

South portion River/Santa Fe stakeholder meeting 5/22/19

Why in the Corridor/What keeps you here/What asset managing?

- Wendy - Property owner: family property from 1940s. Looking to develop the property.
- Toll Brothers – working with property owner. Looking to potentially develop 300-400 residential units, mix, bit of commercial. Site has challenges to it, floodplain issues, access issues. Went through pre-ap process with the city.
- Equestrian property: moved clinic from ACC area in the mid-70s. How sustainable is the equine business going into the future? Will land uses/transportation become prohibitive? Ambulatory service east, southeast, southwest, some northwest, clients served in about a 50 mile radius and constitutes about 40% of business. Another 30% of business is out-patient coming from 3, 4, 5 state area. Final 30% of business is hospitalized patients - procedures. Typically the equine hospital would be an outlier in zoning codes, potentially an issue if ever move from the property. Most employees live in the local community.
- South Suburban: South Platte Park. National precedent setting park, envisioned as solution to flood control by Littleton leaders after 1960's flood. One of best wildlife habitats in Denver metro area. Mostly natural functioning habitat. Highly valued recreational amenity. Different recreational users want different amenities, also major commuter trail corridor. Trail connectivity, high trail traffic, tried roundabouts. Build it and they will come. User conflicts (different types of users). More development around corridor = more users/usage. Want to improve access to the river. River integration at Hudson Gardens, Belleview - Riverside Downs. Riverrun finished a year ago.
- Aspen Grove: 17 years been in Littleton. Transition in ownership 2 years ago – Garrity group out of California. New leasing manager in December. Only center that Garrity owns. Shining star in their portfolio – aiming to get property back to where it once was. Redone parking lot, redoing lights, repainting buildings, other facility management projects. Mix of big box and local stores. Also a community partner. Paris street markets draw 6k visitors/month. Who serve – local for community events. Also a commuter center for people from Highlands Ranch, Parker, and other people driving through corridor with its C-470 and Santa Fe centrality. Future tenant focus on fitness and restaurant tenants. Going to build on the lawn where market currently is. Will be new look and feel for the center. Want a sign on Santa Fe.
- RTD – other towns are envious of Littleton's light rail service – 2 stations on a fast, well used line. Brings people to Littleton. Bus routes anchored at Mineral Station. T2 study – transportation transformation study on future service, particularly bus markets and ridership and trip patterns across metro area. Broadway a good transit corridor but could be better. Local participation could help with light rail extension.
- RTD – TOD. T2 will kick off in July, will take a few years. Stations in Littleton are unique. Downtown station is distinctive in the region. Mineral has open space connections. How enhance the transit access? Don't want to overlook Broadway. TOD can happen along a linear bus corridor. Parking issue at park and ride at Mineral – interested in partnering on parking.
- Wolhurst senior community: developed in the 1970s as a mobile home community. No desire to change land use. 55+ retirement community on lower end of cost spectrum. Concerns on potential impacts to the community from surrounding development. Most of the residents are long-term residents.

- Evergreen: 33 acres on northern end of property. PD zoning. Application in to reconfigure land uses within the 33 acres. Like that borders the park and close to the Mineral Station.
- Mark (Planning Commission): number 1, 2, and 3 most important issues facing Littleton: Santa Fe Corridor. Don't mess with the river – pay attention to the river. A lot of development has ignored the river. A lot of disjointed development up and down the river – need cohesion with what is left. Aspen Grove, RTD, and Ensor should be coordinated. Could be dynamic development, generating more money. Could be a sub-regional draw for shopping/entertainment/living.

Challenges

- Aspen Grove: lack of a monument sign. The half walls are sinking into the ground. Working with city ED department on a signage package for the pad site development. Don't like the barrier to the Mineral Station – could it be turned around or pedestrian bridge or something? Evolution of retail as a challenge. Retail is evolving and need to complement online shopping. Want to mix up the mix of tenants. Employment opportunities at Aspen Grove – lots of job postings.
- RTD – parking. Very expensive to create structured parking. Zoning limits to 3 stories. Someone to share the cost of the structured parking? Infrastructure needed for redevelopment is expensive. Would like City to reconsider the zoning of the area. Challenges of extending the line.
- Equestrian: connectivity between Evergreen/Ensor and vet hospital. How create amazing Regional center? How maximize value of land/development?
- Evergreen – some office interest – height restrictions on the property make it difficult for multi-story. Desire an office use because activates retail portion. Need good shared parking solution.
- Parking issue at South Platte Park and Carson nature center – shared parking would definitely help. People won't go to Reynolds Landing to park, they want to park right here. Parking off peak from office (weekend).

Transportation Issues/Challenges – PEL kicking off next year/this year 18 month – 2 year project. What want corridor to be like (grade separated – limited access or not?)

- RTD: could the PEL fund future light rail extension/or recommend? Yes but CDOT would probably not push it. City could advocate for inclusion of that. PEL does not identify funding. Could show alternative costs (cost of light rail extension versus cost of redoing road).
- Looking at parallel roads (don't have many close by - Platte Canyon and Broadway are far away). Federal continues further up. Widening Santa Fe will not solve the issues.
- Don't want to cut the community in half if Santa Fe becomes a freeway. How can Santa Fe and the river work together?

Final comments/observations:

- River-oriented development (ROD). Littleton style TOD – less dense.
- Views and aesthetics along the corridor are important.
- Trend of parallel routes/backage roads.
- Parking ratios of the City – could they be tailored to these properties?
- Quad road for left turns – could impact parking at the RTD station.

- Light rail extension funding not in the cards without local funding participation.
- City – would there be interest in the group meeting regularly, maybe once a month?
- Need a general vision set before the PEL starts so can guide it and prevent a freeway. City needs to get out ahead of it.