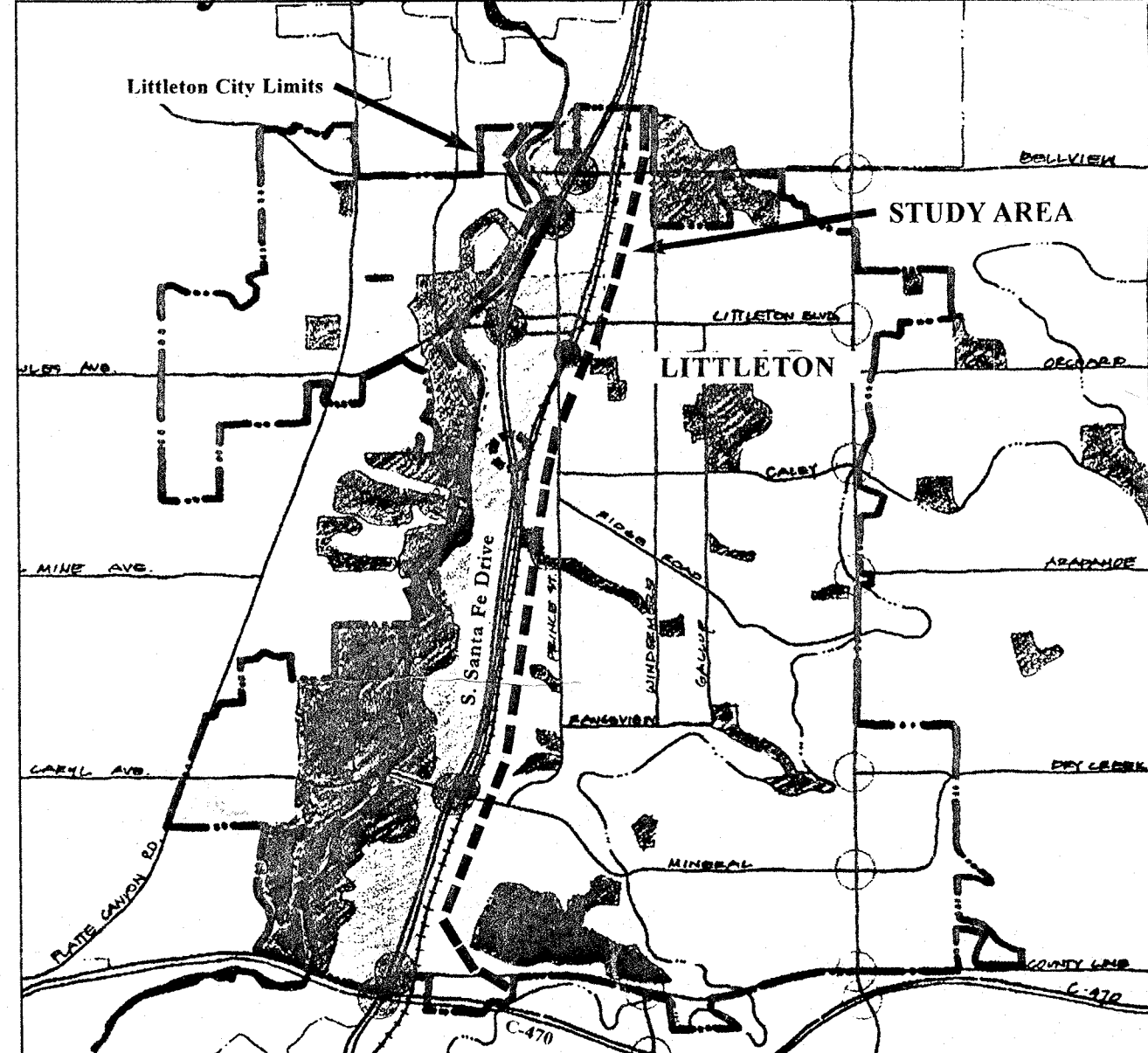


South Santa Fe Corridor & Downtown Study Recommendations

Study Location



The South Santa Fe Corridor & Downtown Study boundaries are the north city limits (at Big Dry Creek) south to C-470 between the railroad tracks and the South Platte River.

1. Consistent Urban Design along S. Santa Fe Drive

Provide quality landscape materials and lighting fixtures throughout the South Santa Fe Corridor. Utilize common patterns and materials to unify areas with differing constraints and adjacent land uses. Ensure that new landscape and urban design elements accentuate natural features and views. A continuous and buffered detached sidewalk should be provided on the west side of S. Santa Fe Drive north of Hudson Gardens. Separate development areas south of Hudson Gardens should be internally connected with pedestrian/bike paths.

2. Preserve and Enhance Natural Corridors

The natural corridors that connect Littleton neighborhoods to the South Platte River should be protected and preserved because of their regional significance and connection to the South Platte River.

Big Dry Creek

The visibility of Big Dry Creek from S. Santa Fe Drive, the future public trail easement and current floodplain status warrant the study of options that will ensure adjacent development is avoided, or at a minimum compatible. The City of Littleton (or other agencies such as the Urban Drainage & Flood Control District or South Suburban Parks and Recreation District), may purchase the property. If purchase of this property is not feasible, an appropriate setback, landscape or design standards should be required to preserve the corridor.

Little's Creek

Improve the Little's Creek drainage corridor from the light rail station to the South Platte River to promote pedestrian safety and connections between the downtown, EchoStar and the South Platte River. Improvements should include new lighting, railings and landscaping. Encourage adjacent redevelopment to orient activity towards Little's Creek.

Lee Gulch Preservation

Purchase the five acre parcel located north and adjacent to Lee Gulch to preserve the open space character of this connection to the South Platte River Corridor. This purchase would eliminate the possibility of a vehicular connection across Lee Gulch and will preserve this valued public amenity from adjacent development.

3. Organized Street System

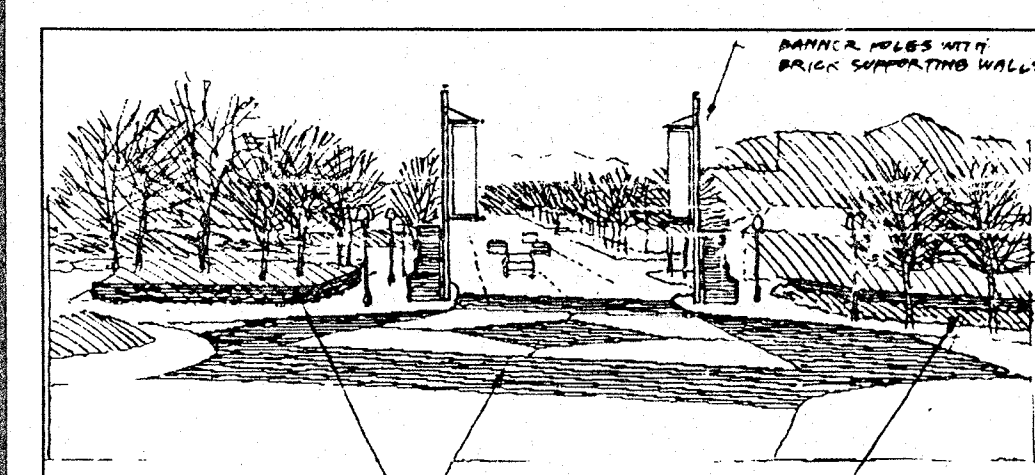
Provide infrastructure for separate organized street systems that serve new uses throughout the corridor. These street systems should be designed to connect all parcels on the west side of S. Santa Fe Drive to at least one full turn (signalized) access point. This circulation concept will result in a series of loop roads that provide consolidated access to internal parcels and discourage strip retail along the edge of S. Santa Fe Drive.

4. Electron Redevelopment

Electron is a heavy industrial use in a corridor evolving to less intensive commercial and distribution uses. It is likely to stay in this location for the foreseeable future as the costs associated with moving this type of industry are prohibitive. If and when Electron closes this facility, the property would have commercial redevelopment potential due to its prominent location and visibility from S. Santa Fe Drive. Access points to this site could be from S. Santa Fe Drive via Prince Street and from Rio Grande.

5. City of Littleton & Downtown Entry Gateways

Design and construct a new entry to the City of Littleton and to downtown at the intersection of S. Santa Fe Drive and Prince Street. The gateway design should incorporate appropriate scaled brick walls for the Littleton identification graphics. Along with these improvements, promote the addition of street trees and downtown character lighting from S. Santa Fe Drive to the railroad depression along the length of Prince Street. A companion sculpture to "Coming Home" should be studied on the east side of S. Santa Fe Drive.



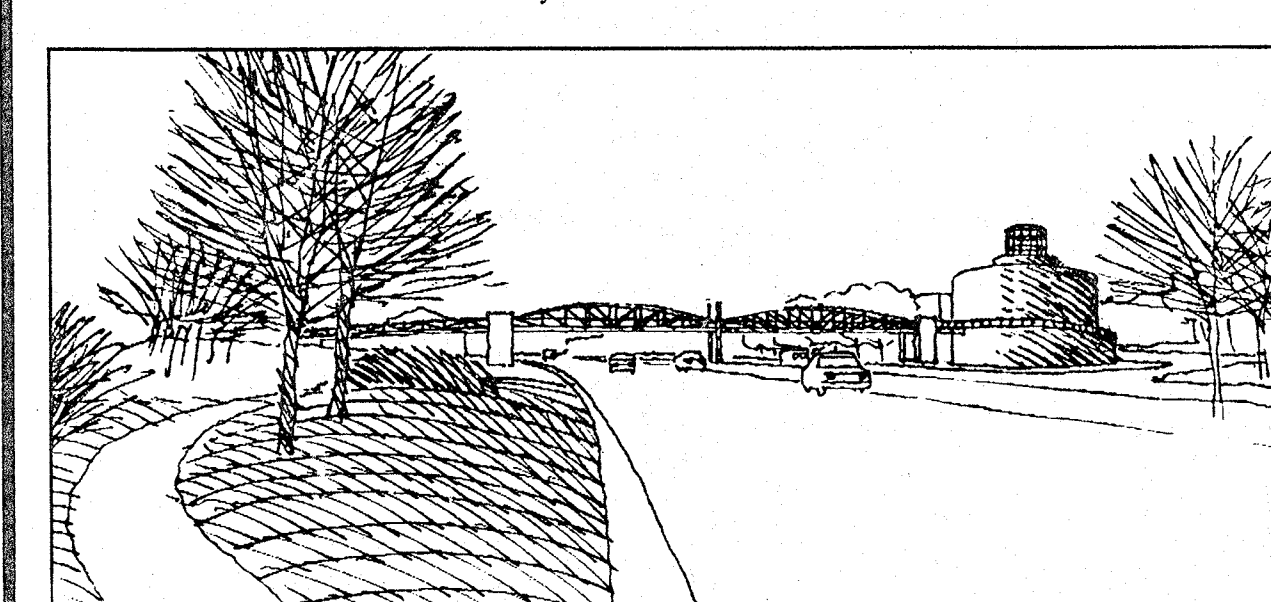
Illustrations of potential gateway improvements at the intersection of Main St. & Rio Grande

6. South Santa Fe Drive Pedestrian Crossing

Consider a new pedestrian crossing over S. Santa Fe Drive at the EchoStar property, north of Bowles Avenue, to connect downtown with the South Platte River. The bridge connection should link Main Street activity to the South Platte River trail system significantly minimizing the divisive impact of S. Santa Fe Drive. A pedestrian bridge at this location would promote interaction between downtown, the river and redevelopment areas west of S. Santa Fe Drive.

7. South Santa Fe Drive/Bowles Avenue Intersection

Encourage redevelopment at the four corners of S. Santa Fe Drive and Bowles Avenue to express the character of downtown Littleton at this key intersection, and to reduce the scale and dominance of the street by encouraging buildings to locate closer to the intersection. Place downtown styled lighting on S. Santa Fe Drive from the north end of the EchoStar property to Church Avenue on both sides of the roadway.



Illustrations of potential gateway improvements at the intersection of Bowles Ave. & S. Santa Fe Drive

8. Mountain View Preservation

The view of the mountains down Main Street has been a historically significant perspective. This view is an important element of Littleton and the downtown identity. The potential building height outlined in the Riverfront planned development (PD) could significantly compromise this view. The Riverfront PD for the EchoStar property north of Bowles Avenue should be modified to reduce the height of buildings within the mountain viewshed from Main Street. The possibility of modifying the height limits should be explored with EchoStar if the PD Plan is submitted for an amendment.

9. Downtown Parking

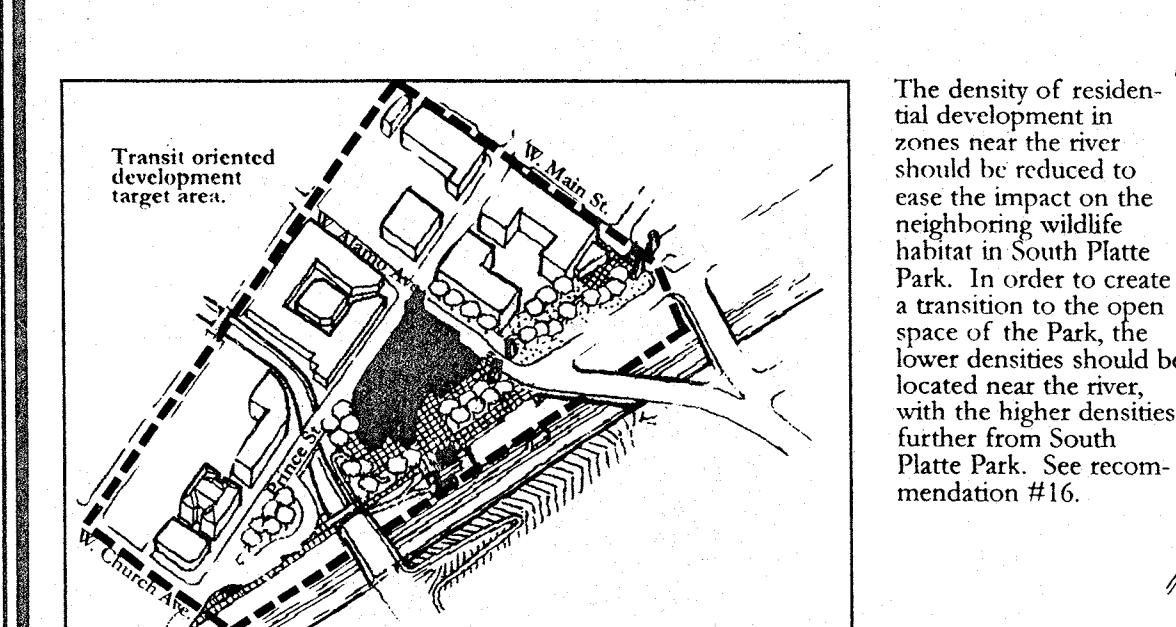
Commercial and off-site parking should be removed as a use-by-right in the downtown C-A zone to preserve the building fabric of downtown. The approval process for parking should be provided by a PD overlay, to allow commercial lots and structures where they are appropriate and designed to be compatible with existing structures and uses.

10. Downtown Zoning

The B-2 zone district at the west end of Main Street should be changed to a C-A zone (to match the rest of Downtown) when market forces create an opportunity for redevelopment. This would ensure that future development fits the character of Main Street and the downtown area. Current conforming uses in this area will stay conforming uses with a C-A zoning designation.

11. Downtown Light Rail Station/Transit Oriented Development (TOD)

Allow for greater density in the form of TOD around the Downtown light rail station to take advantage of transit opportunities. The transit oriented development target zone should include the area from Nevada Street to the railroad depression between Main Street and Church Ave.



Potential transit oriented development (TOD) at the downtown transit stop.

The density of residential development in the target zone should be reduced to ease the impact on the surrounding wildlife habitat in South Platte Park. In order to create a transition to the open space of the Park, the lower density should be located near the river, with the higher densities further from South Platte Park. See recommendation #16.

The Wolhurst Mobile Home Park is an accessible and visible location that could draw hotel or office development. However, any future redevelopment of this site will be dictated by the existing property owner.

The following graphic is an illustration

of the vision for the South Santa Fe Corridor & Downtown. The specific land uses in many instances illustrate only one of several possibilities for a given parcel, but do reflect current and future market opportunities.

Study Layout

This Summary Report highlights key recommendations and illustrates one potential buildout scenario consistent with Littleton's vision for the South Santa Fe Corridor. The ideas and recommendations are concisely summarized to serve as an ongoing general development and policy guide. This report is supplemented with the South Santa Fe Corridor and Downtown Technical and Appendix Reports which detail all recommendations and include a summary of the study area analysis. Copies of the Technical & Appendix Reports may be reviewed at the City of Littleton Community Development Department (303.795.3748).

When redevelopment occurs in this area, appropriate site design and landscaping should be incorporated into the design review process to ensure appearance of quality development along S. Santa Fe Drive. Coordinate location of signs and minimize clutter to encourage a consistent detached sidewalk and landscape buffer. Orientation of uses that provide activity and views towards the river are strongly encouraged.

Downtown historic district entry elements and signage will create a crosswalk at the Prince Street and S. Santa Fe Drive intersection orienting traffic to downtown along Prince St. All four corners should be landscaped to accentuate the historic district, including: signage, entry elements, existing sculpture and accents.

Provide streetscape improvements along Prince St. to create a positive entrance corridor to downtown. Provide a wider street tree and amenity zone to allow for a detached sidewalk, pedestrian amenities and pedestrian scale street lighting. See recommendation #5.

Along the historic and pedestrian character of downtown, S. Santa Fe Drive by using trees and historic lighting on both sides of Santa Fe from South Hill to Church Ave. Use the landscaping to screen the parking lot north of the Melting Pot Restaurant.

The north EchoStar property is zoned to include opportunities for office, hotel and commercial development. The topography change between this area and downtown presents the opportunity for a well designed pedestrian bridge that could significantly impact the identity and presence of downtown Littleton on S. Santa Fe Drive. See recommendation #6.

On the north EchoStar property, architectural quality and site design should provide a building edge along S. Santa Fe Drive and Bowles Avenue, while still providing an attractive and inviting orientation toward the river. Require a lower height limit along Bowles to preserve the mountain view from Main St.

See recommendations #7 and #8.

Locate an internal circulation road south from the Church Ave./S. Santa Fe Drive intersection along the sewer utility easement to maximize the buildable area on parcels to the south.

Recommended land uses include service retail, daycare, hotel and office uses complementary to EchoStar, K&C and downtown. An additional use could be a parking lot/terminal for access to the South Platte River bike way.

Connect office and retail uses along Vineyard Street to the full turn intersection at Church and S. Santa Fe Drive. Establish a consolidated right-in-right-out access point where Lake Ave. intersects S. Santa Fe Drive in order to minimize cutbacks for each parcel.

This illustration shows the potential width of S. Santa Fe Drive as outlined in the future improvement plans by CDOT. From Church Avenue south, the plan shows a right-of-way widening of up to 90' on the west side of the roadway.

Institutional uses such as office, schools or residential uses are recommended on this site (between Hudson Gardens and Lee Gulch) to benefit from the surrounding natural amenities. This illustration shows a neighborhood with townhomes and small lot single family homes. A 50'-100' landscaped area buffers the neighborhood from S. Santa Fe Drive and a central park provides an important neighborhood amenity.

Residential and employee access to South Platte Park should be maintained and directed through the proposed Lee Gulch Park.

A bridge and road across Lee Gulch is discouraged. The potential development served by such a connection would not justify the environmental impact. See recommendation #12.

The onlook lake near Lee Gulch should be preserved to enhance the natural amenities area and protect South Platte Park.

A mixed use business park should be developed in this area (south of Lee Gulch to Wolhurst Landing) as the land use most consistent with the City's goals of creating higher quality employment uses in the South Santa Fe Corridor.

Create a street system that may be integrated with the Meadowood Mobile Home Park so that it may become a consistent part of the overall area when redevelopment occurs. See recommendation #12.

Buildings and parking should be set back 100' feet to minimize negative impacts on South Platte Park.

Business Park/Office buildings should be oriented towards an internal street with good pedestrian connections to the light rail stop. The internal street orientation would pull buildings away from the river and create a quality front door for new development.

The Envor PD includes commercial, business park, and high density residential uses. While the mix of uses is appropriate, the location of these uses should be reconfigured to place greater densities within walking distance of the light rail station and service retail at the Mineral and Santa Fe Drive intersection. See recommendations #14 and #15.

Higher density residential development located within walking distance of the light rail stop may utilize City Ditch as a central pedestrian amenity.

Access should be provided from Wolhurst Landing to the future full turn intersection at the Newton Trust property south of Wolhurst.

Townhomes will help provide live, work and play opportunities within walking distance of light rail. See recommendation #14.

The property within a 1/4 mile radius of the light rail station should be planned for transit oriented development (TOD) including high density residential land uses. This promotes an intersection that would eventually be a node into parking structures to allow for full transit oriented development.

Office, light, informal, flex space

Hilltop Office Park is a highly visible site at Littleton's northern entry. Development along the railroad easement should be controlled to screen loading and distribution uses. Landscaping should be generous along S. Santa Fe Drive and internally along streets and open space areas to screen and enhance the overall visual appearance.

The Bowen Farm property, with a C-470 visibility of access, is appropriate for hotel and regional shopping retail uses including power centers, discount department stores and home improvement centers.

Natural site amenities & drainage should be preserved and coordinated with a City of Littleton entrance feature. See recommendation #18.

The Bowen Farm property, with a C-470 visibility of access, is appropriate for hotel and regional shopping retail uses including power centers, discount department stores and home improvement centers.

Natural site amenities & drainage should be preserved and coordinated with a City of Littleton entrance feature. See recommendation #18.

The Bowen Farm property, with a C-470 visibility of access, is appropriate for hotel and regional shopping retail uses including power centers, discount department stores and home improvement centers.

Natural site amenities & drainage should be preserved and coordinated with a City of Littleton entrance feature. See recommendation #18.

The Bowen Farm property, with a C-470 visibility of access, is appropriate for hotel and regional shopping retail uses including power centers, discount department stores and home improvement centers.

Natural site amenities & drainage should be preserved and coordinated with a City of Littleton entrance feature. See recommendation #18.

The Bowen Farm property, with a C-470 visibility of access, is appropriate for hotel and regional shopping retail uses including power centers, discount department stores and home improvement centers.

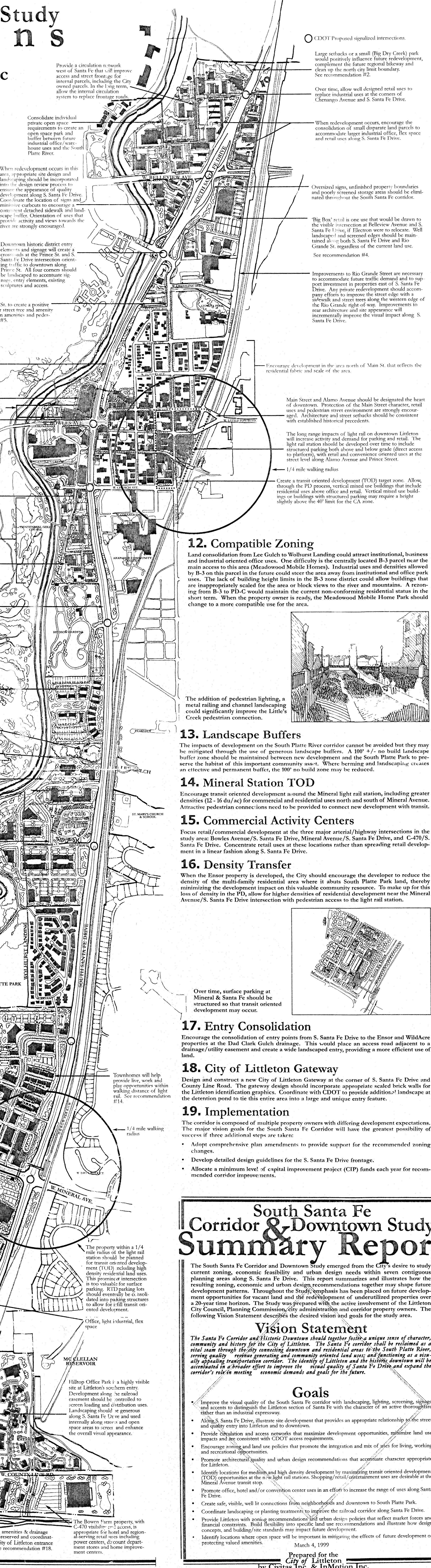
Natural site amenities & drainage should be preserved and coordinated with a City of Littleton entrance feature. See recommendation #18.

The Bowen Farm property, with a C-470 visibility of access, is appropriate for hotel and regional shopping retail uses including power centers, discount department stores and home improvement centers.

Natural site amenities & drainage should be preserved and coordinated with a City of Littleton entrance feature. See recommendation #18.

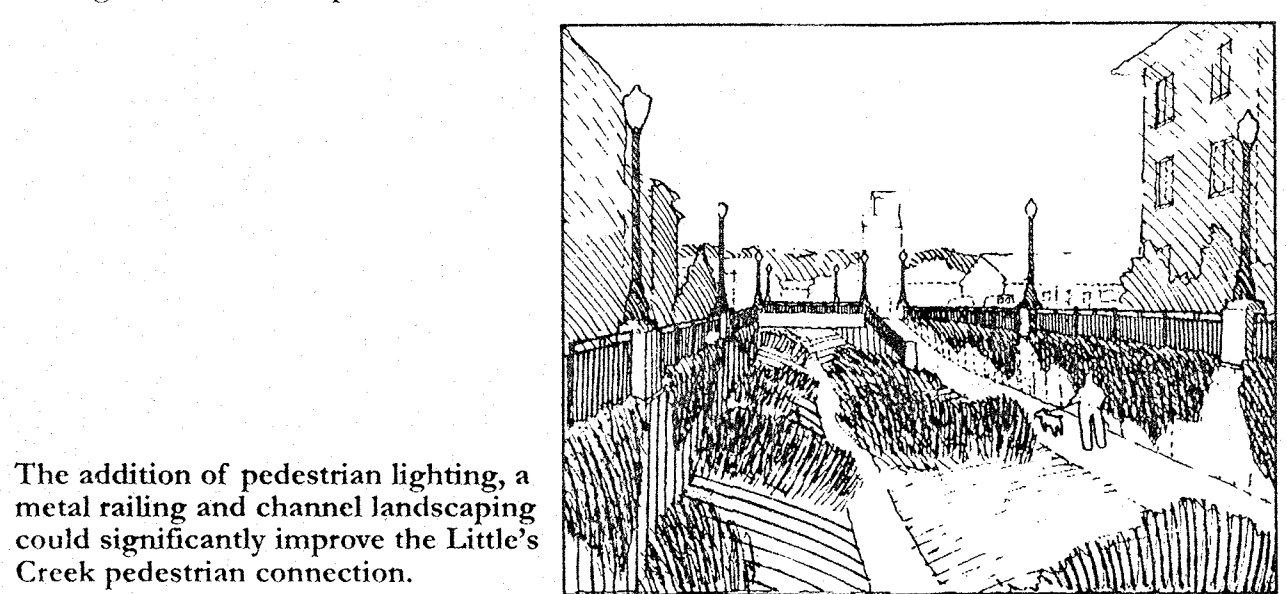
The Bowen Farm property, with a C-470 visibility of access, is appropriate for hotel and regional shopping retail uses including power centers, discount department stores and home improvement centers.

Natural site amenities & drainage should be preserved and coordinated with a City of Littleton entrance feature. See recommendation #18.



12. Compatible Zoning

Land consolidation from Lee Gulch to Wolhurst Landing could attract institutional, business and industrial oriented office uses. One difficulty is the centrally located B-3 parcel near the main access to this area (Meadowood Mobile Home). Industrial uses and densities allowed by B-3 on this parcel in the future could steer the area away from institutional and office park uses. The lack of building height limits in the B-3 zone district could allow buildings that are inappropriately scaled for the area or block views to the river and mountains. A re-zoning from B-3 to PD-C would maintain the current non-conforming residential status in the short term. When the property owner is ready, the Meadowood Mobile Home Park should change to a more compatible use for the area.



13. Landscape Buffers

The impacts of development on the South Platte River corridor cannot be avoided but they may be mitigated through the use of generous landscape buffers. A 100' +/- no build landscape buffer zone should be maintained between new development and the South Platte Park to preserve the habitat of this important community asset. Where herring and landscaping creates an effective and permanent buffer, the 100' no build zone may be reduced.

14. Mineral Station TOD

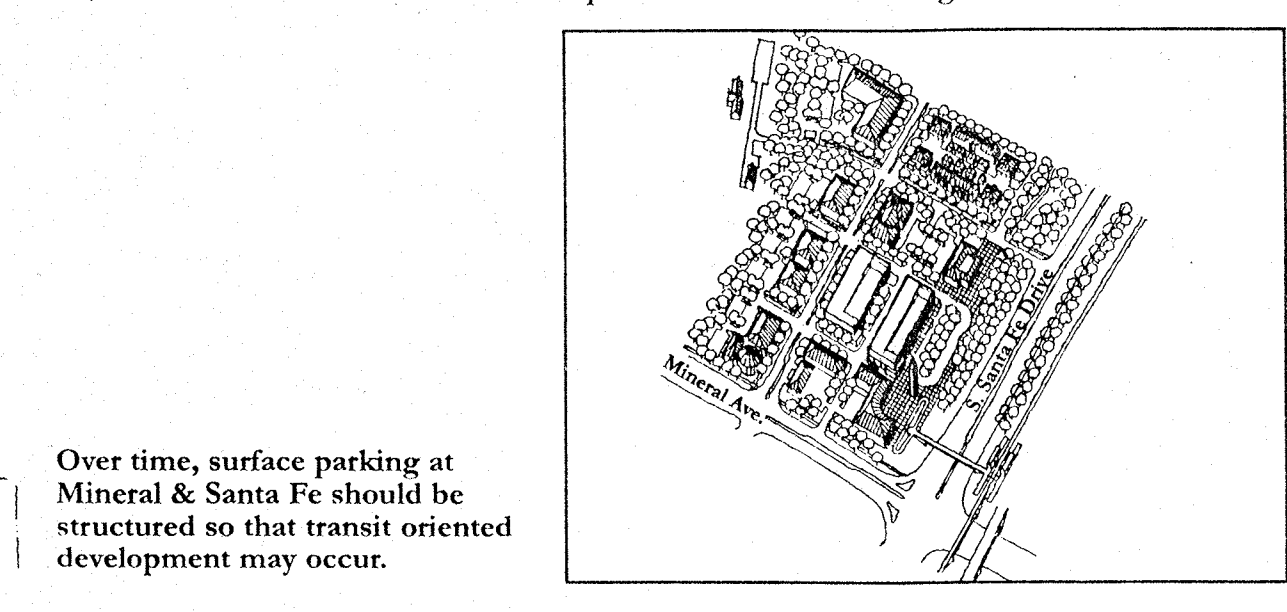
Encourage transit oriented development around the Mineral light rail station, including greater densities (12 - 16 du/ac) for commercial and residential uses north and south of Mineral Avenue. Attractive pedestrian connections need to be provided to connect new development with transit.

15. Commercial Activity Centers

Focus retail/commercial development at the three major arterial/highway intersections in the study area: Bowles Avenue/S. Santa Fe Drive, Mineral Avenue/S. Santa Fe Drive, and C-470/S. Santa Fe Drive. Concentrate retail uses at these locations rather than spreading retail development in a linear fashion along S. Santa Fe Drive.

16. Density Transfer

When the Envor property is developed, the City should encourage the developer to reduce the density of the multi-family residential area where it abuts South Platte Park land, thereby minimizing the development impact on this valuable community resource. To make up for this loss of density in the PD, allow for higher densities of residential development near the Mineral Avenue/S. Santa Fe Drive intersection with pedestrian access to the light rail station.



17. Entry Consolidation

Encourage the consolidation of entry points from S. Santa Fe Drive to the Envor and Wildacre properties at the Dad Clark Gulch drainage. This would place an access road adjacent to a drainage/utility easement and create a wide landscaped entry, providing a more efficient use of land.

18. City of Littleton Gateway

Design and construct a new City of Littleton Gateway at the corner of S. Santa Fe Drive and County Line Road. The gateway design should incorporate appropriate scaled brick walls for the Littleton identification graphics. Coordinate with CDOT to provide additional landscape at the detention pond to tie this entire area into a large and unique entry feature.

19. Implementation

The corridor is composed of multiple property owners with differing development expectations. The major vision goals for the South Santa Fe Corridor will have the greatest possibility of success if three additional steps are taken:

- Adopt comprehensive plan amendments to provide support for the recommended zoning changes.
- Develop detailed design guidelines for the S. Santa Fe Drive frontage.
- Allocate a minimum level of capital improvement project (CIP) funds each year for recommended corridor improvements.

South Santa Fe Corridor & Downtown Study Summary Report

The South Santa Fe Corridor and Downtown Study emerged from the City's desire to study current zoning, economic feasibility and urban design needs within seven contiguous planning areas along S. Santa Fe Drive. This report summarizes and illustrates how the resulting zoning, economic and urban design recommendations together may shape future development patterns. Throughout the Study, emphasis has been placed on future development opportunities for vacant land and the redevelopment of underutilized properties over a 20-year time horizon. The Study was prepared with the active involvement of the Littleton City Council, Planning Commission, city administration and corridor property owners. The following Vision Statement describes the desired vision and goals for the study area.

Vision Statement

The South Santa Fe Corridor and Historic Downtown should together foster a unique sense of character, community and history for the City of Littleton. The Santa Fe corridor shall be reclaimed as a vital, new thoroughfare connecting downtown and residential areas to the South Platte River, serving quality regional generating and community oriented land uses, and functioning as a visually appealing transportation corridor. The identity of Littleton and the historic downtown will be maintained in a broader effort to improve the visual quality of Santa Fe Drive and expand the corridor's role in meeting economic demands and goals for the future.

Goals

- Improve the visual quality of the South Santa Fe Corridor with landscaping, lighting, screening, signage and accents to distinguish the Littleton section of Santa Fe with the character of an active thoroughfare rather than an industrial expressway.
- Align S. Santa Fe Drive, illustrate site development that provides an appropriate relationship to the street and quality entry into Littleton and to downtown.
- Provide circulation and access networks that maximize development opportunities, minimize land use impacts and are consistent with CDOT access requirements.
- Encourage zoning and land use policies that promote the integration and mix of uses for living, working and recreational opportunities.
- Promote architectural quality and urban design recommendations that accentuate character appropriate for Littleton.
- Identify locations for medium and high density development by maximizing transit oriented development (TOD) opportunities at the new light rail stations. Shopping/retail/government uses are desirable at the Mineral Avenue transit stop.
- Promote office, hotel and/or convention center uses in an effort to increase the range of uses along Santa Fe Drive.
- Create safe, visible, well lit connections from neighborhoods and downtown to South Platte Park.
- Coordinate landscaping or planting treatments to improve the railroad corridor along Santa Fe Drive.
- Provide Littleton with zoning recommendations and urban design policies that reflect market forces and financial constraints. Build flexibility into specific land use recommendations and illustrate how design concepts, and building/site standards may impact future development.
- Identify locations where open space will be important in mitigating the effects of future development or protecting valued amenities.

March 4, 1999
Prepared for the
City of Littleton
by Civitas Inc. & InMotion Inc.