



# Envision LITTLETON

*Our Community. Our Future.*

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An innovative community engagement  
effort to define a vision for our future

# Agenda

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- Project Overview
  - The Existing City
  - Plan Assumptions
  - Next Steps
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# What is Envision Littleton?



GUIDING PRINCIPLES

INFORMING  
POLICY

PROTECTING THE  
COMMUNITY'S  
VALUES

ENSURING LITTLETON  
NEVER LOSES ITS  
HEART AND SOUL



**COMPREHENSIVE PLAN**

A MUNICIPALITY'S ROAD MAP  
FOR THE FUTURE



# When will decisions be made?





An aerial photograph of a city street, likely in Denver, Colorado, showing a multi-lane road with cars, surrounded by dense trees and urban buildings. In the background, a range of mountains is visible under a cloudy sky. A teal banner is overlaid on the image, containing the title and subtitle.

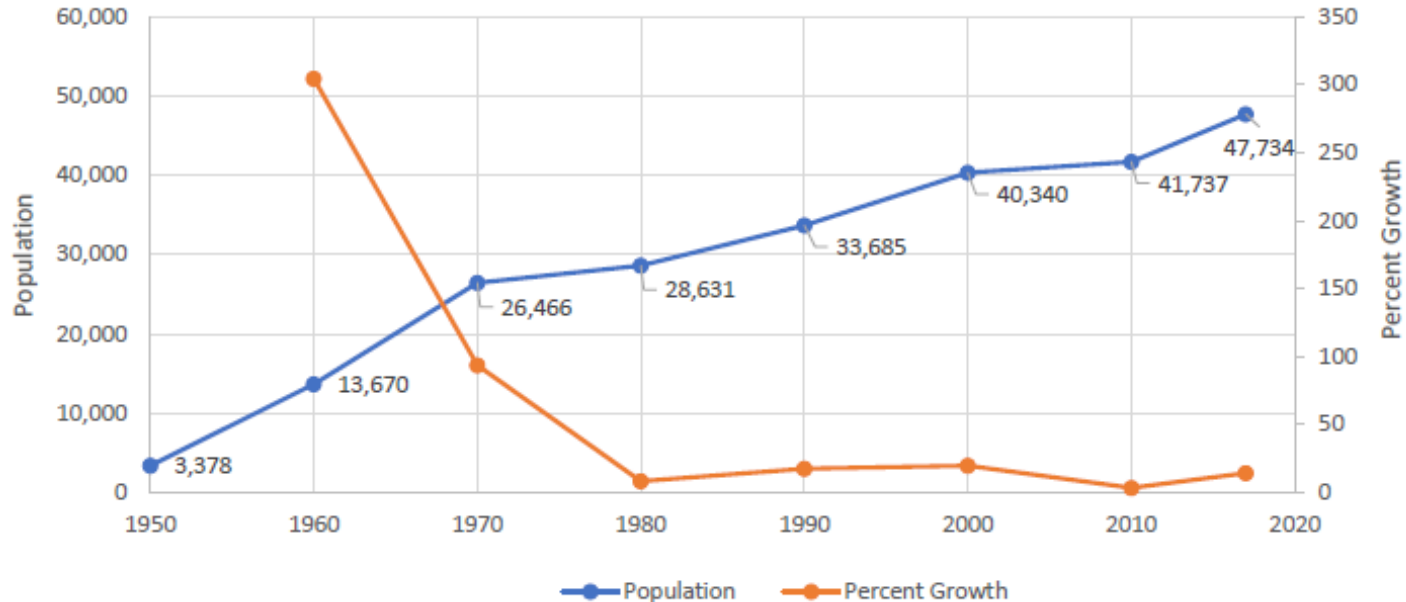
# THE EXISTING CITY

Based on research for the Comprehensive  
Plan and Transportation Master Plan

# People

**14.3%** population increase estimated for 2010-2017.

**For Future City phase:** Growth rate through 2040 more like 2000-2010 or recent trend?



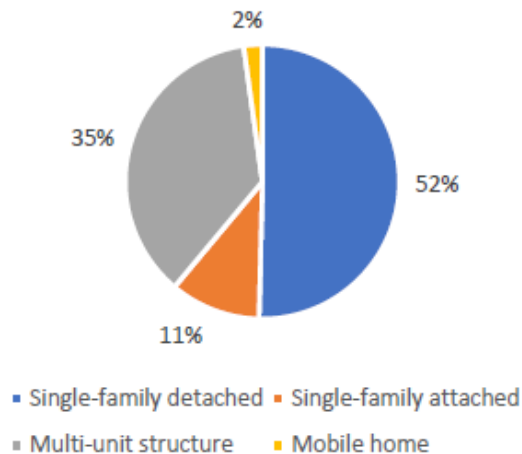
# Housing

**46%** of 20,000+ current dwelling units are some form of attached housing.

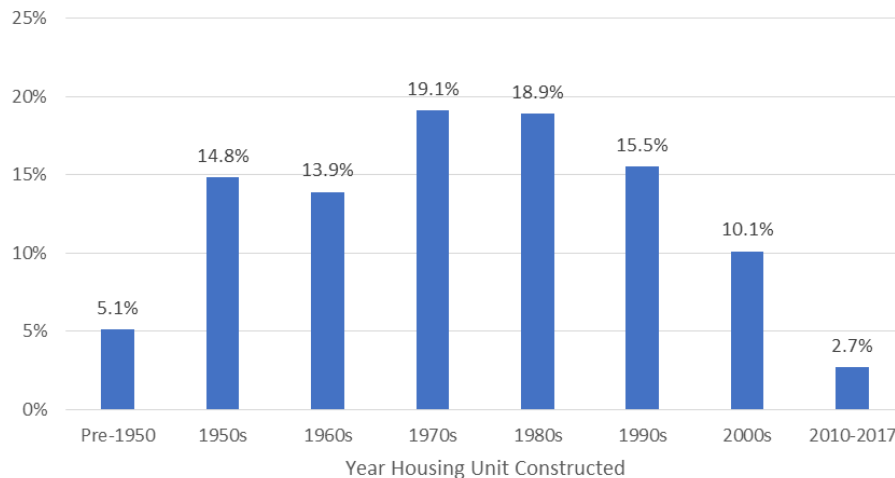
**71%** of housing units are 30+ years old.

**For Future City phase:** Even as city builds out, will population growth still occur through more attached housing, renovated homes, and increased household size?

Housing Types, 2017



Age of Housing Stock



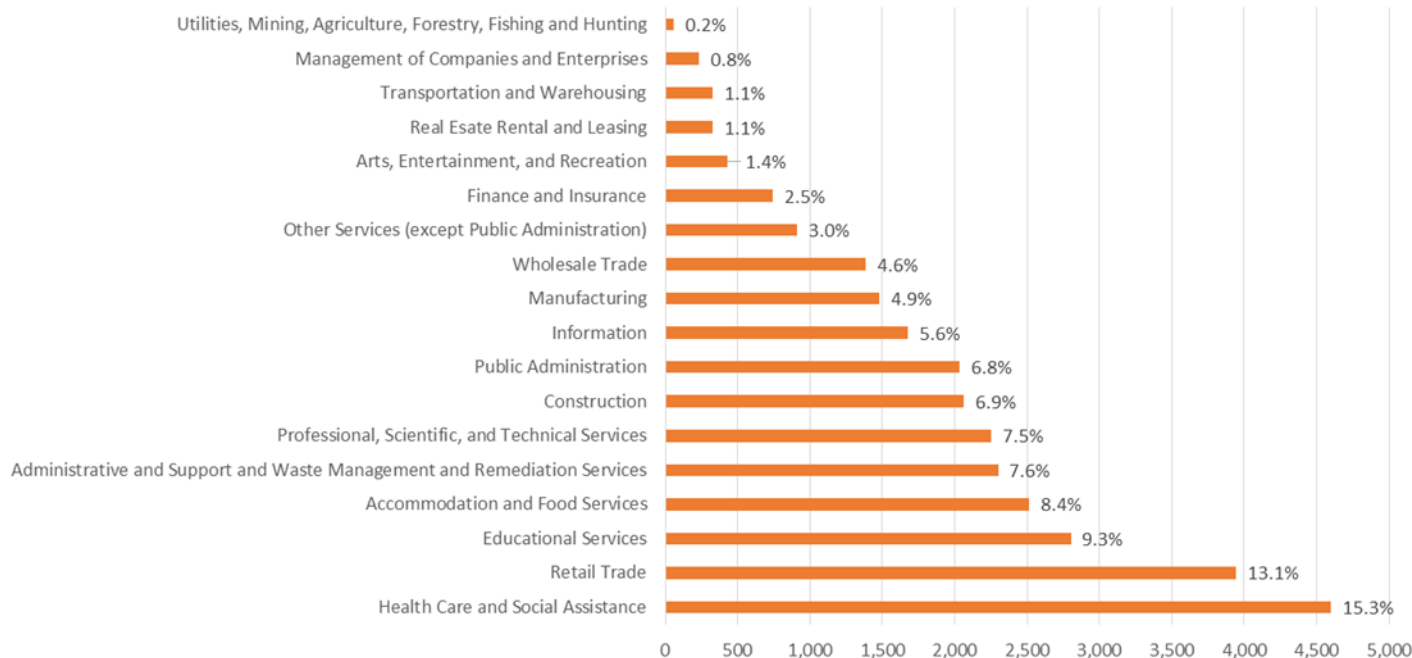
# Jobs

**38%** of current jobs in Littleton are in Health Care and Social Assistance, Retail Trade, and Educational Services.

## For Future City phase:

Will other job sources emerge locally along with the core employment sectors already well established?

Jobs in Littleton: Employees by Business Category





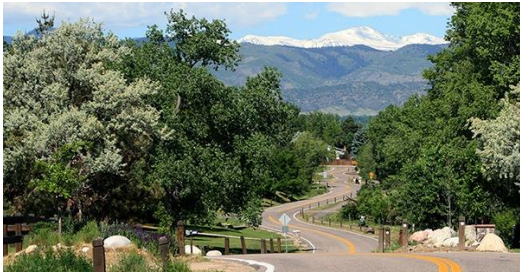
# Recreation and Tourism

**30.9 park acres** per 1,000 population

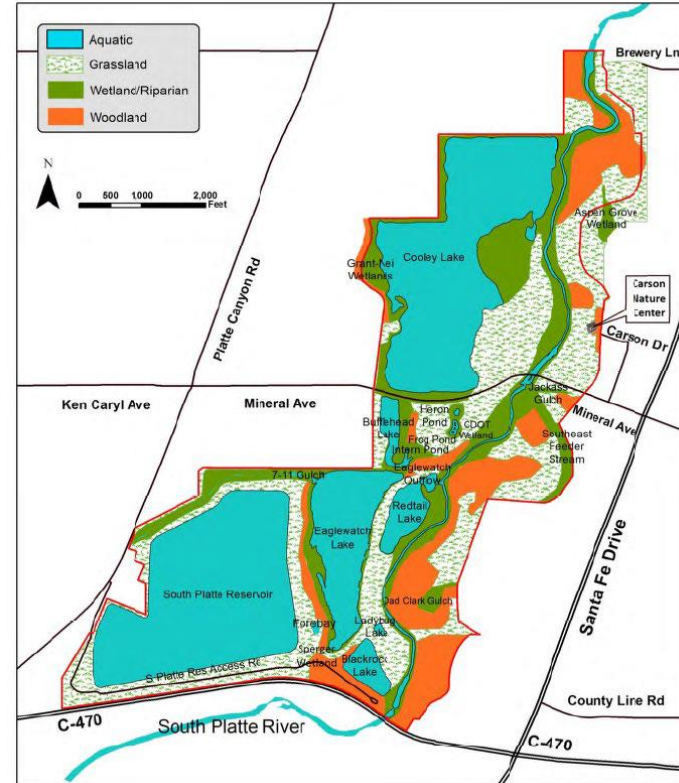
(9.6 for U.S. cities in Littleton size range, 9.2 for Colorado cities).

**1,477 total acres**, with 927 acres (63%) in South Platte Park.

**165%** increase in visitors to South Platte Park from 1994 to 2015.



**For Future City phase:**  
What policies and strategies  
in the Comprehensive Plan  
to advance the **Vision 2040**  
statement that Littleton,  
“will remain a place where  
nature and city living intersect,  
can both be enjoyed, and  
are guarded with a  
fierce sense of stewardship?”



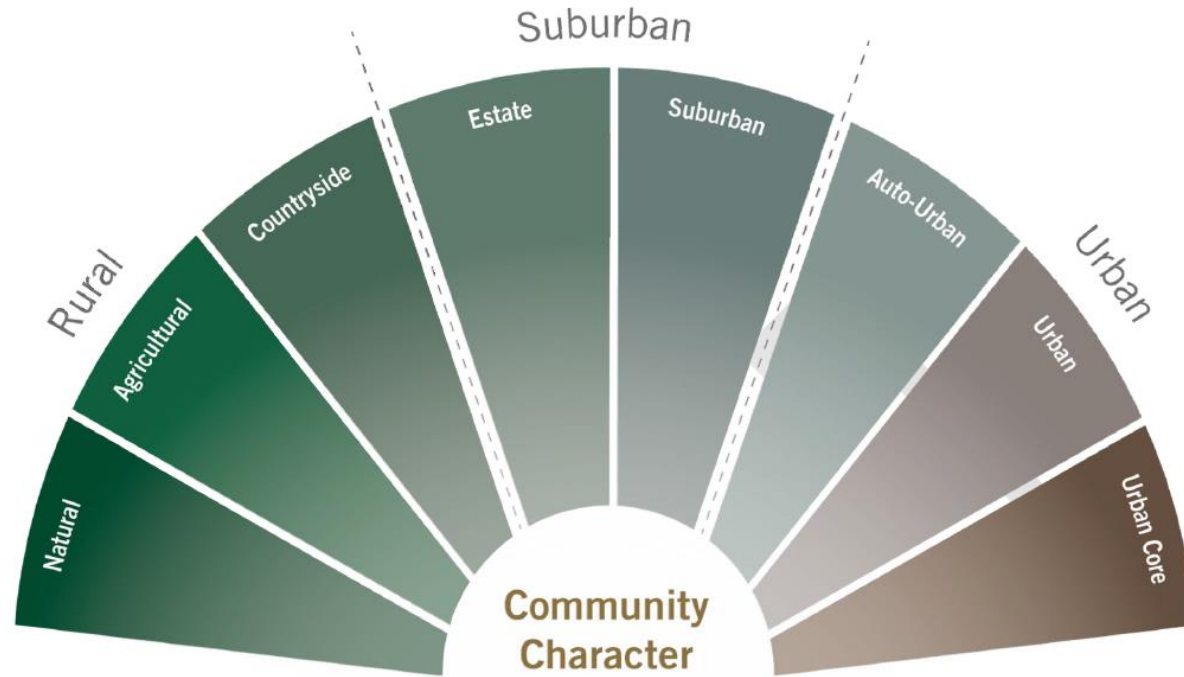
# Water Supply and Use

**75%** of water users in Littleton are efficient with their water use (per Denver Water).

**For Future City phase:** What is the long-term water outlook for both Littleton and the entire Denver Metro Area, especially with Littleton entirely dependent on Denver Water?



# Community Character Spectrum



# Use and Character Inventory

## Observations from Inventory

1. Entire character spectrum in Littleton
2. More Auto Urban out there than you might expect
3. Muddled character in many cases
4. Not only on private property

### Legend

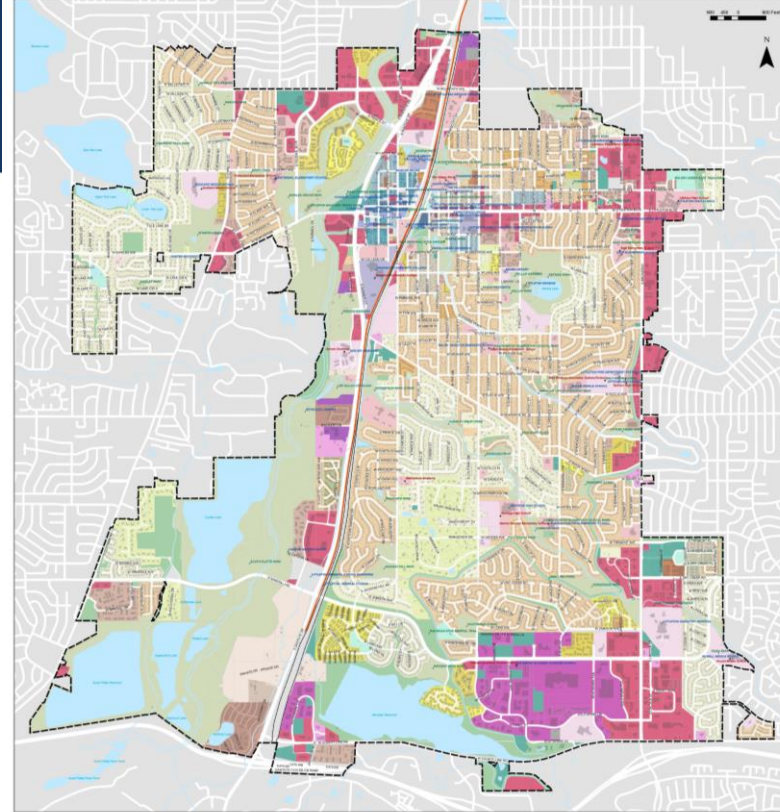
 City Limits

### Land Use and Character Class

 Open Space	 Auto Urban Residential Single-Family Attached	 Auto Urban Commercial
 Park	 Urban Residential Single-Family Attached	 Urban Institutional
 Recreation (other than park)	 Suburban Residential Multi-Family	 Urban Commercial
 Rural	 Auto Urban Residential Multi-Family	 Urban Mixed Use
 Estate Residential	 Mixed Character Residential Multi-Family	 Mixed Character Institutional
 Suburban Residential Single-Family Detached	 Auto Urban Manufactured Homes	 Mixed Character Commercial
 Auto Urban Residential Single-Family Detached	 Urban Residential Multi-Family	 Mixed Character Mixed Use
 Urban Residential Single-Family Detached	 Rural Commercial	 Industrial
 Mixed Character Residential Single-Family Detached	 Suburban Institutional	 Parking
 Suburban Residential Single-Family Attached	 Suburban Commercial	 Utility
	 Suburban Business Park	 Undeveloped
	 Auto Urban Institutional	

DRAFT

Existing Land Use and Character in Littleton, CO  
(As of Summer 2018)



### Legend

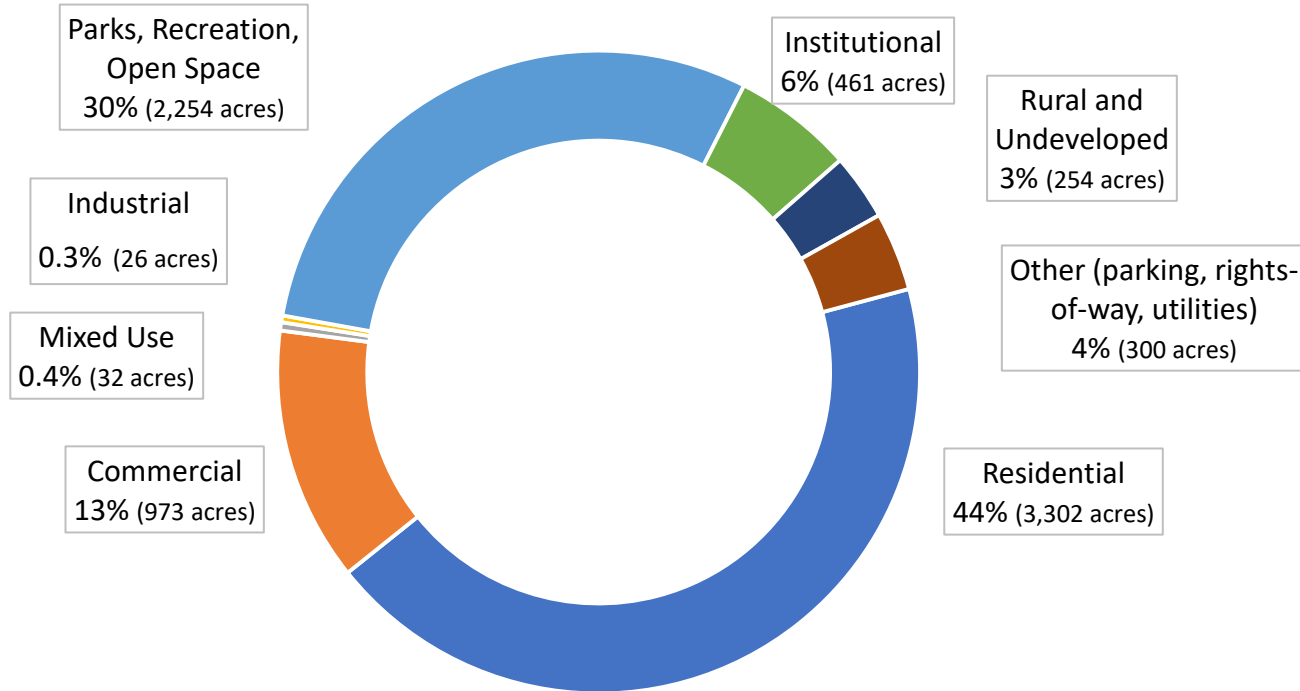
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### Land Use and Character Class

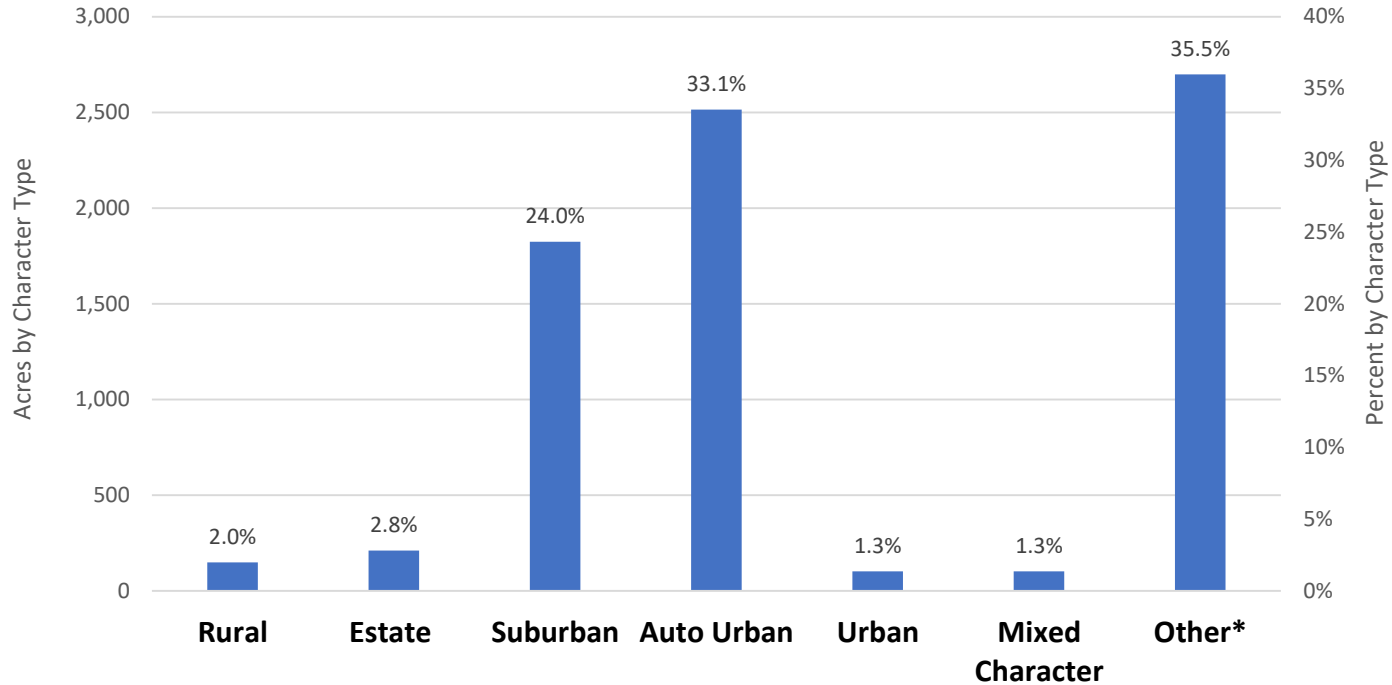
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Urban Residential Single-Family Detached	Rural Commercial	Industrial
Mixed Character Residential Single-Family Detached	Suburban Institutional	Parking
Suburban Residential Single-Family Attached	Suburban Commercial	Utility
	Suburban Business Park	Undeveloped
	Auto Urban Institutional	



# Existing Land Use



# Existing Community Character



\*Other includes industrial, parks/recreation, open space, parking, rights-of-way, utilities, and undeveloped.



# Existing Roads



## Regional Connectivity

Access to Broadway, US 85 and C-470 for convenient connections to the rest of the region



## Local Connectivity

Neighborhoods are well-connected



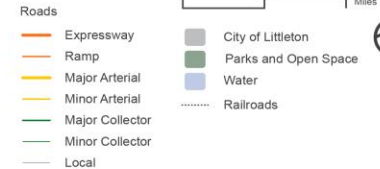
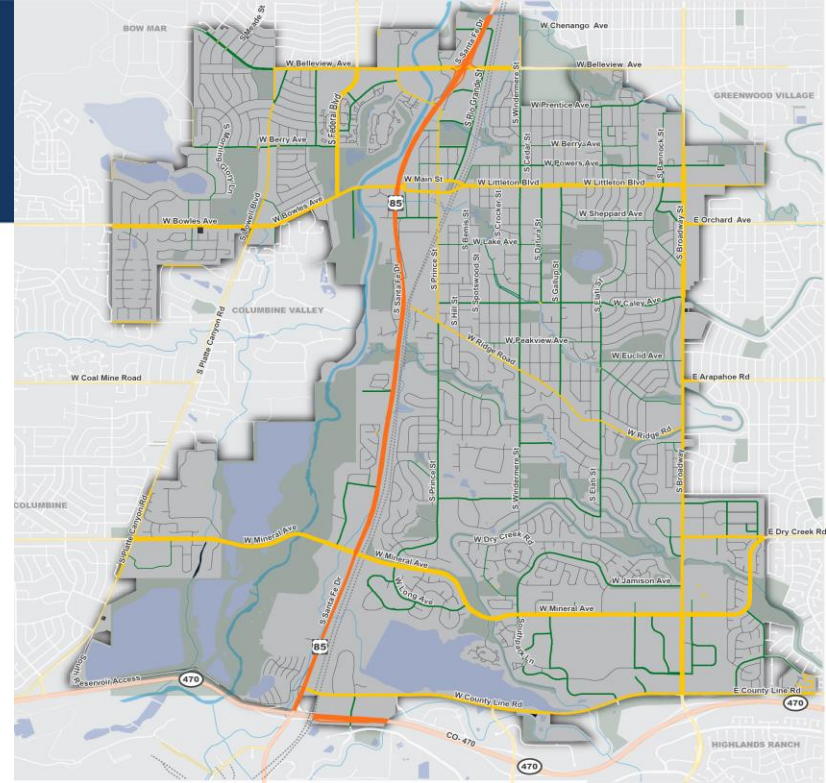
**CONGESTION**



**SAFETY**



**PARKING**



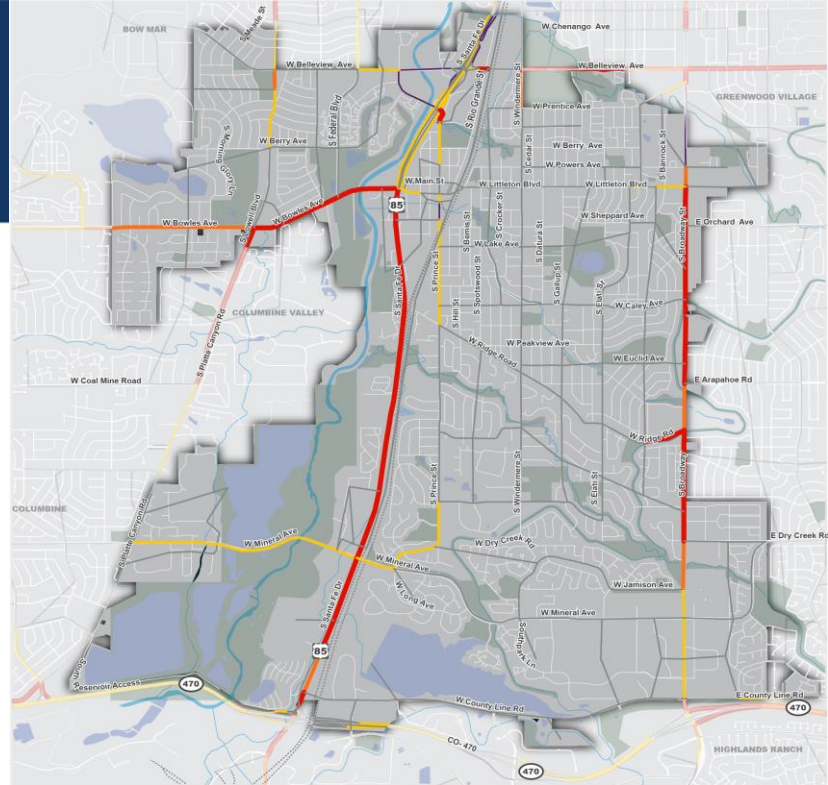
**CITY OF LITTLETON  
EXISTING ROADS**

# Congestion

Congestion in the city costs travelers as much as **\$33 million per year**

(Source: INRIX User Delay Cost Analysis, 2018)

- Several roadways are congested for hours each day
- Severe bottlenecks, particularly along major arterials
- Traffic flow along Santa Fe Drive (US 85) is unreliable



Number of Hours per Day Where Congestion Occurs

- 0.01 - 2.5
- 2.51 - 5
- 5.01 - 7.5
- 7.5+

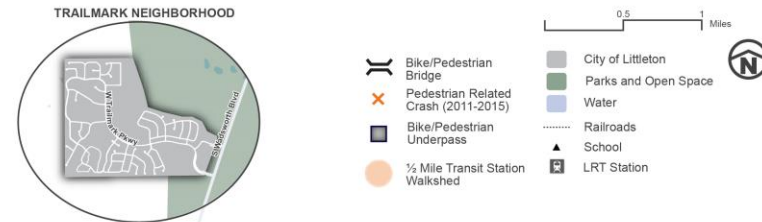
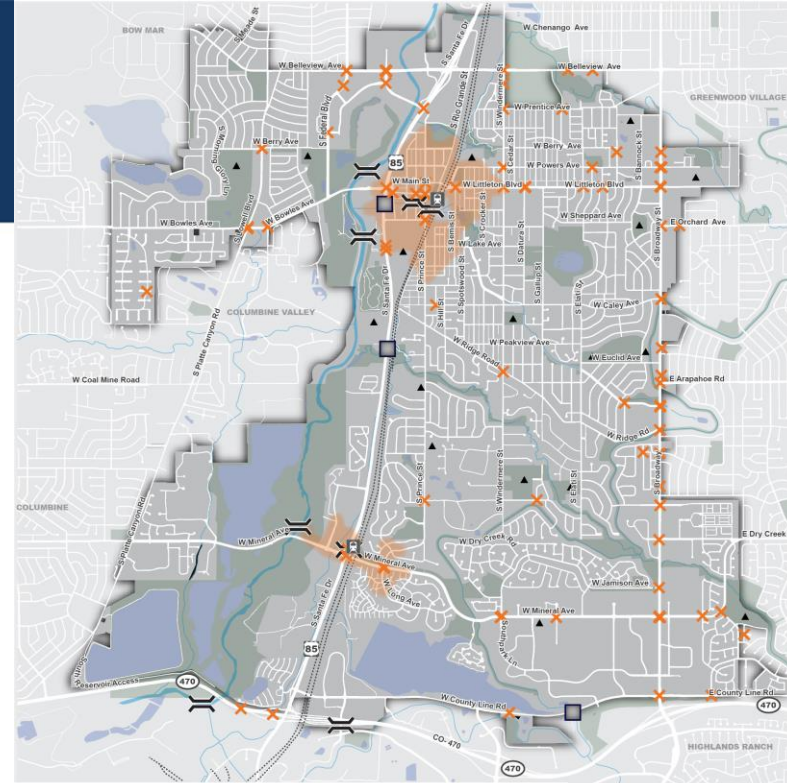
0.5 1 Miles

- City of Littleton
- Parks and Open Space
- Water
- Railroads

Source: DRGOG  
Regional Travel Demand  
Model (2015)

# Pedestrians

- ✓ **51 miles** of trails
- ✓ Pedestrian-friendly neighborhoods
- ✓ **79%** of residents perceive ease of walking/biking in the city as “GOOD” or “EXCELLENT”
- 24 crashes involving pedestrians per year
- Access to Mineral Light Rail Station is difficult
- Walking commuters = 1.8% of Littleton residents





# Bicyclists

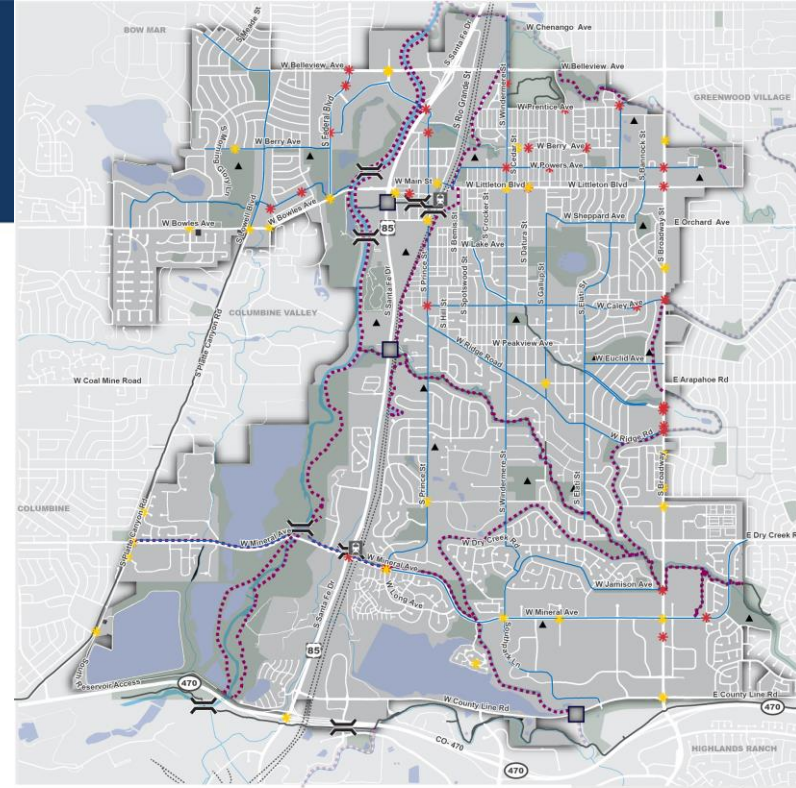


**24 miles** of on-street bike lanes



Recreational bicycling is popular on the trail network, with as many as **500** bicyclists on the Mary Carter Greenway on weekend days

- 15 crashes involving bicyclists per year
- Biking commuters = 0.4% of Littleton residents

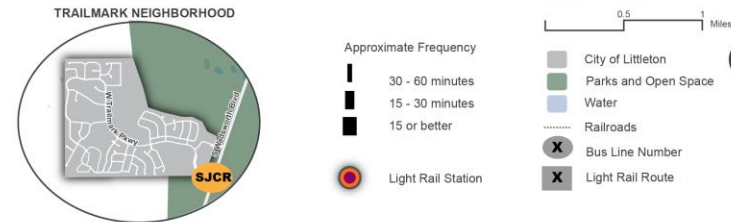
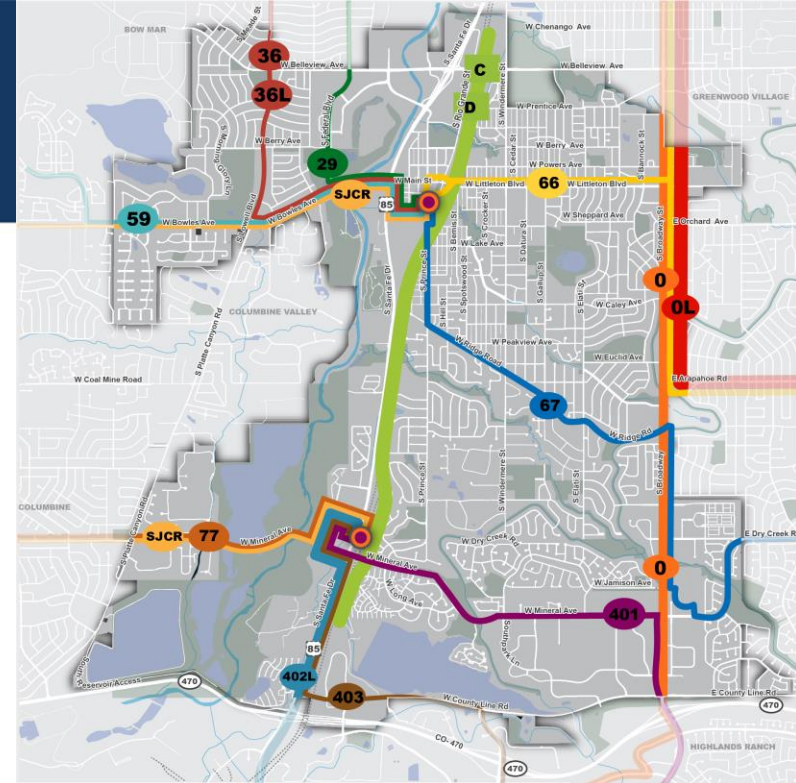


TRAILMARK NEIGHBORHOOD



# Public Transit

- ✓ 12 bus routes and 2 rail routes
  - ✓ OmniBus and Shopping Cart demand-response service
  - ✓ 72% of residents perceive transit service positively
- Connectivity to Mineral Station is challenging
  - Park-n-Rides fill to capacity very early in the morning
  - 30-minute peak service on most bus routes does not meet convenience threshold



# Public Transit Walkshed

## Downtown Littleton



## Mineral Station

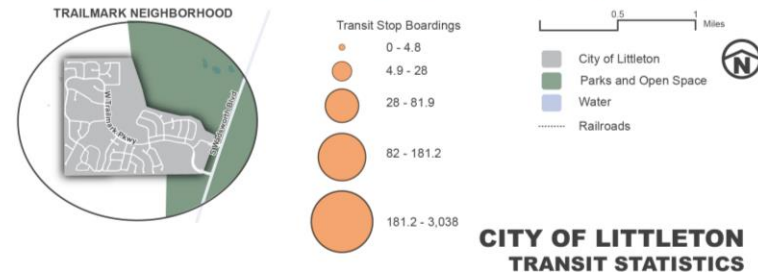
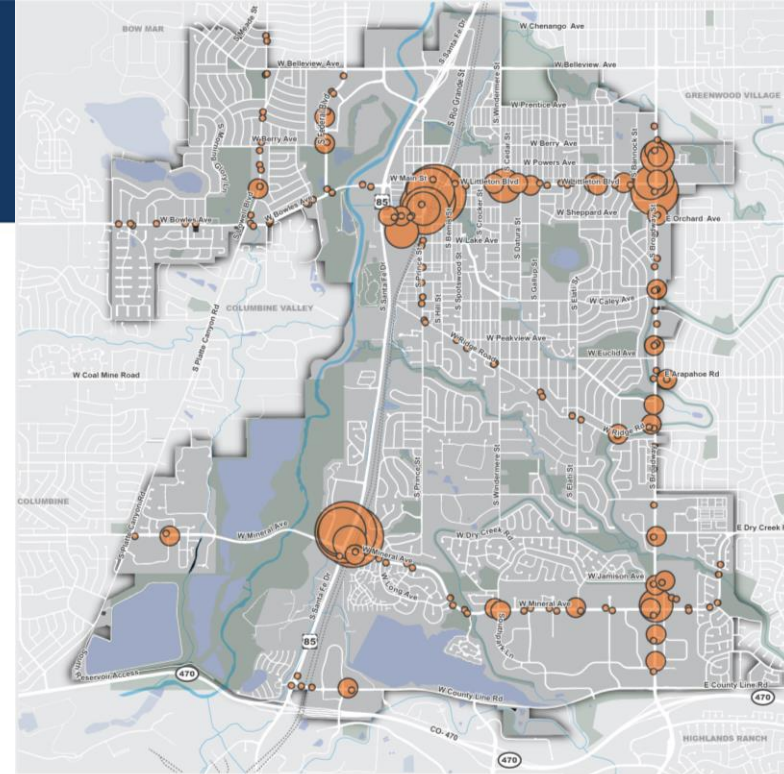


 1/2 Mile Transit Station Buffer



# Public Transit Activity

- High ridership on major transit corridors
- Declining ridership on **OmniBus** and **Shopping Cart**
- Transit Commute Mode Share = **6.4%**



An aerial photograph of a city street, likely in Denver, Colorado, showing a wide road with multiple lanes, surrounded by dense trees and urban buildings. In the background, a range of mountains is visible under a cloudy sky. A teal banner is overlaid on the image, containing the title and a question.

# PLAN ASSUMPTIONS

What are key considerations for these plans?

# Comprehensive Plan

## **Jurisdiction**

City limits will not change or expand significantly over the plan horizon through 2040  
*(through annexation or interaction with adjacent cities)*

## **Population**

Population *could* increase from almost 48,000 in 2017 to the 60,000 range by 2040 based on recent trends and initial projections by KKC

## **Metro Position**

Will be even less of a Denver Metro Area “edge city” with Sterling Ranch emerging as a next major growth area south of Highlands Ranch

## **Asset Management**

Will be devoting more attention and capital investment to maintaining and upgrading aging municipal infrastructure and facilities

## **Municipal Services**

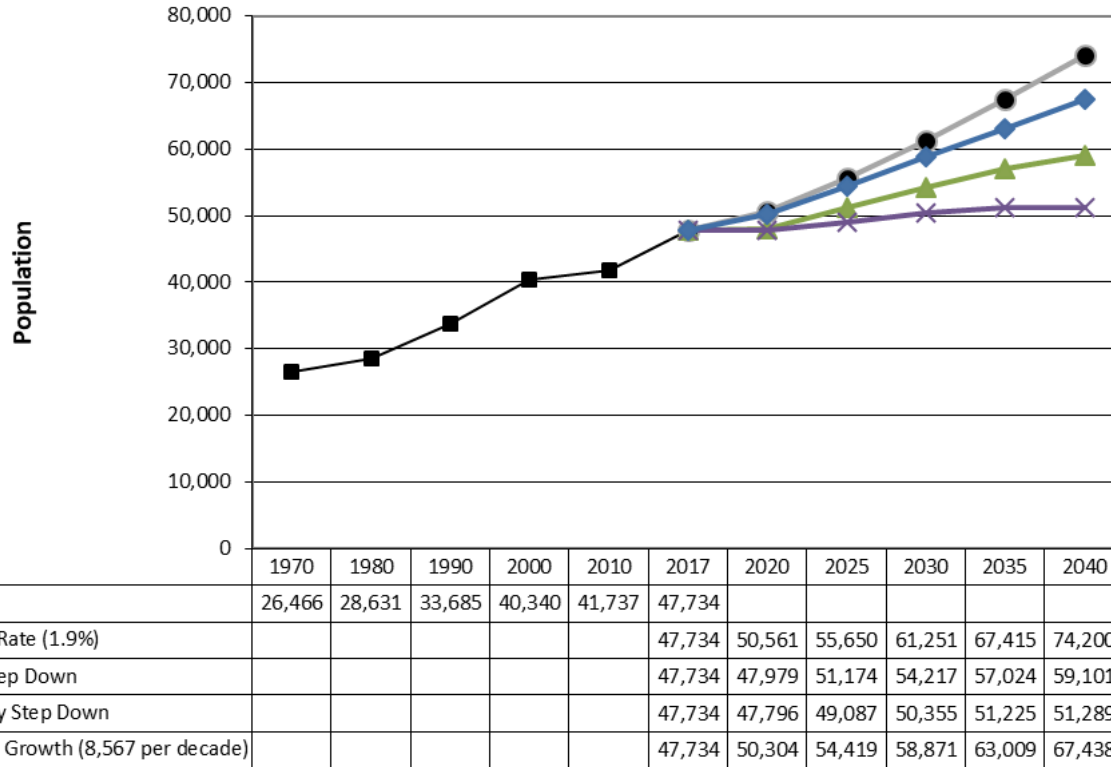
As now, will not have direct operational responsibility for some typical municipal activities:

- Water supply and treatment
- Fire service
- Parks and trails

## **Water Supply and Conservation**

Long-term water supply and efficient use/re-use will be a core focus for the entire metro area

# Population Outlook *(Preliminary)*



- Midpoint of these scenarios is **62,745** residents in 2040
- Would be **31% increase** from 2017 base year
- Would add nearly 15,000 residents over 20 years
- Just a starting point for Future City phase:
  - “If recent trends continue” perspective as first step
  - Not yet tied to land use outlook in Future City phase
  - Not yet assessed other implications (housing, transportation, City services and costs, etc.)

# Recognitions Reinforce Where to Focus

## 2018

- Best Small Cities in America (#8)
- Most Visited Cities in Colorado (#7)
- Greenest Cities in Colorado (#2)
- Top 100 Best Places to Live in the U.S. (#42)
- Safest Cities in Colorado (among Top 15)

## 2017

- #1 Small Town in Colorado
- 10th Best Small City in America
- Hottest U.S. Housing Markets (among Top 10)
- Best Places to Retire by Livability (#8)
- Best Cities in Colorado for Families (#9)



# Transportation Master Plan

## What will be included in the Plan:

- The Existing City
- Needs Assessment
- Vision and Mission
- Goals and Objectives
- Strategies, Tactics, Implementation
- Measures

## What will not be included in the Plan:

- Maintenance and Operations Plan
- Downtown Mobility Plan
- Transit Service Plan



# Transportation Master Plan

## **Jurisdiction**

City limits will not change or expand significantly over the plan horizon through 2040  
*(through annexation or interaction with adjacent cities)*

## **Population**

Population *could* increase within Littleton but will surely increase in surrounding communities as the state and region grow

## **Metro Position**

Littleton is increasingly positioned in a regional location that puts pressure on its transportation network with pass-through trips

## **Multimodal and Character**

The City will continue to provide opportunities for travel by all modes, including car, transit, bike, and walk, depending on integration with adjacent land uses

## **Technology**

Technologies will impact the way we move and interact with each other

## **Funding and Implementation**

Funding improvements to the transportation system gets harder as the purchasing power of the gas tax and other funding mechanisms drops

# Decision Points

**Conclude Phase 1 and Phase 2 of the Comprehensive Plan and Transportation Master Plan with the following focus areas:**

- Incorporate the community information provided by KKC and HDR into the future Comprehensive Plan and Transportation Master Plan
- Develop a future community character map with community input
- Develop a systematic plan for the future transportation system that incorporates all modes
- Analyze the future plans to determine the cost and financial feasibility with forecasted revenues and what may be funded through new sources of revenue and/or grants

# Decision Points

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**Pursue strategic planning efforts for each of the following initiatives between 2020-2024:**

- Economic Development Strategic Plan
  - Neighborhood level planning along key corridors
  - PEL along Santa Fe in cooperation with CDOT
  - Downtown Transportation Plan
  - Update the city's zoning and land use code
-

# Next Steps



An aerial photograph of a city street, likely in Denver, Colorado, showing a wide road with multiple lanes, surrounded by dense trees and urban buildings. In the background, a range of mountains is visible under a cloudy sky. A large teal rectangular box is superimposed over the center of the image, containing the word "QUESTIONS?".

# QUESTIONS?

Thank you!