



MEMORANDUM

TO: Mayor Jerry Valdes and Members of the Littleton City Council

FROM: Kathleen Osher, Community Services Director
Jennifer Henninger, Community Development Director
Mike Sutherland, Deputy Director of Community Development

DATE: September 29, 2020

RE: **Additional Amendments for Consideration**

During their September 22 Study Session, Littleton City Council discussed and advanced five additional amendments to the proposed amended Title 10 of the Littleton Municipal Code relative to Downtown development for consideration during their public hearing scheduled for October 6, 2020.

Amendment 1 Proposed by Council Member Pam Grove:

I further amend the proposed amended Title 10 of the Littleton Municipal Code relative to Downtown development under 10-2-18 (A) Purpose (1) to add the yellow highlighted text to the first sentence so it reads "The DT, Downtown District, which is centered around a National Register Historic District and local Landmark District, provides for residential, nonresidential, and mixed-use development within the City's Downtown. And add 10-2-18 (A) Purpose (2) to Main Street is an historic district with numerous historic landmarks. Any new development should complement historic character of buildings from the turn of the century commercial area (Main Street) or housing and commercial buildings around a commercial Main Street (DT, DNR and DMU) from 1900 to 1940.

Staff Recommendation: Not recommend adding section 2. The period of significance for the National Register district is 1890 to 1955 and includes a greater variety of architecture than sighted in this amendment. As Council directed, the Historical Preservation Board is now exploring a Downtown Historic District on a parallel fastrack with the transition to the Unified Land Use Code. Staff would recommend allowing that process to define any additions to this purpose statement that could be incorporated into the ULUC.

Amendment 2 Proposed by Council Member Karina Elrod:

I further amend the proposed amended Title 10 of the Littleton Municipal Code relative to Downtown development under Figure 10-2-18, Character Area Map to extend the Downtown Transition Area (DTA) southward to Little's Creek.

Staff Recommendation: Not recommend. The current boundary of the Downtown Transition Area (DTA) recognizes the addition of the potential Downtown Historic District currently under discussion by the Historical Preservation Board. Both Historical Preservation Board and Planning Commission spent numerous meetings discussing direction for character area boundaries in the Downtown area. The proposed amendment is not consistent with their findings and recommendation. Historical Preservation Board unanimously approved recommendation on August 24 with no changes to the character

area map and Planning Commission approved 6-1 on August 31 with no changes to the character area map.

Amendment 3 Proposed by Council Member Pam Grove:

I further amend the proposed amended Title 10 of the Littleton Municipal Code relative to Downtown development under Table 10-4-18 (M), Apartment Building Type Standards For Minimum sloping roof form (hip or gable) as percentage of building in plan view in the DTA column change "N/A" to "25%" For Roof Slope change "N/A" to "5:12 or steeper; 3:12 or steeper for porches, add-ons, etc."

Staff Recommendation: Recommend. This is consistent with the discussion and direction from Historical Preservation Board and Planning Commission.

Amendment 4 Proposed by Council Member Pam Grove:

I further amend the proposed amended Title 10 of the Littleton Municipal Code relative to Downtown development under Table 10-4-18 (M), Apartment Building Type Standards, Table 10-4-18 (O), Mixed Use Building Type Standards, and Table 10-4-18 (Q), Office - Institutional Building Type Standards change Maximum Height (number of stories / feet) from "5 / 65*" to "4 / 55".

Staff Recommendation: Not recommend. Heights are based on context and allow for more intensity in especially the DMU character area, so that redevelopment within reasonable scale is more likely to occur. Both Historical Preservation Board and Planning Commission spent numerous meetings discussing direction for height in the Downtown area. The proposed amendment is not consistent with their findings and recommendation. Historical Preservation Board unanimously approved recommendation on August 24 with no changes to height and Planning Commission approved 6-1 on August 31 with no changes to height.

Amendment 5 Proposed by Mayor Pro Tem Scott Melin:

I further amend the proposed amended Title 10 of the Littleton Municipal Code relative to Downtown development and 10-2-18 (E) Parking and Access with three changes. First under 10-2-18(E)3(a)I, Multi-Family Dwellings (not including single-family attached) For multi-family and mixed -use developments (for example, a stand-alone apartment building type or buildings), one space shall be required per unit; second under 10-2-18 (E) (5) remove the Planning Commission condition and restore the minimum required off-street surface parking spaces by up to 50 percent of required spaces; and third under 10-2-18 (E) (5) (b) change the distance of a proposed development to be located within 1,000 feet of a RTD light rail station.

Staff Recommendation: Recommend. The proposed amended Title 10 offers multiple specific avenues (bicycle parking reductions, on-street parking credit, etc.) for reducing the required amount of parking with a 50% cap in reductions making them more articulate and predictable and more likely to be used. This reduction will allow land to be used more efficiently encouraging buildings and amenities, rather than parking. This reduction is the policy recognition that new development cannot solve the current parking challenges in Downtown and further analysis and strategies need to be developed for a comprehensive

approach to parking and mobility in Downtown. This reduction helps to ensure the Downtown is not paved over with excess parking and encourages shared and structured parking which is a more efficient use of land. Based on the recommendations from EPS and the project viability analysis, this reduction builds on existing market trends that support lower parking ratios. In comparable projects that EPS evaluated, parking ratios ranged from 0.85 spaces per unit to 1.1 spaces per unit. EPS also recommended leveraging the impact of TOD on Downtown Littleton. Their analysis stated that the light rail station is an important asset that the City can build on. EPS went on to recommend a recognition of the proximity of the southern area of Downtown Littleton to the light rail platform and a consideration of reducing parking requirements in that area.