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# Mineral Avenue Station

**Littleton, Colorado**

**July 9-12, 2006**

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**Advisory  
Services  
Panel**

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# About ULI

Established in 1936.

Independent nonprofit education and research organization.

Mission: To provide responsible leadership in the use of the land in order to enhance the total environment.

More than 30,000 members worldwide.

Representing the entire spectrum of land use and real estate development disciplines.

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# ULI Advisory Services

Bring the finest expertise in real estate to bear on  
complex land use and development projects

All volunteer panel

Over 400 ULI-member teams assembled since  
1947 to assist sponsors find creative and  
practical solutions

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# The Panel

**Abe Farkas (Chair)**

President  
The Farkas Group  
Portland, Oregon

**Robert Fazio**

Senior Planner  
Los Angeles, Community  
Redevelopment Agency  
Los Angeles, California

**Morey Bean**

CEO  
Colorado Architecture  
Partnership  
Colorado Springs, Colorado

**Karina Ricks**

Great Streets Project Coordinator  
District Department of  
Transportation  
Washington, D.C.

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# Why Are We Here?

To evaluate the development potential of the Mineral Avenue station area

To determine if TOD is viable

To suggest development programming and phasing

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# The Process

Studied and discussed information  
provided by the sponsors

Briefed by city staff

Toured the project area

Met with key stakeholders

Heard a variety of perspectives from over  
30 community members and discussed  
issues and concerns

Debated the issues and framed  
recommendations

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# Special Thanks

**Jim Taylor**

Mayor

**Jim Woods**

City Manager

**Phil Cortese**

Deputy City Manager

**Mary Roberts**

Community Development Director

**Charlie Blosten**

Public Services Director

**Chris Gibbons**

Director Business and Industry Affairs

**Bill Sirois**

Manager, Transit Oriented  
Development, RTD

**Susan Altes**

Manager, Real Property, RTD

**City Council**

Pat Cronenberger

Rebecca Kast

Amy S. Conklin

John Ostermiller

Doug Clark

Tom Mulvey

**Planning Commission**

**More than 30+ Community Leaders**

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# Today's Presentation

Community goals and guiding principles

Development framework

Transportation and connectivity

Conceptual sustainable development alternative

Implementation tools and phasing

Comprehensive Plan

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# **2005 City Council Workshop Report**

Preserve city's unique identity and heritage

Develop city's economic independence

Maintain proper balance between open space, recreational  
use and developed land

Preserve existing neighborhood values while encouraging  
new development and highest possible living standard

Promote and maintain an attractive living environment for  
present and future Littleton residents

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# Development Principles

- Create an area of distinction
- Multi mode access
- Mix of uses
- Enable economic diversity
- Build a place not a project
- Embrace sustainability
- Capitalize on Littleton's past for its future



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# **Development Framework**

**Karina Ricks**

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# Development Framework

## Purpose

- Create common vision for area & development parcels
- Predictable development environment for all parties
- Satisfy municipal commercial needs (tax base) district wide rather than on protected parcels only. Allow mixed use on all parcels to holistically broaden base.
- Context for evaluating zoning amendments
- Maximize limited available land resources to ensure long-term sustainability environment and economy
- Determine current and long-term markets for uses
- Expand on and update past planning

# Development Framework

## Components

- Detailed market study
- Development/Environmental matrix and mitigation strategy
- Transportation impact analysis and mitigation strategy



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# Development Framework



## Products

- Strategic approach to land use
- Phasing strategy
- Sustainability principles and priorities
- Detailed design guidelines
- Transportation strategy

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# Development Framework

## Recommended Process and Means

- Fund through DRCOG (via RTD) for transit station planning
- 6-month process



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# **Transportation**

**Karina Ricks**

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# **Overall Transportation Recommendations**

Provide integrated multi-modal network of vehicular, transit, bicycle and pedestrian access

Promote and enable mode shift toward more sustainable means and provide competitive choices for such

Carefully design transportation infrastructure to define future development sites over time

Acknowledge varying functions of streets and modal priorities for each

# Transportation Considerations Santa Fe Drive (US 85)

## Opportunities and constraints

- High vehicle use  
(48,000 – 50,000  
ADT)
- Limited access  
highway
- Main north-south  
connection b/n  
Denver and Castle  
Rock
- Anticipated regional  
growth (vehicular  
and freight)



# **Transportation Considerations Santa Fe (US 85)**

## **Design concept and priorities**

- Recognize current and future function of US-85 corridor
- Prioritize maintenance of level of service
- Anticipate future widening and design to accommodate and provide quality design edge
- Provide separate ped/bike facility where possible

# **Transportation Considerations Mineral Avenue**

## **Opportunities and constraints**

- Medium vehicle use (28,000 ADT)
- 4-lane typical section (2-lanes in each direction)
- Dramatically wider at intersection
- Natural limits on capacity - 2 lane bridge crossing and bus stop and informal “kiss and ride” drop-off/pick-up

# **Transportation Considerations Mineral Avenue**

## **Transportation recommendations**

- Use capacity limits to meter traffic arriving at intersection
- Reduce by 1 to 2 lanes EB west of intersection
- Provide lay-by for bus stop and kiss and ride activities
- Provide primary pedestrian crossing via elevated crossing

# **Transportation Considerations Internal Roadways and Connections**

Opportunities and constraints

- Minimal existing network
- Opportunity to design

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# Transportation Considerations Internal Roadways and Connections

## Design concept and priorities

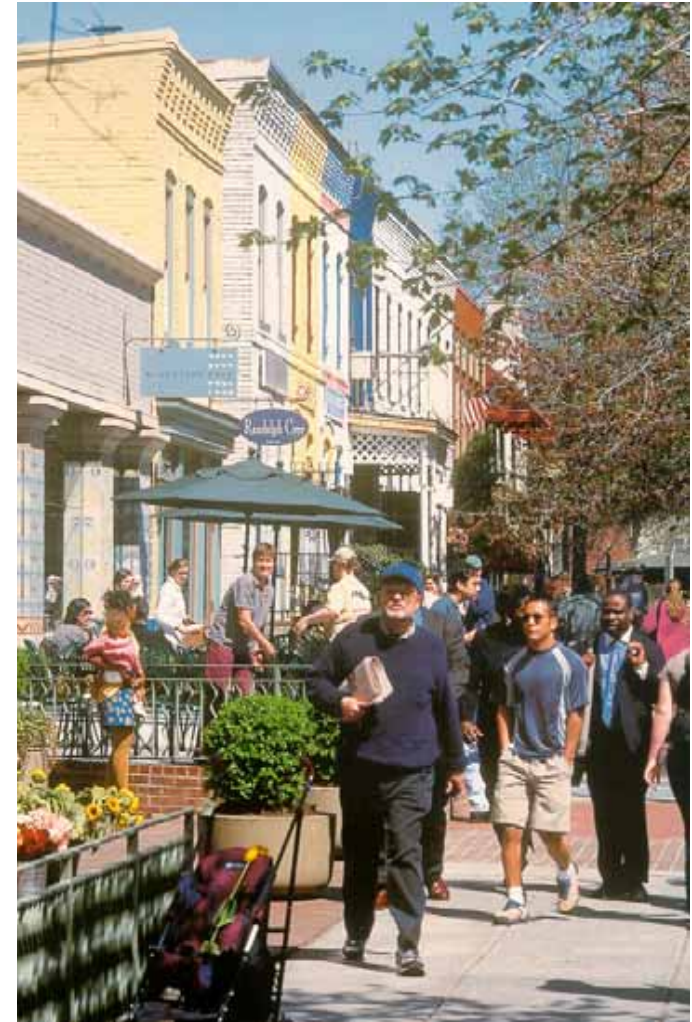
- Mandate “complete streets”
- Promote roadway grid and connectivity
- Follow organic natural features for authenticity
- Minimize roadway width
- Encourage “green” street designs



# Transportation Considerations Pedestrian and Bicycle Networks

## Opportunities and constraints

- Significant use of bicycle infrastructure
- Bicycle commuting a notable mode split and growing opportunity
- Significant missing linkages in pedestrian network
- Limited ped/bike routes from east of Santa Fe to transit and/or park



# **Transportation Considerations Pedestrian and Bicycle Networks**

## **Design concept and priorities**

- Ensure continuous pedestrian pathways between local destinations, particularly within transit “walkshed”
- Connect to recreational trails to expand bike/ped network and options and connect recreational trails to retail centers
- Explore and more direct additional ped/bike connection from east to connect to bicycle networks in park
- Provide multi-use “green-mobility” path from Wolhurst Adult Community to Bowles Avenue

# Transportation Considerations Parking

## Opportunities and constraints

- Trending toward surface parking as dominant land use
- Major parking impacts resulting from transit station demand
- Parking for all uses is presently free, no market controls

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# Transportation Considerations Parking

## Design and Policy approach

- Explore options for metered parking. Consider this parking for “parking increment financing”
- Establish shared parking policies
- Support parking management district
- De-couple parking from use
- Provide for car sharing
- Encourage transportation demand management
- Site plan to promote and enable “park once” behavior
- Design surface parking as “land bank” for future development

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# **Sustainable Development Concept**

**Morey Bean**

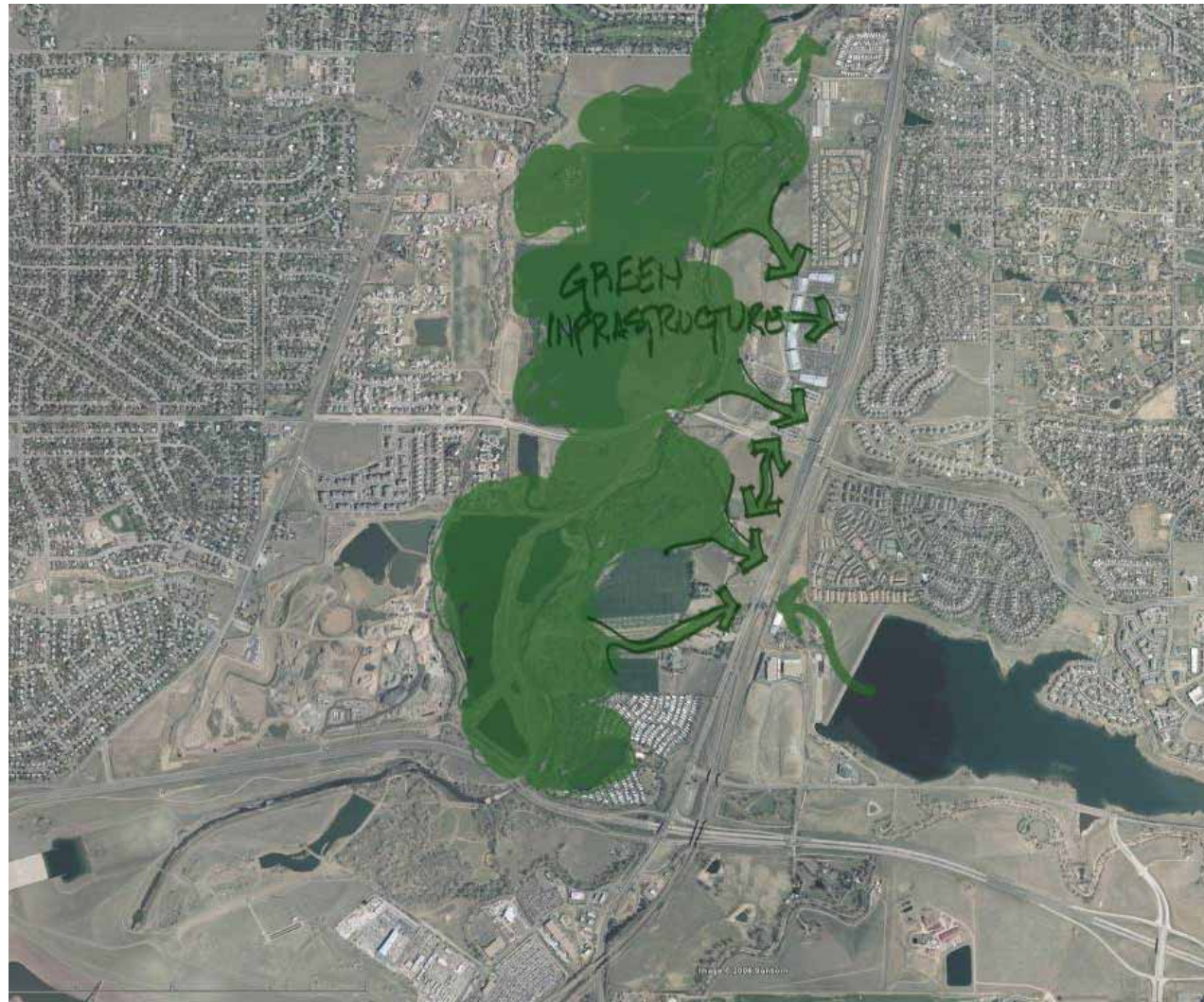
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# Green Infrastructure

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# Overall Design Framework

Create a Strong Public Realm and Lasting Uses will Follow

- Complement the Platte River Greenway
- Create a Genuine Sense of Place built on the Heritage of the Site
- Town Squares
- Public Plazas
- Green Streets
- Outdoor Amphitheaters

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# Overall Design Framework

Start the planning for the site with sustainability infrastructure

- Green Buildings using the LEED Rating System
  - Energy Use
  - Water Conservation
  - Site Sustainability
  - Indoor Air Quality
  - Recycling and Recycled Material
- Green Civil Engineering
- Green Site Planning

Connectivity to the Platte River Greenway

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# Overall Design Framework

Bio-Swales, not detention ponding  
Pervious paving  
Wal-mart Green Building standards  
Natural, xeriscaped town squares  
Trees everywhere! as an urban heat island mitigation standard

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# Sustainability Framework and Urban Form

Provide form based  
development framework to  
respond to Compact  
development: Build up and not  
out

Overall form of the  
development, from compact to  
natural

Transit Oriented Uses  
Structured and underground  
parking with uses above

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# Design Districts: Mixed Use Framework and Urban Form

## C-470 & Southern Ensor Design District

- Primary Uses:
  - Large Format Retail
  - Medium Format Retail
  - Corporate large footprint Interstate Oriented High Rise Office
- Appropriate complementary mixed use:
  - Mid-rise Office
  - Mid-rise Residential



# Design Districts: Mixed Use Framework and Urban Form

## C-470 & Northern Ensor Design District

- Primary Uses:
  - Large Format Retail
  - Medium Format Retail
  - Corporate large footprint Interstate Oriented High Rise Office
  - Hotel
  - Upscale Grocery Store
- Appropriate complementary mixed use:
  - Mid-rise Office
  - Mid-rise Residential



# Design Districts: Mixed Use Framework and Urban Form

## RTD Parcels

- Primary Uses:
  - Town Square
  - Structured Parking
  - Medium Format Retail
  - Hotel
  - Upscale Housing
- Appropriate complementary mixed use:
  - Mid-rise Office
  - Mid-rise Residential



# Design Districts: Mixed-Use Framework and Urban Form

## Aspen Grove Design District

- Added parking lot trees
- Widened medians
- Expanded lifestyle, cultural, entertainment venues
- Photovoltaic replacement roofs



# Mixed-Use Framework and Urban Form

## Quadrant Development Parcel Design District

- Primary Mixed Uses:
  - Park setting low density town home development adjacent to the park



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- Mid-rise town homes adjacent to the Aspen Grove buildings
- Provide connectivity between Quadrant, Park bike paths and Aspen Grove



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# Low Impact Eco-Hotel

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# Aerial Perspective Looking Southwest

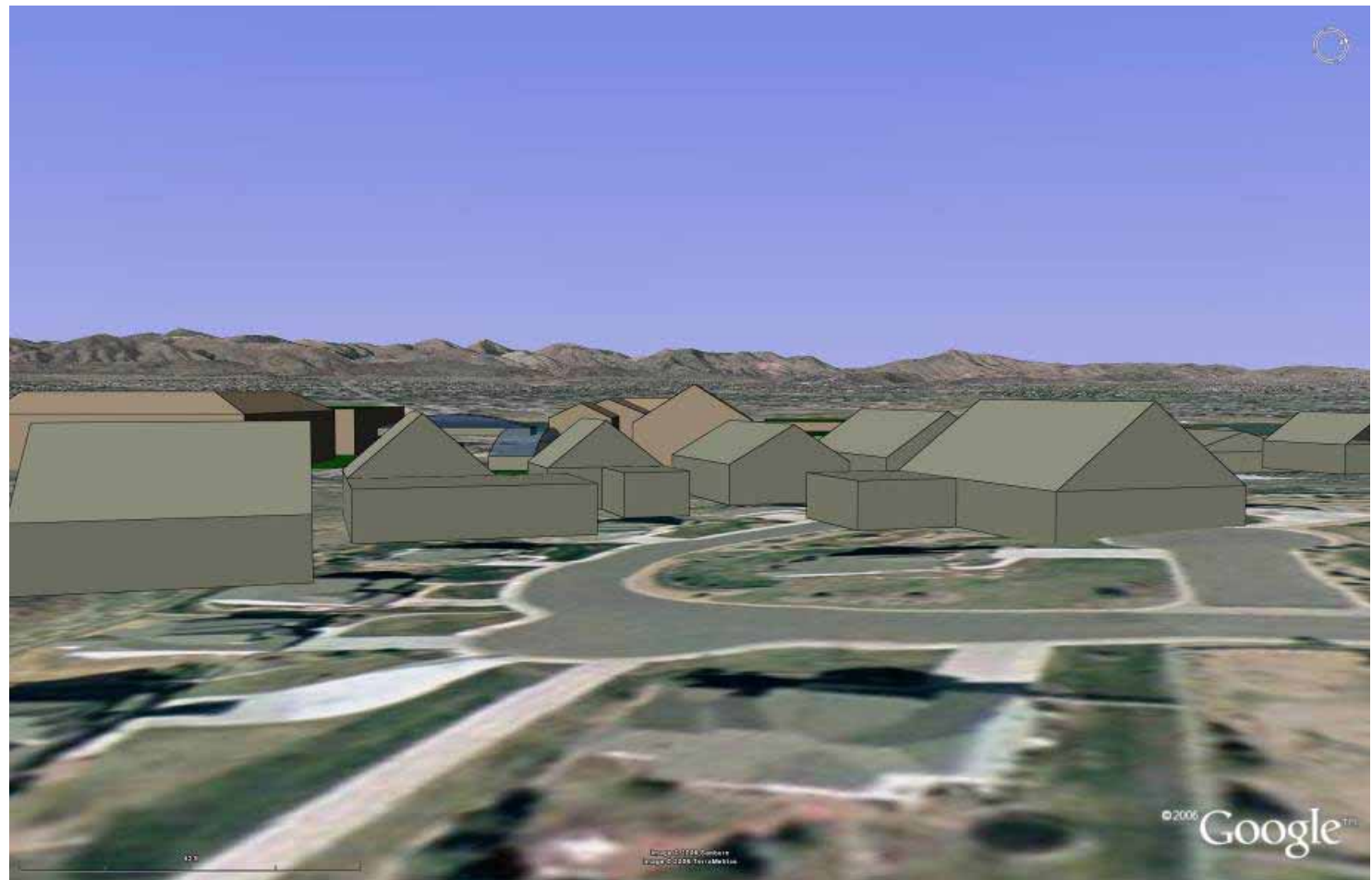
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# **View Corridor Analysis View from Sunset Neighborhood Looking West**

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# **View Corridor Analysis View from Sunset Neighborhood Looking West**

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# **Implementation and Phasing**

**Abe Farkas**

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# Purpose and Need

Help achieve  
sustainable,  
desirable  
development

Accelerate  
development  
timelines

Balance public and  
private costs and  
benefits

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# Public Financing Tools

Tax Increment Financing

Parking Authority / parking revenue

Community Development Block  
Grant

CMAQ (Congestion Management Air  
Quality) funding through CDOT

Sales tax district

New Market Tax Credits

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# Discretionary Financing Tools



Community  
Improvement  
District

Business  
Improvement  
District

Special  
Assessment District

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# Other Tools

Development  
agreements  
Overlay zone

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# Phasing Strategy

Develop parcels sequentially based upon “readiness”, market conditions, and infrastructure needs or barriers

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# **Phasing Strategy – Phase I**

**6-12 months (Pre-development)**

- Development Framework
- Evaluate zoning amendments
- Secure entitlements
- Secure financing
- Establish financing districts or authorities if desired

# Phasing Strategy – Phase II

18-24 months

- Quadrant parcel under current zoning or modified for residential or mixed use
- Per concept, Ensor southern-most parcel for large format retail and/or corporate floor-plate office

## Benefits

- Complete the development of Quadrant parcel
- Jump start retail sales and property tax revenue stream

# Phasing Strategy – Phase III

24-36 months

- RTD parcel w/ temporary use of Ensor North parcel
  - Relocate parking to Ensor North
  - Construct pedestrian bridge connection
  - Construct below-grade structured parking
  - Mixed use development of RTD parcel and Ensor out-parcel

Benefits

- Maintenance of parking availability during construction
- Definition of center for district
- Additional generation of tax revenues
- Test retail and office absorption before final phase

# Phasing Strategy – Phase IV

## 36-60 months

- Middle and north portions of Ensor property
  - Removal of temporary parking
  - Construction of infrastructure (roads, parking facilities, etc.)
  - Per concept, construction of med- to high-density commercial mixed use district w/ residential (north) and low to mid-density residential w/ mixed use (middle parcel)

## Benefits

- Full build-out of 200 acres within five-years
- Significant additional tax base

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# Comp Plan Re-write

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# Comp Plan Re-Write

Demographics and economics can introduce development opportunities and compel neighborhood protection.

Restoration of aging land use may be facilitated through mixed-use development and adaptive land use policies

Preservation and new development require comprehensive strategies.

Focusing growth within a stable environment requires long range planning and continued attention to good design and sustainable development practices.

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