



Community Development & Public Works
 2255 West Berry Avenue
 Littleton, Colorado 80120
 Phone: 303-795-3748
www.littletongov.org

Development Application

Form must be complete and accompany all submittal materials and fees.
Incomplete applications will not be processed.

APPLICANT/MAIN CONTACT: Jennifer Q. Henninger, AICP **TITLE:** Director of Community Development **SIGNATURE:**
COMPANY: The City of Littleton, Colorado
ADDRESS: 2255 W. Berry Ave., Littleton, CO 80120 **SUBMITTAL DATE:** 107-2020
EMAIL: jhenninger@littletongov.org **PHONE:** (303) 795-3820 **CELL:** (303) 795-3820

OWNER(S) OF RECORD: The City of Littleton
COMPANY: The City of Littleton
ADDRESS: 2255 W. Berry Ave., Littleton, CO 80120
EMAIL: mrelph@littletongov.org **PHONE:** (303) 795-3720 **+**
Notarized Letter of Authorization MUST be provided with this application at time of submittal

ENGINEERING CONTACT (if any): Brent J. Thompson, PE **TITLE:** City Engineer
COMPANY: The City of Littleton, CO
ADDRESS: 2255 W. Berry Ave., Littleton, CO 80120
EMAIL: bthompson@littletongov.org **PHONE:** (303) 795-3798 **CELL:** (303) 795-3798

Parcel ID Number	Not Applicable
Parcel Address or Cross Streets:	From W. Church Ave. north to W. Belleview Ave. and from S. Santa Fe Dr. east to the BNSF right-of-way
Subdivision Name & Filing No.:	Various Subdivisions and Filings
Related Case Numbers: (GPDP, Rezoning, and/or Plat)	Not Applicable

	EXISTING	PROPOSED
Zoning:	CA, CA PDO, B-2, B-2 PDO, R-5, R-5 PDO, PD-R, I-2, I-2 PDO, B-3, and OS	DT
Use:	various uses	various uses
Project Name:	Downtown Rezoning	Downtown Rezoning
Site Area (Acres):	approximately 180	approximately 180
Floor Area Ratio (FAR):	various	not applicable
Density (Dwelling Units/Acre):	various	not applicable
Building Square Footage:	various	various

CASE TYPE			
<input type="checkbox"/> Site Development Plan	<input type="checkbox"/> General Planned Development Plan	<input type="checkbox"/> Administrative Plat or Replat for One or Two Lots	<input type="checkbox"/> Variance: Minor/Major/Sign
<input type="checkbox"/> Site Development Plan Amendment	<input type="checkbox"/> General Planned Development Plan - Administrative Amendment	<input type="checkbox"/> Preliminary Plat	<input type="checkbox"/> Board of Adjustment Appeal
<input type="checkbox"/> Sketch Plan	<input type="checkbox"/> General Planned Development Plan - Major Amendment	<input type="checkbox"/> Final Plat	<input checked="" type="checkbox"/> Rezoning
<input type="checkbox"/> Conditional Use	<input type="checkbox"/> Planned Development Overlay	<input type="checkbox"/> Floodplain Development (Use by Special Exception)	

Other:

Pre-App Meeting Date: 10/01/2024 **Pre-App Meeting Planner:** Sutherland **Pre-App Meeting Engineer:** Urban

This application shall be submitted with all applicable application fees and submittal requirements. Incomplete applications will not be accepted. Submittal of this application does not establish a vested property right. Processing and review of this application may require the submittal of additional information, subsequent reviews, and/or meetings, as outlined in the City of Littleton Municipal Code and operating standards. A neighborhood meeting is required for all applications that require a public hearing. After three (3) months of inactivity, a reminder will be sent to applicants that action is required within the next thirty (30) days. At that time, the case will be closed.

THIS SECTION FOR OFFICE USE ONLY

Date Received:



MEMORANDUM

TO: Jennifer Henninger, Director of Community Development

FROM: Mike Sutherland, Deputy Director of Community Development *MS.*

DATE: October 8, 2020

RE: **Downtown Rezoning Application**

In partial fulfillment of the application requirements for the proposed rezoning of the approximately 180-acre downtown area to the DT zone district, the following is a brief statement of how the application meets the “declaration of public policy for rezoning” as stated in Littleton City Code Title 10, Chapter 12, Section 1, to wit.

The proposed rezoning is the culmination of the “downtown block” project which began in earnest on May 18, 2020 with the second Envision Studio of the unified land use code initiative. At Council’s direction, staff and Kendig Keast Collaborative, the consultant on the project, started to formulate a new regulatory framework to implement the goals and policies of the adopted comprehensive plan, Envision Littleton. This effort resulted in Council’s adoption of the DT zoning district on October 6, 2020. In staff’s opinion, the proposed amendment to the official zoning map is consistent with the goals and policies of the comprehensive plan and promotes the general welfare of the community.

DOWNTOWN REZONING APPLICATION

Neighborhood Meeting Summary

Staff has undertaken many efforts to engage the public regarding the downtown block of the unified land use code project. Among these are numerous study sessions and public hearings with City Council, Planning Commission, the Historical Preservation Board, and the Next Generation Advisory Committee. A summary of the two most directly related public meetings or “studios” appears below.

- On May 18, 2020, Envision Littleton hosted the second of the studio sessions scheduled for 2020-2021. As the novel coronavirus (COVID-19) continued to cause uncertainties, the Envision team focused on keeping one of your community priorities moving along with another virtual gathering to talk about the future of Downtown.

About 70 members of the Littleton community joined together to learn more about our existing land use codes in Downtown and discuss four proposed character areas.

- On March 23, 2020, Envision Littleton hosted the first of the studio sessions scheduled for 2020-2021. As the novel coronavirus (COVID-19) continued to cause uncertainties, the Envision team focused on keeping one of your community priorities moving along with a virtual gathering to talk about the future of Downtown.

About 70 members of the Littleton community joined together to learn more about our existing land use codes in Downtown and discuss some sub-area visions for the next 20 years.

In addition to the studios, staff solicited public comment on the downtown block through the Envision Littleton website and in a series of staff presentations and “office hours” in July of 2020. Presentation slides for the afore-mentioned studios are available at the Envision Littleton website.



Envision Littleton
Comprehensive Plan Analysis Checklist
All Checklist

Applicant Name: City of Littleton, Jennifer Henninger	Case No.
Address: 2255 W. Berry Ave., Littleton, CO 80120	Date: October 8, 2020

MASTER (Applies To All Character Areas)

The following table is to be completed through the review of land development applications for compliance with the Envision Littleton Comprehensive Plan.

<i>Standard</i>	<i>Applicant Response</i>	<i>Met</i>	<i>Not Met</i>	<i>N/A</i>
Land Use And Community Character				
<p>The following descriptions indicate the anticipated principal uses in each category, plus the intended character of the areas in which the land uses occur, abut, or mix. Public and institutional uses commonly occur in all of these areas and should match the character. Specific standards for land development based on these designations are articulated through the City's implementing regulations (zoning and subdivision) as they currently exist and may be further amended over time based on this planning guidance.</p>				
<p>Corridor Mixed Use</p> <p>This designation is for properties in commercial retail, office, and service uses along and near a high-profile roadway corridor where mixed-use development outcomes are desired and encouraged. The mix of uses includes residential, especially to provide additional housing options and price points within the community. Major public and/or institutional facilities may also serve as development anchors within the area.</p> <p>Not all properties within this designation will be viable for or result in mixed-use outcomes given their size, location, and/or market position. Therefore, a range of typical stand-alone uses is anticipated as in the Suburban Commercial and AutoOriented Commercial designations that are also shown along portions of Littleton's major roadway network. Relative to these other designations, however, Corridor Mixed Use is particularly intended to recognize fundamental paradigm shifts occurring in the development models for residential, retail, office, and hospitality uses, leading to even greater focus on "destination" developments that creatively mix uses, integrate amenities, and emphasize quality design. Whatever the approach for a particular property in Corridor Mixed Use, the design of the site and its use(s) should be compatible with the Suburban or Urban mixed-use character established or emerging in its vicinity, avoid proliferating Auto Urban character in areas intended to transition toward other character types, and provide adequate protections and buffering at points of transition between differing character types.</p> <p>As elaborated on further in the Special Areas and Design section (where the Special Corridor Planning Areas on the map are also discussed), the nature of Corridor Mixed Use will vary across the different roadway environments where it appears on the Future Land Use and Character Map (Map 1). Along Littleton Boulevard, an atmosphere more amenable to walking and biking</p>		NA		

may emerge through ongoing redevelopment and transition in uses, placing the corridor in a character range from Auto-Oriented (its existing status along most blocks) to Urban in some segments. However, the potential scale of new or reconfigured uses would be tempered by the relatively smaller, shallower properties along this corridor. Additionally, Littleton Boulevard is framed by residential neighborhoods and also requires sensitivity to its unique collection of post-World War II buildings designed in a Mid Century Commercial Modernism style. Along Santa Fe Drive, Broadway and Belleview Avenue, various sites are of adequate size to be conducive for master-planned, mixed-use development that also strives for a relatively Urban character by deemphasizing large-scale surface parking and designing more for walkability. The core area of Littleton Village is a contemporary example of this approach.

However, in any of these corridor settings where most business patrons, employees, and visitors will still reach their destinations by private vehicle, it will be difficult to avoid an Auto Urban character outcome where significant surface parking must be provided. The potential for future Bus Rapid Transit (BRT) service on Broadway, linking south into Highlands Ranch and north into Denver, could change the equation and lead to less auto-oriented development at least in some locations along and near this corridor. Yet some stretches of Broadway today have existing low-intensity commercial activity fronting on this busy roadway. These small and shallow properties will continue to be a challenge to redevelopment and may result in the current uses continuing indefinitely.

Where a site's immediate vicinity has a greener Suburban character – for example, near Suburban Residential neighborhoods or abutting Mary Carter Greenway and the river corridor – site design and development criteria can minimize auto-oriented development outcomes (e.g., site coverage limits, more intensive landscaping and buffering, etc.). Littleton especially has opportunities for more river- and trail-oriented development, where new or redeveloped sites are carefully designed to embrace rather than turn their back on the South Platte and greenway corridors, particularly if the future of Santa Fe Drive is even greater restriction of direct vehicular access to properties from that busy roadway.

The zoning parameters set for each distinct area in the Corridor Mixed Use designation can address differing character, use, and design considerations. With regard to uses, this may include giving greater preference to residential in certain areas while locations considered best suited for revenue-generating nonresidential uses may have limits on the amount of stand-alone residential use.

<p>Finally, consensus on potential land uses and intensities in the vicinity of the Santa Fe/Mineral Avenue intersection has been so elusive precisely because so many character considerations come into play at this premier location. Extensive undeveloped land and surface parking near a busy light rail station offers obvious opportunity for transit-oriented development with a more Urban character. Yet proximity to the river/greenway corridor typically points to site designs with Suburban character in mind. At the same time, Santa Fe's vehicular volumes and the high-profile nature of this busiest of Littleton intersections introduces auto-oriented development pressures. The Corridor Mixed Use designation provides the flexibility to weigh all of these character factors when designing and vetting specific development concepts in such a unique location.</p>				
<p>Urban Downtown Transition</p> <p>This designation is for areas near an Urban downtown core that still accommodate a mix of uses but at a lesser intensity than in the core area. The mixed-use area typically provides a transition from the downtown core to other nearby neighborhoods and roadway corridors that are more uniform as areas primarily for single-family detached residential uses and commercial uses, respectively. The transition area is often supportive of the downtown core by accommodating complementary uses (e.g., professional offices, restaurants, art galleries and other cultural venues, varied residential options, etc.) and by retaining a walkability exemplified in Urban character areas more often than auto-oriented areas. The vicinity around a core downtown usually also contains some of the community's most historic sites and districts, with historic homes still in residential use and others converted to shops, cafes, offices, and other uses.</p> <ul style="list-style-type: none"> • Where a more Urban and walkable character is desired, may require development and design standards to avoid encroachment of uses designed with an auto-oriented character more suited to other areas of the community. While relatively small areas of parking may be permitted in front and to the side of buildings, the intent is usually to limit any sizable surface parking areas along property frontages while also avoiding deep building setbacks. • Often a focus area for infill and redevelopment activity within the community, which may require customized development and design standards to ensure compatibility with the established area character. This may include controlling the scale of development where larger sites have been created through assembly of smaller parcels. 	<p>NA - implementation of the DT zone district focuses on the "downtown core"</p>	<p>NA</p>		

<p>Urban Downtown Mixed Use</p>	<p>This designation involves the most intensively developed area of a community in terms of the greatest coverage of sites with building footprints and the least amount of private development area devoted to off-street surface parking and landscaped open space. Instead, most parking is accommodated on-street and/or within public parking areas or structures. This enables most streets and other public spaces to be framed by buildings with zero or minimal front setbacks, creating "architectural enclosure" versus the progressively more open feel in other character areas (Auto Urban, Suburban, etc.). These elements, along with a predominance of mixed uses, make the Urban downtown area the most conducive for pedestrian activity and interaction. Public plazas and pocket parks provide green space amid the Urban environment and a place to gather and host community events, along with periodic street closures. Adding to the appeal of Downtown Littleton are two historic district designations (national and local) and numerous designated sites, including Town Hall and the recently designated Post Office on the National Register of Historic Places. City-adopted design standards also influence development outcomes and building renovations in the area.</p> <ul style="list-style-type: none"> • Multi-story structures encouraged (or required) to bolster Urban character, encourage vertical mixed use, promote retail viability, support transit ridership, etc. • Mostly on-street parking and minimal off-street surface parking (until transition areas around the downtown core give way to auto-oriented site design). • Streetscape enhancements in public ways given limited area for private on-site landscaping relative to other character areas. • May exclude some auto-oriented uses that cannot achieve an Urban character (e.g., gas stations, auto repair, drive-in and drive-through uses, etc.). • Public/institutional uses designed to match the Urban character. • Alleys and rear-access garages can reinforce Urban character on blocks with attached or detached residential dwellings. • Often the only place in a community where multi-level parking structures may make sense and be financially viable. 	<p>Implementation of the new DT zoning district in the approximately 180-acre downtown area enables the envisioned urban downtown mixed use area to begin development. Provisions have been made for denser development patterns and reduced parking and open space requirements.</p>	<p>X</p>		
<p>Urban Downtown Main Street</p>	<p>This designation is a subset of Urban Downtown Mixed Use above, focused on the Main Street core area of Downtown. Nearly all buildings have zero front setbacks and abut the public sidewalk, and multi-story buildings frame the street on most blocks. The walkable street scene is "activated"</p>	<p>Implementation of the DT zoning district includes a Downtown Main Street character area, facilitating the multi-story, mixed use, pedestrian-oriented vision of the comprehensive plan.</p>	<p>X</p>		

<p>by varied retail storefronts, restaurants and pubs, cultural venues (e.g., Town Hall Arts Center), historic architecture and properties, coffee and confections, open-air sidewalk seating areas for dining, and streetscape and design treatments in the public realm. City-adopted design standards also influence development outcomes and building renovations in the area.</p> <ul style="list-style-type: none"> • Multi-story structures encouraged (or required) to bolster Urban character, encourage vertical mixed use, promote retail viability, support transit ridership, etc. • Mostly on-street parking and minimal off-street surface parking (until transition areas around the downtown core give way to auto-oriented site design). • Streetscape enhancements in public ways given limited area for private on-site landscaping relative to other character areas. • May exclude some auto-oriented uses that cannot achieve an Urban character (e.g., gas stations, auto repair, drive-in and drive-through uses, etc.). • Public/institutional uses designed to match the Urban character. • Alleys and rear-access garages can reinforce Urban character on blocks with attached or detached residential dwellings. • Often the only place in a community where multi-level parking structures may make sense and be financially viable. 					
Land Use & Character Goals and Policies					
GOAL L&C 1:	A land use allocation and pattern that supports and promotes Littleton's pride in, and reputation for, quality neighborhoods and an abundance of parks and preserved open space.	Implementation of the DT zoning district and its character areas supports a quality neighborhood in the downtown area.	X		
GOAL L&C 2:	A sustained focus on the long-term fiscal sustainability of Littleton City government while recognizing the direct connection to the community's land use mix, especially for sales tax revenue needs.	The DT zoning district has been analyzed by Economic & Planning Systems consultants specifically for long-term fiscal sustainability.	X		
GOAL L&C 3:	Ongoing and effective collaboration between land use and transportation planning to ensure compatibility among decisions and actions taken with respect to each.	The DT zoning district is consistent with the adopted Transportation Master Plan.	X		
GOAL L&C 4:	A more attractive community, based on quality design and character of both private development and the public realm.	The DT zoning district implements character areas and building types consistent with the character areas.	X		
Policy L&C 1:	Emphasize compatible intensities and character when evaluating applications involving more intensive and/or nonresidential development near homes and neighborhoods.	The DT zoning district implements character areas which are consistent and compatible with Main Street, Neighborhood Residential, Transition, and the over all Mixed Use character of the downtown area.	X		

Policy L&C 2:	Plan for and take actions to maintain the established character of its residential neighborhoods.	Implementation of the DT zoning district incorporates zoning regulations and design standards that support the diverse character elements of this mixed use neighborhood.	X		
Policy L&C 3:	Create a regulatory framework that encourages development of diverse and attainable housing options in Littleton in terms of type, size, and cost to buyers and renters.	Although not required by the DT zoning district, diverse and attainable housing is facilitated by reduced parking and greater density.	X		
Policy L&C 4:	Create a regulatory framework that signals the City's interest in attracting target business sectors, needed and compatible revenue-generating uses, and lifestyle and leisure uses that support Littleton's livability and residents' quality of life.	Implementation of the DT zoning district is the framework which signals Littleton's interest in attracting mixed use buildings, office, retail, and housing to the downtown neighborhood.	X		
Policy L&C 5:	Manage land use patterns near Littleton's many parks, trails, greenways, and open spaces to: protect their ecological functions; prevent physical and other impactful encroachments; maintain public access; and preserve their overall quality and value – especially where public green spaces contribute to neighborhood character and enhance business park and other commercial settings.	Implementation of the DT zoning district preserves the existing parks, trails, and greenways in the downtown neighborhood.	X		
Policy L&C 6:	Recognize and promote land use and development decisions that further community objectives for reduced traffic congestion, more pedestrian- and cyclist-friendly design, and expanded and viable public transit options.	Implementation of the DT zoning district focuses on pedestrian and multi modal design within the downtown area.	X		
Policy L&C 7:	Promote Littleton's aesthetic appeal through the quality expectations set within the City's Code for landscaping, signage, lighting, and similar design elements.	Implementation of the DT zoning district establishes high-quality expectations for development concerning landscaping, signs, lighting, and architecture.	X		
<p>Housing And Neighborhoods</p> <p>Housing needs, gaps, and challenges in Littleton are central to this Plan. A key component of a city's livability is whether its residents can find suitable and economical housing options at all stages of life to remain in the community they love. Littleton also must offer quality and sustainable neighborhoods, the elements of which – safe streets, great schools, nearby shopping, and parks and trails, among others – cut across all parts of this Plan.</p> <p>While the development of new residences and the rehabilitation of older housing occurs primarily through the private sector, municipal government and other public and non-profit partners have essential roles to play. The City and other partners protect residential investments over time, and strong neighborhoods support the local economy and tax base. Having a diverse stock of housing – new and old, big and small, ownership and rental – is crucial for offering choice and providing for the individual needs of all households, regardless of economic conditions.</p>					
Goal H&N 1:	A quantity and diversity of housing options that makes living in Littleton attainable for a wide range of age groups and income levels.	By expanding opportunities for vertical mixed uses, implementation of the DT zoning district will expand the opportunities for quantity and diversity of housing options in the downtown area.	X		
Goal H&N 2:	Appealing housing choices for families drawn by Littleton's educational, recreational, and other amenities.	Implementation of the DT zoning district provides opportunities for many different housing choices, from single-family detached,	X		

		to multi-family, and mixed use which help increase the vitality and draw of the downtown core.			
Goal H&N 3:	Neighborhoods that are safe and comfortable for all residents.	Implementation of the DT zoning district provides regulations that facilitate a safe and comfortable neighborhood for all residents and visitors through quality design and appropriate uses.	X		
Goal H&N 4:	Neighborhoods that maintain their character or are carefully managed when headed toward transition.	The DT zoning district provides for the maintenance of Littleton's Main Street historic character and provides for transition to other areas of the downtown core.	X		
Goal H&N 5:	Housing that supports choice in mobility and investments in transportation infrastructure.	Implementation of the DT zoning district provides opportunities for many different housing choices, from single-family detached, to multi-family, and mixed use which help increase the vitality and draw of the downtown core.	X		
Policy H&N 1:	Encourage an array of residential options within the city – through new development, redevelopment, and maintenance of existing housing stock – to respond to the need for varied housing types, sizes, and price points that are attainable for prospective owners and renters at all levels of income.	Implementation of the DT zoning district provides opportunities for many different housing choices, from single-family detached, to multi-family, and mixed use which help increase the vitality and draw of the downtown core.	X		
Policy H&N 2:	In cooperation with public and private partners, consider the entire spectrum of tools for assisting people in attaining their ownership or rental goals, and methods for spurring and guiding the supply side of the market to pursue projects that will address local needs.		NA		
Policy H&N 3:	Assess and update local development regulations and standards, and related permitting processes, to avoid limiting desired and compatible housing construction, renovation, and preservation within the city.	Implementation of the DT zoning district provides opportunities for many different housing choices, from single-family detached, to multi-family, and mixed use which help increase the vitality and draw of the downtown core.	X		
Policy H&N 4:	Encourage mixed-use development proposals that include a residential component, especially where this will support retail viability and transit ridership, place residents near education and local employment options, and provide living options for seniors and others close to transit, parks, and shopping, medical, and other services.	Implementation of the DT zoning district encourages mixed-use development through flexibility of uses within a building type to take full advantage of the core area's proximity to transit options including light-rail, bus, pedestrian and bicycle routes.	X		
Policy H&N 5:	Support development of assisted living and higher-level care facilities and other residential options intended specifically for those hoping to age in place rather than leave Littleton during life transitions.	Implementation of the DT zoning district allows for assisted living facilities on a conditional use basis.	X		
Policy H&N 6:	Adopt and apply development regulations and standards to ensure that new and redeveloped residential properties are compatible with the character of their surrounding area.	Implementation of the DT zoning district establishes character areas and building types specifically for the purpose of ensuring that new and redeveloped residential properties are compatible with the character of their surrounding area.	X		
Policy H&N 7:	Support the ongoing appeal of Littleton's neighborhoods through effective code compliance		NA		

	and by using public investments in streets, sidewalks, infrastructure, parks and trails, and pedestrian/bicycle safety measures, along with routine maintenance practices for all of the above.				
Policy H&N 8:	Promote design of residential developments near parks, trails, and preserved open spaces that capitalizes on this proximity.	Implementation of the DT zoning district promotes residential areas in close proximity to existing parks and amenities.	X		
Transportation					
Envision Littleton involved concurrent preparation of a new Comprehensive Plan and the City's first-ever Transportation Master Plan (TMP). The two plans were synchronized through joint community and leadership engagement processes involving City Council, Planning Commission, other City boards/commissions, a Project Management Team with City staff and consultant representatives for both plans, and extensive interaction with residents and other stakeholders across the city. During each Envision Littleton phase, inputs to the Comprehensive Plan and the Transportation Master Plan were coordinated to ensure an integrated set of policies and priorities, along with ongoing discussion of the Future Land Use and Character map. The Framework for Action presented below is intended as the outline for the TMP and should be revisited upon each update of the TMP to ensure consistency. In addition to goals, the TMP process resulted in a transportation Mission, as well as policies, which are summarized herein.					
Goal TMP 1:	Connect people conveniently to the community, resources, and opportunities.	Implementation of the DT zoning district provides greater opportunity for a mix of pedestrian-oriented land uses and greater opportunities to reduce vehicle trips, connecting people to community and resources.	X		
Goal TMP 2:	Promote safety and support efforts to maintain a healthy and active lifestyle.	Implementation of the DT zoning district promotes pedestrian and multi-modal opportunities for a healthier lifestyle.	X		
Goal TMP 3:	Allocate services and facilities so that all people have transportation options that are best suited for their needs and lifestyle.		NA		
Goal TMP 4:	Contribute to our economic prosperity while maintaining and enhancing our community's character.	Implementation of the DT zoning district has been evaluated by Economic & Planning Systems to contribute to the economic prosperity of the downtown neighborhood. Character elements are integrated into the zoning district to establish guidance and direction for new development to be complementary to established community character.	X		
Goal TMP 5:	Build and operate a financially and environmentally sustainable transportation system.		NA		
Policy TMP 1:	Focus on enhancing safety on auto and freight networks.		NA		
Policy TMP 2:	Advance regional partnerships to build consensus and leverage funding toward significant transportation projects.		NA		
Policy TMP 3:	Provide automobile Level of Service (LOS) E or better on Suburban Connectors and Commercial Corridors and LOS D or better on all other streets.		NA		
Policy TMP 4:	Enhance auto and freight network projects that lead to operational and safety improvements.		NA		
Policy TMP 5:	Enhance the safety of vulnerable user groups on streets and trails.	Implementation of the DT zoning district will reduce off-street parking requirements and potentially curb-cuts, which are one factor in improving the safety of vulnerable user groups.	X		
Policy TMP 6:	Support connections to employment, retail, and entertainment/recreation land uses given the opportunity.		NA		

Policy TMP 7:	Develop street design and construction standards that prioritize safety and mobility over speed.		NA		
Policy TMP 8:	Develop a Transportation Demand Management Plan as a tool to help reduce congestion.		NA		
Policy TMP 9:	Periodically update the truck route map.		NA		
Policy TMP 10:	Develop a Complete Networks Plan.		NA		
Policy TMP 11:	Implement a comprehensive bicycle and pedestrian count program similar to the vehicle count program. Consider installation of permanent continuous counters in key locations and as part of upcoming projects.		NA		
Policy TMP 12:	Consider installing an all ages and abilities bicycle facility for every new bicycle project. All ages and abilities bicycle facilities are low-stress for all potential users, including children and seniors.		NA		
Policy TMP 13:	Update City Code to address burgeoning micromobility industry. Include operating rules such as number of permits, speed limits, whether users should use sidewalks, bike lanes, or general purpose lanes depending on speeds, and establish restricted areas.		NA		
Policy TMP 14:	Consider including bicycle and pedestrian facility upgrades as part of every infrastructure project, including resurfacing projects. Develop a resurfacing checklist that considers bicycle facilities: http://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/resurfacing/	Implementation of the DT zoning district includes required bicycle parking facilities.	X		
Policy TMP 15:	Consider bicycle and pedestrian detection for signal actuation in every new traffic signal installation.		NA		
Policy TMP 16:	Maintain a fleet of smaller snow removal vehicles to plow trails, shared use paths, and protected bike lanes.		NA		
Policy TMP 17:	Update City Code to require residents/businesses to clear sidewalks within 24 hours; existing code states, "within a reasonable time after every snowfall".		NA		
Policy TMP 18:	Evaluate existing sidewalk policy/code.		NA		
Policy TMP 19:	In development proposals, limit curb cuts along proposed planned bicycle and pedestrian routes.	Implementation of the DT zoning district may reduce curb cuts necessary for parking facilities.	X		
Policy TMP 20:	Require maintaining clear sidewalks or bicycle lanes during building or street construction or provide a detour: See link		NA		
Policy TMP 21:	Encourage new developments to provide secure indoor parking and other end-of-trip facilities for bicyclists.	Implementation of the DT zoning district includes required bicycle parking facilities.	X		
Policy TMP 22:	Encourage development to utilize grid street networks and limit the use of cul-de-sacs.	Implementation of the DT zoning district is dependent on the existing grid street network in the downtown neighborhood.	X		

Policy TMP 23:	Advocate for maintenance and enhancement of existing RTD bus and rail service in Littleton.		NA		
Policy TMP 24:	Improve ADA connections and trip-planning services connecting to fixed-route transit network.		NA		
Policy TMP 25:	Develop mobility hubs at key stops and stations to promote mode choice and technological integration.		NA		
Policy TMP 26:	Pursue regional public and private partnerships with neighboring municipalities to fund high-capacity transit improvements (including light rail and BRT).		NA		
Policy TMP 27:	Prioritize the safety of vulnerable user groups on trains, buses, and at stations and stops.		NA		
Policy TMP 28:	Demand and support connections to employment, retail, and entertainment/recreation opportunities.	Implementation of the DT zoning district requires connectivity between uses.	X		
Policy TMP 29:	Coordinate traffic management center systems and operations with adjacent municipalities and CDOT.		NA		
Policy TMP 30:	Partner with neighboring municipalities and the private sector as needed to manage the introduction of new technologies to Littleton.		NA		
Policy TMP 31:	Transition government fleets to electric and other zero-emission vehicles.	Implementation of the DT zoning district provides incentives for electric vehicle parking.	X		
Policy TMP 32:	Be transparent about prioritization and implementation of capital improvements.		NA		
Infrastructure and Services					
<p>Littleton must prepare for, and have the capacity to meet, the service demands of current residents plus future new development and redevelopment. As with other mature cities, Littleton has a full slate of aging infrastructure and public facility needs to address. Infrastructure and services are essential to secure investor interest and assurance to undertake private projects in Littleton. Likewise, the City depends on an adequate tax base from business activity and private property improvements to fund essential capital projects and ongoing maintenance.</p> <p>Capital investments in public infrastructure such as utilities and streets can signal desired locations for growth, help maintain a high quality of life for residents, and create a framework for desired land development and revitalization. Meanwhile, local development regulations govern subdivision and re-platting activity, provide for the appropriate use of land through zoning, and set minimum standards for the nature and quality of development. The City can employ financing and special district mechanisms that advance the community's economic development and growth management objectives while supporting beneficial private development and reinvestment. Finally, effective oversight and management of ongoing growth and revitalization depends on solid partnerships with other key public agencies, including County government, Littleton Public Schools, South Suburban Park and Recreation District, South Platte Water Renewal Partners, and South Metro Fire Rescue, among others.</p>					
Goal I&S: 1	Well-maintained water, wastewater, and storm drainage infrastructure that serves the needs of Littleton residents and businesses while minimizing adverse impacts on the environment.		NA		
Goal I&S: 2	Consistent budget and community support of a well-staffed, trained, and equipped police force to ensure a safe and secure city.		NA		
Goal I&S: 3	A continuing commitment to periodic assessment, and ongoing maintenance, of public facilities that are essential to Littleton's livability and accommodation of visitors.		NA		
Policy I&S: 1	Commit to a robust yearly program of capital improvements, as its financial means allow, while avoiding a deferred maintenance approach when resources are limited that		NA		

	causes unmet needs to accumulate and become more costly.				
Policy I&S: 2	Remain an active and reliable partner in interlocal and interagency approaches to operation and oversight of essential infrastructure, and public facilities and services, including with South Platte Water Renewal Partners, Denver Water, the Mile High Flood District, and South Metro Fire Rescue, among others.		NA		
Policy I&S: 3	Link capital improvements planning and project prioritization to the City's economic development agenda and tax base needs, especially where public infrastructure investments will leverage complementary private investment in support of this Plan and other adopted City plans.		NA		
Policy I&S: 4	Be a prepared and resilient community with City infrastructure and services that can recover quickly from the effects of severe weather and natural hazards, and which manages growth and development to reduce risks.		NA		
Policy I&S: 5	Pursue multi-objective drainage design solutions, where appropriate, that integrate open space, recreational, and aesthetic considerations while maintaining public safety.		NA		
Policy I&S: 6	Be a leader among Colorado cities in managing and maintaining public infrastructure and facilities, and in learning about and adopting best practices, green infrastructure, and new technologies.		NA		
Economy and Tax Base					
Continued economic opportunity and prosperity in Littleton will bolster the community's tax base to support quality public services and amenities. The City's development strategies and implementation tools must be nimble and flexible enough to respond to a dynamic economic climate at the local, regional, and national levels. Successful economic development also requires a focus on quality of place, capitalizing on Littleton's special character and unique identity to attract and retain businesses and draw visitors seeking shopping, services, entertainment, recreation, arts and culture, and heritage tourism.					
Goal E&T: 1	A focus on the revenue needs of Littleton City government to continue meeting the public service expectations of its residents, businesses, and institutions.	Implementation of the DT zoning district has been evaluated by Economic & Planning Systems to contribute to the economic prosperity of the downtown neighborhood and the City of Littleton.	X		
Goal E&T: 2	Continued nurturing of key employment sectors, target industries, and small businesses that expand local job opportunities and contribute to better incomes for those who live and/or work in Littleton.	Implementation of the DT zoning district will provide additional opportunities for housing, office, and revenue generating commercial uses through additional mixed-use zoning and the encouragement of innovative development of the downtown neighborhood.	X		
Goal E&T: 3	Revitalized commercial centers and areas that alleviate obsolete conditions and vacant sites and that meet the contemporary shopping and service needs of Littleton residents and visitors.	Implementation of the DT zoning district will help continue the success of downtown revitalization through greater mixed use opportunities and clearer expectations for new development.	X		
Goal E&T: 4	Provision of resources, services, and a conducive regulatory environment to help businesses of all sizes develop and grow.	Implementation of the DT zoning district provides a conducive regulatory environment to help businesses of all sizes develop and grow through reduced parking, additional height, and clear expectations.	X		
Goal E&T: 5	A commitment to education at all levels that meets the workforce needs of area businesses	Implementation of the DT zoning district allows for institutional development.	X		

	and ensures lifelong learning and skills acquisition opportunities for residents and visitors.				
Policy E&T: 1	Maintain City official and public awareness of the financial challenges the City faces in meeting the high, and increasingly costly, public service expectations of a largely residential community.	Implementation of the DT zoning district is a high-profile commitment to resolving financial challenges in the downtown area through new zoning.	X		
Policy E&T: 2	Seek opportunities to enhance the City's tax base and diversify revenue sources in ways that are compatible and consistent with Littleton's unique character (e.g., extensive Suburban residential character, rich architectural heritage, South Platte River and abundant green space, etc.) while also providing relief from the tax burden residents bear.	Implementation of the DT zoning district has been evaluated by Economic & Planning Systems to contribute to the economic prosperity of the downtown neighborhood and the City of Littleton.	X		
Policy E&T: 3	Assess the fiscal implications, property by property, when existing nonresidential sites are proposed for residential use, especially in cases where commercial use and/or zoning is considered no longer viable.	Implementation of the DT zoning district has been evaluated by Economic & Planning Systems to contribute to the economic prosperity of the downtown neighborhood and the City of Littleton.	X		
Policy E&T: 4	Support and complete planning to better understand Littleton's economic position in the Denver region (as both city and region evolve).	Implementation of the DT zoning district has been evaluated by Economic & Planning Systems to contribute to the economic prosperity of the downtown neighborhood and the City of Littleton.	X		
Policy E&T: 5	Continue to promote, and work to retain, its existing and distinctive local businesses, including those challenged by a changing retail industry.	Implementation of the DT zoning district has been evaluated by Economic & Planning Systems to contribute to the economic prosperity of the downtown neighborhood and the City of Littleton.	X		
Policy E&T: 6	Evaluate public sector tools and options for spurring private sector interest and reinvestment in vacant and underutilized commercial properties.	Implementation of the DT zoning district has been evaluated by Economic & Planning Systems to contribute to the economic prosperity of the downtown neighborhood and the City of Littleton.	X		
Policy E&T: 7	Periodically re-assess the array of economic development tools, techniques, and financing methods available through federal agencies and State of Colorado legislation and programs, including to determine those most appropriate for Littleton.		NA		
Policy E&T: 8	Evaluate and consider adjustments to City processes and policies that may impede desired business attraction and investment.	Implementation of the DT zoning district has been evaluated by Economic & Planning Systems to contribute to the economic prosperity of the downtown neighborhood and the City of Littleton.	X		
Policy E&T: 9	Determine whether development proposals are consistent with adopted City policies and regulations and can be accommodated with adequate public infrastructure and services.	The DT zoning district is consistent with the financial plan, comprehensive plan, and transportation master plan.	X		
Policy E&T: 10	Support a "community of learning," in coordination with education partners, in which quality primary and secondary education, vocational and higher education, lifelong continuing education, and other educational resources are valued and accessible to Littleton residents and visitors.	Implementation of the DT zoning district allows for institutional development.	X		
Heritage, Arts, Recreation, and Tourism					

With its unique history and architectural heritage, active arts scene, widespread recreation options, abundant green and open spaces, and many community events year-round, Littleton offers an array of amenities that appeal to residents and visitors. All aspects of the Plan shape the livability of Littleton, but this section especially reinforces the quality of life its residents enjoy.					
Goal HART: 1	Preserved and enhanced public green spaces that provide access to nature, widespread opportunities for recreation and play close to home, and continuous greenway connections within and through the city.	Implementation of the DT zone district preserves existing green spaces	X		
Goal HART: 2	Continued protection and promotion of Littleton's heritage, especially where it is tangibly visible in historic architecture, designated districts and landmarks, and distinctive neighborhoods and buildings.	Implementation of the DT zone district and its four character areas promotes compatibility with Littleton's heritage, historic architecture, distinctive neighborhoods and buildings	X		
Goal HART: 3	A healthy community with convenient access to recreational facilities and programming and outdoor fitness activities.	Implementation of the DT zone district promotes pedestrian activity, pedestrian access to amenities, alternative modes of transportation and healthy lifestyles.	X		
Goal HART: 4	A vibrant city for both residents and visitors, enlivened by an active downtown, an array of arts, cultural, and entertainment options both indoor and outdoor, extensive heritage tourism opportunities, and popular community events and festivals throughout the year.	Implementation of the DT zone district promotes active downtown vitality through a mix of uses and pedestrian orientation.	X		
Goal HART: 5	A community that thrives on and leverages the economic and social power of the arts to enhance its fiscal strength, regional reputation, social connectivity, and overall quality of life for residents of all ages.		NA		
Policy HART: 1	Maintain close and mutually beneficial relationships with the South Suburban Park and Recreation District, South Platte Working Group, High Line Canal Conservancy, Hudson Gardens, and other key partners that enable Littleton residents and visitors to enjoy a large quantity of high quality recreational assets and public open space.		NA		
Policy HART: 2	Strive to build consensus and support on how best the City can preserve more areas and structures with historic significance, and protect designated and potential new historic districts and landmarks.	Implementation of the DT zoning district supports the Main Street historic district.	X		
Policy HART: 3	Prioritize public safety, including safe access to and from parks and other public spaces, and personal security while enjoying parks, trails, and community facilities and events.	Implementation of the DT zoning district supports connectivity between uses and pedestrian activation of the downtown neighborhood.	X		
Policy HART: 4	Incorporate guidance and incentives into the City's zoning and subdivision regulations so that green and open spaces are aligned and integrated across private development sites and adjacent public lands.	Implementation of the DT zoning district provides requirements for private open areas and preserves public open areas within the neighborhood.	X		
Policy HART: 5	Incorporate guidance and incentives into the City's zoning and subdivision regulation to promote sensitive design approaches on sites with, or adjacent to, historic structures and areas.	Implementation of the DT zoning district supports the Main Street historic district.	X		
Policy HART: 6	Continue to plan for, and budget, adequate resources to maintain and enhance Bemis Library and Littleton Museum as premier public facilities with targeted programming for all ages.	Implementation of the DT zoning district has been evaluated by Economic & Planning Systems to contribute to the economic prosperity of the downtown neighborhood and the City of Littleton.	X		

Policy HART: 7	Regularly evaluate the appropriate and most effective methods the City can use for devoting resources and support to cultural arts and community events programming.	Implementation of the DT zoning district has been evaluated by Economic & Planning Systems to contribute to the economic prosperity of the downtown neighborhood and the City of Littleton.	X		
Policy HART: 8	Be aware of the diverse perspective and needs of visitors to Littleton, along with those of residents.	Implementation of the DT zoning district facilitates the continued growth and vitalization of the downtown neighborhood.	X		
Environment					
<p>The quality of land, water, and air resources is essential to the character and livability of a community, especially within a highly populated, and relatively intensively developed, metropolitan area. Individuals, groups, and governments have a responsibility to appreciate and assess their respective contributions, both positive and negative, to a shared natural environment. To be responsible stewards they must determine how best to integrate such considerations into their planning and decision-making processes.</p> <p>All the other Plan elements tie to the environment including topics such as: land management through municipal planning and development regulation; design of housing and neighborhoods; availability of travel options; provision of water, sanitary sewer, waste disposal, storm drainage, and other public services; and planning for recreation and enjoyment of the outdoors. Consideration of prudent resource conservation practices requires a holistic view of the community and how it interacts with, benefits from, and manages the integrity of its natural "infrastructure."</p>					
Goal ENV: 1	Careful monitoring and increased awareness of land, air, and water quality within Littleton's jurisdiction.		NA		
Goal ENV: 2	Commitment to Littleton's leadership role in contributing to clean water and healthy air across the Denver metropolitan region.		NA		
Goal ENV: 3	Efficient use and conservation of water resources.	Implementation of the DT zoning district includes provisions for increased pervious areas to enhance water quality, resources, and conservation.	X		
Goal ENV: 4	Reduced energy consumption and solid waste generation by residents, businesses, and the City.		NA		
Goal ENV: 5	City facilities, vehicle fleet, and public infrastructure that promote Littleton's environmental resilience and minimize adverse impacts.		NA		
Policy ENV: 1	Provide regional leadership to protect and enhance the South Platte River, including its water quality, associated greenways and trails, nearby development, and well-managed access for public enjoyment.		NA		
Policy ENV: 2	Be a committed partner, with state and regional agencies, organizations, and other area cities, in planning and executing programs and public education that will improve regional air quality and satisfy Clean Air Act targets and requirements.		NA		
Policy ENV: 3	Continue to be a leader in promoting and incentivizing wise water use, water-saving measures, and water conservation and re-use.	Implementation of the DT zoning district includes provisions for xeriscape and drought-tolerant plantings within green spaces	X		
Policy ENV: 4	Apply its stewardship ethic enthusiastically, in collaboration with other public agencies, private interests, and the non-profit sector, to ensure that the city's extensive public and private open space remains a defining and well-managed facet of Littleton.	Implementation of the DT zone district preserves existing green spaces	X		
Policy ENV: 5	Include habitat protection among its community planning considerations, recognizing that wildlife	Implementation of the DT zone district preserves existing green spaces	X		

	presence and movement within the city is a continuing reality and part of a healthy natural environment.				
Policy ENV: 6	Reduce excessive noise and outdoor lighting levels.		NA		
Policy ENV: 7	Continue to explore viable and cost-effective ways to assist Littleton residents and businesses in reducing their solid waste generation, and to offer expanded recycling options.		NA		
Policy ENV: 8	Encourage energy efficiency and other "green" building practices, including adaptive reuse whenever possible.	Implementation of the DT zoning district encourages green building practices and adaptive reuse through an increase in mixed uses and a focus on building types	X		
Special Areas and Design					
Goal S&D: 1	A downtown that continues to serve the entire community as a civic, historic, cultural, and economic focal point.	Implementation of the DT zoning district is a significant step toward achieving this goal.	X		
Goal S&D: 2	A future Littleton Boulevard that accommodates local businesses and nearby attainable housing options amid a more walkable setting of authentic neighborhoods and historic architecture.		NA		
Goal S&D: 3	An ecologically sound and exceptionally attractive South Platte River corridor, framed by sensitively planned land uses, that continues to anchor the trail and open space networks.		NA		
Goal S&D: 4	Roadway corridors that fulfill their primary transportation functions for drivers, pedestrians, cyclists, and public transit while advancing the community's economic development, housing, and aesthetic interests.		NA		
Policy S&D: 1	Amid the many competing priorities of municipal government, pursue new special area planning efforts only where there is commitment, including committed funding and other resources, to follow through on the resulting action agenda.	The city has demonstrated a commitment toward improving downtown regulations and implementation of the DT zoning district is a key action step.	X		
Policy S&D: 2	Evaluate investment and revitalization opportunities in special planning areas always with an eye toward Littleton's guiding principles of being Anchored, Authentic, Connected, Active, and Engaged, and the community character framework established in the Land Use and Community Character section.	Throughout the entire downtown block process, the consultant and staff have continuously linked their efforts to the guiding principles and goals and policies of the comprehensive plan.	X		
Policy S&D: 3	Emphasize quality urban design and cultivation of Littleton's image in all special area investments involving both the public and private realms.	Implementation of the DT zoning district codifies quality urban design and the cultivation of Littleton's image critical to the future success of the downtown neighborhood.	X		
Policy S&D: 4	Facilitate further dialogue when special area planning efforts reveal that community desires for land use and development design differ from market-driven considerations of property owners/developers.	The rezoning of the downtown neighborhood is a critical step in the continued outreach program for the new and revised development standards for the area.	X		
Policy S&D: 5	Promote development plans near transit stations that prioritize the pedestrian and are compatible with local tolerance for transit-supporting uses	Implementation of the DT zoning district promotes development plans near the downtown station that prioritize the pedestrian	X		

	and design (e.g., as expressed in the Mineral Station Framework).	and are compatible with transit-supporting uses and design.			
Policy S&D: 6	Seek opportunities to engage public, private and non-profit partners in special area planning and implementation efforts, as appropriate, to leverage local funds with other resources and to explore ways to advance shared interests and multiple objectives through joint initiatives.	The rezoning process is one more step to engage public, private and non-profit partners in downtown area planning and implementation.	X		
Policy S&D: 7	Stay active in regional planning processes and decision-making forums with implications for special planning areas identified within Littleton.		NA		