

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

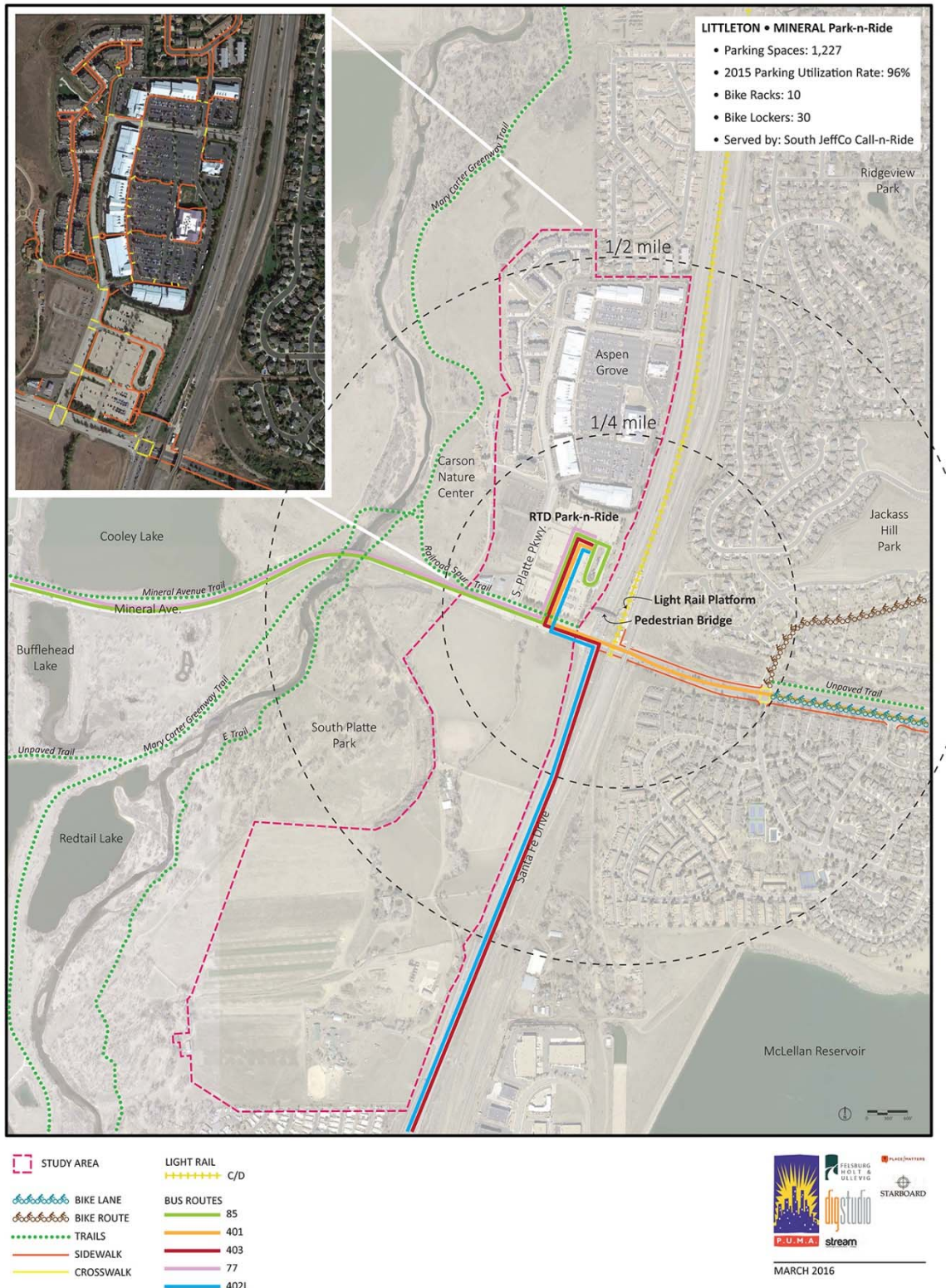


Common themes discussed at the **Land Use and Livability** station included:

- 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

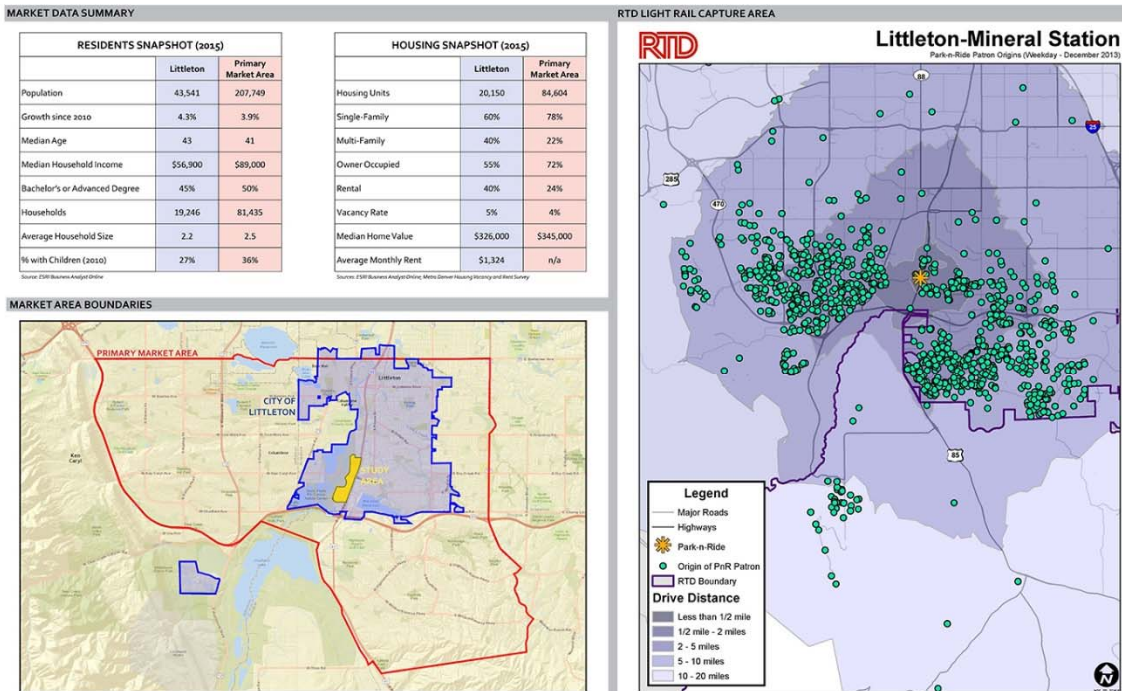
MINERAL STATION AREA MASTER PLAN Existing Conditions: Transportation



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



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