaging strategy, so you have tools to communicate with stakeholders to begin to bring them to the table. It's important to think about that before you write the scope of work. Bring stakeholders and property owners to the table to begin to look at community benefit.

Q: What attracts people is people. What's your feeling about residential space for this development, and how to make it an integral, important piece of the project?

A: We envision a wide range of unit types, even under one developer. [We envision] attracting high-end users, someone selling their home and making a lifestyle choice, retirees, single parents, students. We suggest identifying the market gap — what's the [residential] gap in the market analysis? ... Is there a market opportunity or niche that hasn't been identified yet. Is it the person who would like to live in downtown Denver, but can't afford the price? Would they come south?

Successful people places ... are where the resident population walks first, and other people come to visit. Even on a busy summer day on the Pearl Street Mall in Boulder, for example, at least 40 percent of the people are local.

Walkability is a big deal now. The two largest populations of homeowners in the U.S., both with 80 million people, are the Baby Boomers and the Millennials. They both want walkable, mixed-use, transit-served places to live in. There's another statistic that 80 percent of the rental and home-buying population under 28 years old will pay 20 percent more for walkable access to mass transit.



Pearl Street Mall is a tourist attraction that also appeals to locals who can walk or bike down for food and entertainment.

Q: What big risks do we need to watch out for?

A: There are chicken vs. egg scenarios. For that reason, the piece that maybe moves first will inform what happens around the rest of the project. ... Spend the energy and time now, and wrestle between yourselves to find a unified position, so when a developer comes in, they have community support on a challenging project. Lessen exposure for the developer. It's important for a developer to feel a community is behind you when executing these kinds of risky projects.

Q: You've mentioned transit, with a focus on retail and residential. Talk about other opportunities for what might exist [at the Mineral Station] project regarding jobs.

A: This is not an office location right now. Office tenants would have to be unique to go to a location like this. This is no site for a 12-story office building, but it does maybe make sense for low-rise, value-added buildings. Office is a risky proposition because you'd be a pioneer; such a project would be hard to finance without a lead tenant.



VI. Stakeholder Comments

“My big picture [for this site], as a resident of the city of Littleton and a real estate person, is it’s a real opportunity to do something fantastic for the city and the metro area. ... I’d like you to come up with some bold ideas going forward.”

— Commercial real estate broker

“It’s critical to include community, including the broader community [in any redevelopment plan]. The reason for that is this is a very engaged community because of the nature of Littleton.”

— Transportation professional

“Politics in Littleton are tough. The city basically took itself off the development map; it’s not open for business. There have been 35- to 40-year-old people who have stood up at public meetings and said they don’t want action. ... They want a sleepy little town.”

— Mixed-use developer who has worked in Littleton

“It’s hard to sell RTD on structured parking because it’s more expensive [to build] than surface parking. ... I’d be open to [structured parking], but I’m sitting here without any money. My participation would be verbal support. I’m in favor of the old plan of a parking structure with a wrap-around of other uses including residential as well as commercial space.”

— Urban renewal expert

“We need to do something to [improve the intersection] at Mineral and Santa Fe, but we’re talking big money. ... CDOT does have plans to widen Santa Fe.”

— Public works/transportation professional

“[The City is] doing an entire analysis of the [Santa Fe and Mineral] intersection, looking at the possibility of an interchange. The odds of that, though, are slim and none. I don’t think we can do an interchange because of the grade and the bridge [over Mineral Avenue]. One thing here that affects everything is the railroad; we can’t move the railroad again.”

— Public works/transportation expert

“The challenge of TODs [transit-oriented developments] is cities come in and say you’ve got to have high density. In Broomfield, for instance, developers love the market and build wrap [parking garage] product, which gives higher yield on land, but the cost of development is higher — 20 percent higher.”

— Apartment developer

“Littleton is behind the curve with full-fledged economic development and business attraction, but that allows us to think more broadly and consider things that are less typical but still attractive for development.”

— Economic development professional

VII. Overview of ULI Advisory Services



The Urban Land Institute (ULI) is an international 501(c)(3) nonprofit organization whose mission is leadership in responsible land use. ULI realizes this mission by engaging the volunteer expertise of its 30,000 members, who represent 26 different professions including architect, developer, financier, planner, and public official. Since 1947, the national ULI Advisory Services program has assembled more than 400 ULI-member teams to help sponsors find solutions for pressing land use. In Colorado, ULI Advisory Services has provided solutions for such key sites as the Colorado Convention Center, Coors Field, former Fitzsimons U.S. Army base, 16th Street Mall, and Denver Justice Center.

ULI Colorado's Technical Advisory Panels (TAPs) offer ULI expertise at the local level through our 1,000-member District Council. Founded in 1998, ULI Colorado is one of ULI's most active District Councils. Each panel team is composed of qualified and unbiased professions, who volunteer their time to ULI. Panel chairs are respected ULI members with previous panel experience. Panel findings and recommendations are nonbinding and strategic to helping communities move forward on key sites and issues.

VIII. Panelists



Renee Martinez-Stone (panel chair)

Principal and Founder, Perspective3 LLC, Denver

Renee has worked in the planning/urban design profession since 1994. Her work ranges from district planning to detailed urban design and site planning within neighborhoods, transit-oriented projects, and mixed-use districts. Renee has worked with urban design experts around the country, and for a range of public and private clients in Colorado. She holds BA and master's degrees from the CU. Renee and her work at Denver's Mariposa TOD project were recently featured at a national ULI housing conference. In 2010, her firm led the Five Points Welton Corridor Vision Plan.



Jim Charlier

President, Charlier Associates Inc., Boulder

Jim is a nationally recognized transportation planning professional with more than three decades of experience in local, regional, and statewide settings across the country. He has provided transportation planning services to clients throughout the United States, and is a frequent speaker, lecturer, and facilitator on urban transportation planning challenges and opportunities. Jim is a certified planner (AICP) and active in the Congress for New Urbanism, Urban Land Institute, American Planning Association and Institute of Transportation Engineers.



Steve Clarke

President and CEO, Prime West Company, Denver

As Prime West president, Steve has the overall responsibility for the financing, marketing, and asset management of all properties in the Prime West portfolio. He's involved in structuring build-to-suits as well as renovations, including lease negotiations, financing, and disposition. According to Clarke, his role "is to ensure that commitments made are commitments kept, and that there is a seamless integration of our services so the client receives the absolute maximum benefit. Before going with Prime West in 1981, Clarke was a senior sales consultant with Coldwell Banker Commercial Real Estate Services, now called CBRE Inc. His professional involvement includes acting as president and a director of NAIOP's Colorado Chapter. Steve holds a BA in business administration from The Citadel military college and an MBA from the University of Utah.



Doug Elenowitz

Principal, Raindrop Partners, Denver

Doug is an expert in brownfield real estate, having managed the origination, structuring, negotiation, and closing of acquisitions of urban infill and environmentally complex real estate across the US for nearly two decades. Previously, Doug was EVP and director of development for EnviroFinance Group LLC (EFG). He joined EFG following its 2011 acquisition of Brownfield Partners LLC, a Denver-based development firm he co-founded in 2003. While at EFG, Doug was principal in charge of the redevelopment of St. Anthony Central Hospital and the ASARCO Globe Smelter, two of the Denver area's most significant urban redevelopment projects. Doug is an expert in public finance, having originated more than \$30 million in financings including negotiation of urban renewal areas, TIF agreements, a metropolitan district, HUD Section 108 loans, and federal and local grants. Before Brownfield Partners, Doug was a project manager with a national developer of environmental properties; an associate with a private equity fund, and an underwriter with a leading international insurer. His professional and community involvement includes serving on the ULI Urban and Mixed Use Development Council as well as working as a 2013 Real Estate Diversity Initiative (REDI) mentor. He holds a BA in environmental health from University of Georgia and an MBA from CU Boulder.



Steve Wilensky

Principal/ Design + Planning, AECOM, Denver

Steve is a registered landscape architect and urban designer with broad experience. He has worked on TOD projects, streetscapes, and downtown master plans across the Rocky Mountain West. Steve has focused on public projects that provide a quality of life in a sensible, cost-effective manner. He formerly was with the Carter & Burgess Inc. architecture, engineering, design, and planning firm, and was a principal at EDAW Inc. in Denver. Steve holds a BA in landscape architecture from the University of Minnesota.

VI. Acknowledgements and Thank You's

ULI Colorado thanks especially:

TAPs co-chairs: **Al Colussy** (Principal, Klipp gkk Works) and
Arleen Taniwaki (Owner, Arland Land Use Economics)

Event captain: **Loretta Daniel (Principal Planner, City of Aurora)**

Our panelists who volunteer their time in the spirit of improving Community:
Renee Martinez Stone, Jim Charlier, Steve Clarke, Doug Elenowitz, and Steve Wilensky

Other key sponsors, stakeholders and organizers:

- ULI Volunteer: **Derek Soule**, Architect at Gensler
- Reporter/Writer: **Paula Moore**
- City of Littleton: **Glen Van Nimwegen**, Community Development Director,
and **Dennis Swain**, Senior Planner
- Littleton City Council
- Littleton History Museum
- RTD FasTracks: **Bill Sirois**, Senior Manager, TOD and Planning Coordination for the Regional
Transportation District (RTD), and staff



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Staff: Michael Leccese, Executive Director
Kacey Wilkins, Development Director
Sarah Franklin, Associate