



May 20, 2016

Andrea Mimnaugh, AICP  
City of Littleton  
Community Development  
2255 West Berry Avenue  
Littleton, Colorado 80120

RE: Littleton Mixed Use (2679 W. Main Street) PDO/Site Development Plan #SDP16-0007

Dear Ms. Mimnaugh,

On behalf of 2679 Main Street Partners, we respectfully submit our application for a combined Planned Development Overlay (PDO) and Site Development Plan (SDP) for the Littleton Mixed Use project located at 2679 W. Main Street to the City of Littleton Community Development Department. This submittal includes all required items as outlined in the PDO and SDP checklists and pre-application meeting summary provided by city staff. No mineral leases have been identified through a title search for the subject property.

#### **Development Overview**

2679 West Main Street, as described in this application, is an infill mixed use project that incorporates ground floor retail, bank, and office uses, second and third floor office uses, and a fourth floor luxury residential apartment use. The architectural design of the proposed building reinforces the straight-forward and unassuming building styles seen in other historic structures along Main Street. A prominent two story brick façade is placed along the right of way, accented with recessed storefront bays with large windows on the first floor transitioning to second floor windows with historic proportions. The third and fourth floors are pushed away from the street to maintain the two story character and the architectural dominance of the Carnegie Library at the end of the street. The project will anchor the west end of Littleton's downtown district.

The range of proposed uses will activate the downtown district throughout the work day with new retail space at street level and with office employees who will frequent local restaurants for breakfast and business lunches. In the evenings and on weekends, when office users are not occupying the parking lot, spaces will be made available for patrons looking to frequent local businesses and restaurants, providing a positive boost to the downtown economy. The majority of parking provided by the project for the office use, 50 of the 64 parking spaces, will be made available as paid parking for the weekday evening and weekend visitors to the downtown area to alleviate the shortage of visitor parking in the downtown district. Permanent reserved spaces will be provided for residents of the luxury apartments located in the covered parking area. 4 on-street parking spaces, in addition to the 64 provided on site, are provided in the public right of way located in front of the retail space and first floor office lobby entrance.



**PDO request for Open Space reduction:**

The PDO Plan provides twelve percent of the site area as non-obstructed open space, a reduction from the twenty percent required in the B-2 district. The applicant's justification for this request is based on the rationale that the City code for the B-2 district are intended for a typical large commercial corner site, which describes a typical project as commercial building areas of 100,000 – 300,000 square feet, while our proposed plan contemplates 30,000 square feet of commercial area on a small irregular shaped parcel with minimal street frontage making it unfeasible to meet the necessary open space requirements while also meeting the intent of the downtown design guidelines. The PDO plan also requests relief from City Ordinance 10-4-1-(C) that requires projects in the B-2 district to provide 50 percent of the required open space to be evenly distributed along the public right of way. This open space ordinance creates a conflict with the Downtown Design Guidelines which require buildings to be placed with a zero setback from the right of way in order to maintain the historic character and streetscape of the district. These two ordinances are in direct conflict with one another and must be resolved through the PDO process.

As required by the city's PDO ordinance to justify the request, the project proposes a creative design with a traditional two story street front elevation that complements the downtown area, transitioning to a contemporary design on the third and fourth floors, telling the story of a modern retrofit to a historic structure, commonly seen in revitalized downtown areas. The proposed building provides high quality materials and finishes throughout, further establishing the citywide and downtown district design goals. The overall development offers the city a vibrant mixed-use project energizing the downtown district with jobs and services that will generate tax revenue and provide additional parking for patrons during peak weekday evening and weekend business hours.

**PDO request for reduction to required parking spaces:**

The PDO Plan provides a total of 68 parking spaces, including 4 on street parking spaces, constituting a 40% reduction to the overall parking required by code. The PDO Plan provides parking for residential units per standard code requirements at a rate of 1.5 spaces per unit for a total of 8 dedicated parking spaces. The PDO Plan requests a 50% reduction to standard code required parking for retail and office uses. The request is based on the rationale that the downtown district is a transit oriented development zone with direct access to light rail and bus transportation services that are primarily used by employment based commuters, serving as justification that adjacent streets and or alleys will not bear an unreasonable impact from the reduction in parking requirements. In turn the project will provide over 50 parking spaces on weekday evenings and on weekends, when office users are not occupying the parking lot, to patrons of local businesses and restaurants, generating a positive boost to the downtown economy and alleviating the shortage of visitor parking in the downtown district.

This project will opt into the Littleton Main Street Historic District which also provides for a 50% parking reduction to the code based requirements, similar to the PDO request for a 40% reduction. At staff's request, the applicant has agreed to provide 100% of the required parking for the residential use and has maximized parking on the site to the greatest extent possible. Ultimately, the parking reduction is necessary to generate the amount of leasable building area needed to make the project financially viable.



### **PDO request for modification to required parking stall dimensional criteria:**

City code requires parking stall dimensions as nine feet wide and twenty feet deep with a twenty-three foot wide drive isle. The PDO plan requests a modification to these dimensions to allow for a wider drive isle that improves vehicular and emergency access on the site. The wider drive isle results in parking stalls that are eighteen feet deep which is a common standard seen in parking lot design manuals.

### **Property Existing Conditions**

The property currently contains two existing structures that do not possess any intrinsic historical qualities, the main building is a light industrial structure constructed of cinder block and the accessory building is a barn structure constructed of wood studs and metal siding, both of which are planned for demolition in order to clear the site for development. The project site is an irregular shaped parcel approximately .72 acres in size, served by public utilities with 160 feet of frontage along Main Street. The western panhandle of the site is impeded with a sewer easement that will remain. An existing retaining wall will be removed and replaced adjacent the west and north property line to allow for adequate parking and drainage.

### **Access and Circulation**

The primary access to the site parking area is off of a single driveway access from Main Street and building access is located directly off of the public sidewalk along Main Street with rear entries to the building provided from the parking lot located behind the ground floor level of the building. Access to the second and third floor office spaces, will share access with the residents of the fourth floor, through the front entry lobby on Main Street that connects them to the front stairwell and elevators. There is a secondary entrance to this lobby, which is also an ADA Route from the covered parking. There is an emergency exit only stairwell at the northwest corner of the building. Streetscape improvements will be provided in a cohesive many to match the City's pavement design along Main Street. On street parking spaces will be increased since the number of existing curb cuts will be reduced from two to one.

### **Main Street District and Downtown Design Standards and Guidelines**

We have worked closely with the City to develop a final design that complements the downtown district. Our intention is to further enhance the lively and pedestrian-friendly streets in Downtown Littleton. The zero front setback of the proposed building continues the urban form of the downtown district and carries the vibrant streetscape to its western edge. Building materials will reflect a commitment to quality and durability. The building design shows a substantial use of brick, windows and metal trim. Landscape amenities including street trees, landscape planters, benches, bike racks, lighting and trash receptacles placed on vivid pavers and detailed concrete work enhance the pedestrian-friendly streetscape.

If you require additional information or have any questions about our submittal items, please do not hesitate to call or e-mail me (303) 734-1777 or [jrowland@laidesigngroup.com](mailto:jrowland@laidesigngroup.com). We look forward to working with the City in completing this process in order to contribute a high quality project to the City of Littleton.

Sincerely,  
Josh Rowland  
Principal, LAI Design Group