

## Written Public Comments for Each Section

### 1. Downtown (DT) District Purpose and Uses Draft - Sec. 10-2-18(A) thru (D) - PAGE 56

I worry that the "Sensitive areas" often have a NA for regulations. These areas need to be specified so that the transition between the districts are appropriate.

As a results of Covid-19, the al-fresco dining on Main Street should be somehow incorporated into the Main Street "experience", year round. This would make Littleton actually rock!

i appreciate the effort to increase density but to keep the small town character.

On page 12, the definition of "height of building" could allow a flat-roofed 3-story structure to be build in areas there the limit is 30'. That is not acceptable. Grandfathered radio towers whose height is greater than the distance from its base to the nearest property line represent a potential hazard. They must be inspected for structural integrity on a regular basis.

I didn't think you could just change land uses without and public hearing allowing citizens to express their opinions.

A. The Purpose should also mention historic preservation and that there are "numerous historic landmarks" as a descriptor. Also add" This district implements the Comprehensive Plan's goals related to access to a variety of housing types, supporting the socially and economically vibrant Downtown, maintaining its distinctive character, and allowing Downtown to remain an inclusive community. ( Note: the yellow insert language is from page 13, of the Comprehensive plan - Guiding Principles) I just do not understand why our authentic historic fabric is so hard to mention up front in the planning documents. Section B. Character District 2. (DMU) Definition Add to the sentence: "traditional urban scale, design, and mix of uses which complements the Main Street and Alamo Avenue character area. Most of DT represents the Alamo Street character, not the main street buildings which sit right against the street. (page 58) Section B. Character District 3 DMS. Main Street is primarily a small town "Commercial" street. Add "This character area establishes a small town commercial feel through a consistent urban form of an active, pedestrian..." Section B. Character District 4. DTA. This definition appears to reflect the results of the "Community Character" exercise. However, there is a very high probability that Alamo Avenue Section of the DTA will be added to the Downtown Mainstreet Historic District, based on the outcomes of the character exercise. The word Transition cannot be used in the definition of this area. Rename it the "Downtown Alamo Street". The DTA zone north of the DMS can stay as it is. (Page 59) C. Permitted building types: The Alamo Street requirements may have to change slightly to accommodate the recent Community Character study and its possible inclusion in a historic district. Table 10-4-18(E). The chart states that "apartments" are not permitted in the DMS Area. However, there are currently two large apartment buildings within the boundaries. This should be rectified. Table 10-4-18 (M), (N) and (O) Additional Commercial Buildings types Standards. (a) This is good!! Use Table – 10-2-18(D)-1 1. Why is Independent living and Foster care permitted in the DMS when chart 10-4-18 (E) prohibits dwelling units? 2. Why are apartments prohibited in the DMS when there are two large apartment buildings already and many of the historic buildings have apartment units on the second floor.

Liked viewpoint of if not in the use code it is prohibited. Don't understand the "office" use in DNR, seems very out of place. Don't understand why drive though is not allowed in DMU, we have a McDonald's here already, maybe only if it faces Santa Fe?

My general concern has to do with what seems to me a desire to downzone downtown under the false notion of preserving community character. Such a false notion will lead to less flexibility in attracting high quality projects, especially housing. Moreover, I am shocked to see "small town feel" as part of the definition of the DMS. We have to stop doing this! It means nothing in this context and we already describe "small town feel" in the Vision. We keep forgetting this and fall back on this meaningless language.

These are comments on Chapter 1 on the definitions. Rather than dictating a percentage for Primary Material, can this be defined as "The applied building construction material that comprises the majority of a building's façade."? The definition of Transparency needs to include an element of glazing through which one can see. Doors and windows can have solid material, or reflective material, that will not contribute to transparency or the activation of the street frontage. A building wall can also be made of wood or metal and covered various forms of rainscreen and siding. The proposed definition of Wall appears to only cover landscape walls. Comments on Sec. 10-2-18(A) thru (D): Residential should not be prohibited in the Main Street District. Street level should be reserved for active uses such as retail, restaurants, etc, but the upper floors should be allowed as residential. DNR - even small offices should not be allowed by right, but should be conditional. Large offices should be prohibited within DNR. Terracotta Cafe is within the DNR zone. DNR also has frontage on Prince Street, which seems a logical location for restaurants. Restaurants should be allowed with conditions in this zone.

According to the Littleton Housing Taskforce, Littleton is projected to need 6,500 units over the next 20 years and the scale, building form, roof form, and open space regulations outlined in the draft will it impossible to meet this demand. The draft should outline 5-6 story step backs buildings in DMU close to the light rail station and bus routes. If all parts of Littleton do not have diverse housing options, then we are not meeting our core value of inclusive.

I would like to address building codes and are they meeting green standards?

To meet the expected growth of the City the code needs to reflect appropriate scale, building form, roof form, and open space regulations to meet those needs. What is outlined in the draft will make it impossible to meet this demand. The draft should outline 5-6 story step backs buildings in DMU close to the light rail station and bus routes.

Section A comments: Not all buildings in the DT District are built to the street. This statement would be true if it were the DMS Character Area. Section B Character District 1 comments: Are "Objectives" suggestions or requirements? The use of "should" sounds like there's wiggle room to do something else. What is the intent? Note, (b) Objectives; ii Scale. "Reduce scale" is repeated Section B Character District 2 comments: Re: comment above about "Objectives" Section B DMS Character Area. Consider something other than "small town feel"...This character area is Littleton's historic, commercial core its consistent urban form... V. Building Form; Need to articulate "traditional" (Base, middle, top? Storefront at street level with punched windows above? Greater wall to glazing proportions?) IX. Open Space; Curious about this requirement when this character area promotes zero setbacks. Need more information. OS requirement at the street level in the DMS area seems at odds with the desired urban character. Section B DTA Character Area. Item iii Building Forms; check this language it appears to relate more to roofs. Land Use Key. I like the explanation of abbreviations here but these should also appear on each table sheet so the user doesn't have to flip back and forth. Refer to the City of Denver Zoning code format as an example. Use Tables: Add abbreviations to all use tables

See above.

Please consider and allow Accessory Dwelling Units (ADUs)! We love living in the city, however, it is becoming unsustainable and not a reasonable option for young families. We need to be creative. Thank you!

I would prefer that buildings have a height limit (in feet) instead of story limit, unless the height of one story is 100% standard in the building profession (and I just don't know it). The building types and standards are too difficult for the lay person to follow in this document. In general, I feel that citizen's comments regarding an aversion to density have been ignored / overrun here.

Please allow Accessory Dwelling Units (ADUs) in this city. It would make the city more attractive to everyone. Other than that I enjoy the City of Littleton.

#### 4. Comments on Sec. 10-2-18 (E) - Parking and Access - Page 63

Celebrate the encouragement of businesses to use RTD. The Shuttle is a great idea.

Comments on purpose statements: item (g) Sustainability; Appears to be an incomplete thought ending in "and" Section E.3 Parking Maximums. "Maximums" is confusing (or is the intent for this to say "minimums"). The title says Maximums then the following information talks about minimums followed by "shall" statements for parking ratios. I'm confused if I can park less then what is stated in sections i-iv. Section E.3: Include parking requirements for efficiencies/Studio Apartments. Section E.5: Consider adding RTD Transit Center (inclusive of the Bus Stop south of the Lite Rail Station). 700' is to short of a distance. 700' extends to Main/Rio Grande and Main/Prince. Consider increasing to 1/4 mile which is a common, accepted walking distance in land planning circles.

Downtown(DT) Parking Draft Section 10-2-18 (E) E. 3. Parking Maximums: Paragraph I. Why is there a parking space required for each bedroom, especially 3 space for 3 bedrooms. This is a gross overestimate of the parking required. If this standard were applied in the overall city residential area, most of the houses in the 1950 plus neighbor hoods would require 3 and 4 car garages. Households are smaller and just because a floor plan states three bedrooms, it does not mean that bedroom will be used as such. Also, children are in bedrooms and they do not drive. Office: One space required per 300sf per of gross floor area is overkill as well. About 30% of a building floor plan includes areas that people cannot use for offices, all the TARE. This should state the NET Floor Area. Retail and restaurants: Use net not Gross SF. Again, use the TARE. Bicycle Parking: (C) They should be place in highly visible areas to increase overall visual security. How about allowing hanging parking for bikes? This would reduce the footprint required, and perhaps increase security as well. E.5 Vehicle parking Credits and Reductions. (b) Why 700 feet. It should be at least 1320 feet or a 1/4 mile or a 5-minute walk. Littleton RTD parking is boxed in by the railroad depression, which means the walking direction is only to the west or to the center of DT Littleton. E.5 e. On-Street parking: Why this requirement only in the DMS and DTA. The DMU should also be allowed this requirement, perhaps reduced by 50 percent. E.7. Vehicle Access. Generally: Are the existing DT alleys 12 feet wide? If not, then make the requirement for the existing width. The reality is that there is minimal traffic conflicts in alleys. We design secondary streets and access points as if there is constant use. This is an over designing and contributes to the design for vehicle and not pedestrians. It contributes to runoff, heat gain and maintenance issues as well.

General comment: We need at least one public parking, multi-level structure. I myself have quit frequenting businesses on Main St and Alamo (whereas I used to get my hair done, dine out, buy spices and olive oil, and attend Barre classes) because I am so tired of jockeying for parking spaces in the surrounding neighborhood. Instead, I frequently drive to Bellevue Station (Bellevue and I25) where I can park in a covered garage for free, go to an appointment and then meet a friend for drinks and dinner. Cherry Creek

has an example underground garage, and City of Boulder has several attractive parking garages set back behind street-level retail.

I don't think the parking spaces should be reduced in size.

I find it difficult to understand this language. However, I would encourage the city to minimize parking as much as possible. Once again, it's a false notion that there isn't enough -- some day there may not be but that will be a good problem. At that time a parking garage will make sense.

I think the shuttle service to RTD station is an important element that is much needed. Will there be designated area for ev stations?

My less than "on the money" comments are really personal opinions which I prefer to not impose on the Draft.

No definition of 'adequate parking' is given, to me allows for any interpretation and liability. The entirety of the purpose could be lost and no one would miss it....looks to something that would be found in a vision document not code. The applicability refers to two sections that are still in the works and will be updated later. A maximum limit keeps from too much asphalt but what if an apartment building requires 250 spots and only has to build 125, that is quite a boon for a developer and a disaster for the area around the building. This may need to be re-thought. I like most of the incentives but "proximity to RTD station" should be re-thought. I would suggest a bigger radius but an application and review by planning to be sure we are getting what we need out of this before handing such a large discount of spaces. Another large discount is for 'way to go' registration, again this is a 30% discount and we are not guaranteed to have less cars, this may need to be re-thought as well. No front lots also seems a little odd, we already have some of these, if you put a lot in front maybe increase the spaces needed and allow parking for all not just for the business?

Parking is a major problem. As someone that lives in Littleton, not in downtown, coming downtown has value but parking makes it difficult

Providing more free parking, on weekends, may increase foot traffic to local businesses. The "Country Club Plaza", in Kansas City, MO, is an example of the benefits to having free parking, to increase business. Also, anything to increase ebike access/parking will also increase patronage to local businesses. E-bikes are a quickly-growing means for transportation, across all age groups, and it is a game change. Littleton needs to embrace these changes, sooner than later, to be at the forefront of being a destination for ebike riders.

The change from minimum parking regulation to maximum parking access will allow for easier redevelopment and multi-modal transportation.

The change from minimum parking regulation to maximum parking access will allow for easier redevelopment and multimodal transportation.

The parking requirements for the district are way too high! The Downtown District, as a multi-functional area, with easy access to public transit, should not be requiring this much parking. By doing this, development of office, retail, and residential uses will be severely limited, forcing the community to essentially subsidize parking when we should be subsidizing housing and transit. A single parent family residing in a 2 bedroom residence with a young child will only have 1 car, if at all. A better ratio would be .5 space per 1 bedroom, 1 space per 2 bedroom, 1.75 spaces per units larger than 2 bedroom, with 2 additional parking spaces per 10 units or fraction thereof for visitor parking. Visitor parking required only in buildings with 10 or more units. Shared parking reductions should be required, not just allowed. The bicycle parking

requirement is too low, and should include covered spaces (locker or interior to building or parking structure) as well as open spaces. Very good on requiring driveways to first access through an alley or secondary street.

## 5. Comments on Sec 10-2-18 (F) - Downtown Building Lighting - PAGE 70

I worry about "dark skies". Didn't see enough reference to down lighting.

It was nice seeing the emphasis on energy-efficient lighting as well minimizing the obtrusive aspects of lighting

lighting is safety, so as long as there is enough to keep the environment safe for residents and shoppers

Not in my wheelhouse

d. Parking Lot Lighting. There should be a maximum lighting requirement as well. We over light everything every where. If we want to reduce light pollution and energy cost, lets be more specific on the lighting requirements, and demand down lighting that lights the surfaces, not the air. This would reduce the cheaper desire of providing flood lighting of an area to reduce the number of light fixtures. Maybe a little more specific references to what the .25 FC really means. (F) Building Lighting: Require all lighting fixtures to prevent visual contact with the light element. This will reduce the significant glare issues with people looking from darker to brighter spaces. Your eye will adjust to the brightest object, thus making the surrounding areas appear much darker. The code should prevent the ability to see the light source (the bulb) and not allow building lighting to spill off the property.

I read some of this section and find it difficult to understand. However, our city is way too lit up. In the public realm I see no reason to have the tall highway lights AND the decorative sternberg lights.

All exterior lighting should meet the requirements of the Dark Sky Initiative as defined by the International Dark Sky Association to prevent light pollution. Efforts should be made to prevent high amounts of contrast between lit areas and dark areas within proximity of each other to provide better visibility and safety.

No comment

All building lighting should be required to be LED that is fully dark-sky compliant, eliminating light pollution.

page number not correct

Does this section need to reference that exterior building lighting in the DMS district (Littleton Historic District) needs to be reviewed by HPB.

Difficult for me to envision or offer any experienced comment. I like the concepts and descriptions presented in the Draft.

## 6. Comments on Sec. 10-2-18(G) - Downtown Rooftop Equipment Draft - PAGE 71

no comments
Not in my wheelhouse
It is good.
Clarify #1. Is it from adjacent buildings (floors 2 & 3 where applicable), or from adjacent public ROW. This interpretation is open to two very different different vantage points
No comment.
No comment
Coat roofs with reflective coating, all RTU equipment should meet standards of high efficiency. Screens to hide are fine, but lets require equipment to be high efficiency. Also, what about green roofs? I'm not sure if existing buildings have infrastructure, but new builds can have.
No comment
Endorse screening and sound attenuation.
I suggest adding an incentive for rooftop gardens, City of Denver has pursued this initiative! I like the inclusion of rooftop panels - Denver has so many sunny days -

## 8. Comments on Sec. 10-2-18 (H) - Downtown Greenscape and Tree Protection Requirements - PAGE 72

I could not find this on page 72.
10-2-18 (H) starts on page 74 (not 72) Good to see xerisc landscaping practices.
more trees, flowers and open walking space.
Of course we want as much green space as possible.
H. 6. Character Area-Specific Standards: (b) DMU. The Alamo street reference is specific for a building (ACC) that cannot meet these requirements unless the building was demolished. It certainly would apply to the RTD spot and back area adjacent to Bega park. Note: this standard seems to be out of place in this document. It is discussing setbacks, not landscaping per say.
Rooftop gardens counting as open space seems like cheating, maybe a 'reduced' benefit for it? Front yard fencing restrictions to only certain kinds of fencing, particularly in DNR, seems a bit harsh. Not sure if 15% canopy is high enough in Mixed Use.

Open Space should be a separate heading from tree protection with different applicability. In a "downtown" setting parking is difficult. A small lot can be advantageous, but adding internal island requirement for 15 spaces eats up already costly space. Furthermore on small lots the maintenance of clearing snow becomes difficult to manage and often results in damage to internal landscape vegetation.

For the most part this section is good but the City should provide more guidance on the use of low water plantings that are attractive. It is not enough to say xeric.

Pocket park image should show a real pocket park, not a green island with a road moat around it. Are the satellite images copyright by Google or Bing? Need to provide proper credit. Please require visual interest in the design of the screening element in the landscape buffer. Long lengths of wall should have variation in form, a jog in the wall, etc. Why do pocket islands get to count towards double to landscape requirement? That seems unfair. And does the city arborist think a 6' diameter is adequate for any tree to thrive? Other local jurisdictions have determined 5' is too small. Table 10-2-18(H)-4 needs a graphic explanation. I do not understand what a planting radius is.

Greenspace will limit the housing diversity available in the Downtown Littleton area

Landscaping and the use of more native plants that provide more water conservation and parking lots that reduce the heat island effect by removing the abundance of concrete and asphalt. The use of alternative grasses, maybe clover?

No comment

I would like to see some provision for uniform maintenance and replacement and authoritative oversight.

Heading in the right direction but so much room for improvement, still. Please revisit sustainability initiatives.

## 9. Comments on Sec. 10-4-17.1 - Childcare Center AND Sec. 10-4-17.3 Private Elementary or Secondary School- PAGE 159

Could not find this on page 159.

no comment

Not my wheelhouse

Section 10-4-17.1 Childcare Center. The requirement that the childcare center shall only be in a "single-family detached building type" may result in no childcare facilities available in the downtown area. This should be better thought out for this new use.

I would be very careful in allowing a private elementary school in DNR, child care seems ok but a full on school seems to go too far in my opinion.

No comment.

seems like we are on the right track.

No comment

This is a contentious issue in my near downtown neighborhood (Littleton Heights). Part NIMBYism, part real conflict between residential contact and insensitivity of school-users.

NA

## 10. Comments on Sec. 10-4-17.5 - Parking Lot (Off-Site) AND Sec. 10-4-17.7 - Office - PAGE 160

Could not find this on page 160

p. 161 no comment

The City has been reducing the amount of parking spaces needed to build in Littleton for years and that is why we are parking shortage situation we are in currently.

Section 10-4-17.5 Parking Lot (Off Site) The Distance measure is overly restrictive for the confines of the Downtown area. 1000 feet would work only if the parking structure is in the center of DT. But there is no available space in the center. Realistically the parking structure would be located on the edges of the DT football. Make the requirement be a walking distance, 5 to 8 minutes, which would cover most of the downtown area. Section 10-4-17.7 Office. Is this really for the DNR? The table 10-4-18(E) does not permit office spaces in DNR. Is there even a property that could accommodate 8000 SF in the DNR?

Is there way to incentivize an off site parking area to used for public use during off hours? The quick way is to charge for it but maybe lessen the burden if it can be used by public at night?

Does the 1,000 distance exclude the use of a parking garage use to reach all of DT district? The office use of 8,000sf and existing single family building type seem to be at odds with each other. How is this achieved?

Office limitation is good. It conflicts with the information in Sec. 10-2-18(A) thru (D).

seems like we are on the right track.

No comment

Consolidate and bulk (stack) parking. Boulder model, special district.

See above

## 12. Comments on Sec. 10-2-18(I) - Downtown Signs Draft - PAGE 85

p. 185, no comments

love the Wayfinding signage

This survey has way too many questions that are not in the wheelhouse of most of the citizens of Littleton since we are not experts in all of these fields.

Downtown Signs: 10-4-18 (I) I.7. General Requirements: The lighting brightness needs to be addressed on LED and similar lighted signs. The new LED signs are extremely bright in terms of foot candles, and due to the large surface area (compared to a standard light fixture) are very distracting to the persons vision. They are essentially a large light fixture. Many of these LED signs contribute significantly to light pollution. I.8. Signs Types by Character area. Table 10-2- 18 I could see the use of Marquee and Mural Signage being used in some areas of the DMU. Particularly in the south DMU area as this area develops more commercially and its relationship to ACC, Church street and Prince Street and at the intersection of Santa Fe and Prince street. Perhaps add some additional notes on where these signs could be used. Sign Illumination Standards. How is the e. ii. Statement enforceable? What standards determine glare? People's perception of vision problems varies considerably, and glare issues vary depending upon the environment surrounding the sign. If the area is well lite, with balanced lighting, there will be less of a glare issue than if the sign is in a relatively darker surrounding.

Section was fine but did not seem to mention temporary/daily/sandwich signs. May need to be addressed especially in DMS area.

Pole signs should be a conditional use, not allowed by right, in all areas of Downtown. Pole signs do not typically fit the the character or the district.

Sign regulations will be more of a burden on businesses.

seem like we are on the right track

Confirm there is reference that signage in the Littleton Historic District is subject to HPB review.

The more uniform and coordinated... the better.

General comment - the current signs look like ketchup and mustard!

## 14. Comments on Sec. 10-4-18 (A)-(E) - Downtown Building Types Draft - PAGE 161

no comment

not sure how this conflicts with our need for more affordable housing solutions

Keep downtown Littleton historic and keep the buildings no higher than 3 stories.

Table 10-4-18(E). The chart states that "apartments" are not permitted in the DMS Area. However, there are currently two large apartment buildings within the boundaries. This should be rectified.

I am assuming 'minor' means less than 50% the square footage if major is over 50%, may need to be defined better. In 'major' I would propose that any time a level is being added that it be considered major even if it is less than 50% square footage added. Not sure that Townhomes and Multiplexes fit the types of buildings in DNR.

It seems over reaching to include minor expansions or alteration into the building types section. Is this more for building form?

Downtown building type must be diverse and inclusive. Affordable housing

No comment.

Buildings need to be green building code compliant, to ensure energy efficiency and sustainability for the future and life expectancy of the buildings. Let's be inline with what Denver is requiring.

General comment for sloped roof building types. Update DNR residential roof slope requirements per the April 2020 Planning Commission meeting.

My opinion... a matter of taste. No further comment.

Flipping back and forth through this online document was too confusing for the lay person. I don't feel I adequately understand the draft w/r/t this section.

## 17. Comments on Downtown Building Types Draft - Dwelling, Single-Family Detached (F3 - F4) - PAGE 163 AND Dwelling, Single-Family Attached/Duplex Building Type - (G3 - G4) - PAGE 169

what ever will provide more affordable options.

Have some common sense when allowing certain building types and style. Make sure they fit in with this historic houses and buildings in Littleton.

This is Good!!

This is uber technical and difficult for any layperson to comment on. They seem ok but I don't know if anyone who makes public comment on this is actually qualified to make these determinations. I will say that a 20 foot setback from the alley, which seems across the board, seems a bit strict.

How do you have half a story?

There is a duplicate image in the single family dwelling example. The images of the attached/duplex dwellings are ugly - they lack variation in building form, no wall plan offsets, and present a large mass of wall to the street front.

We need more 5-6 story building with multi-family units in order to meet the demand of growth projected by the housing study.

I would like it mentioned that any building should meet green building codes. I didn't see anything mentioned.

Page 166, Refer to Building Placement and Lot Coverage Diagram and Table. Consider removing the lettered designation in the table if they don't have a corresponding symbol on the diagram. For example; letter symbols B,F and G shown in the table (appropriately) are not illustrated in the diagram. This following comment applies to all Building Type Standard Tables. Symbol letters should be consecutive A-Z. It is confusing when Building Height and Upper Story Setbacks, Building Activation etc. symbols start over with A,B,C... Consider incorporating bulk reduction strategies (either directly adjacent to sensitive edge properties situations- or as a general requirement in the DT Area) at side interior and side street setbacks . For example (This is pulled from the Denver Zoning Code) : limit the building height to 10'-0" at the side interior and side street setbacks, project a 45 degree sloping plane upward from the 10' setback elevation and prohibit massing from extending above the sloped plane. Update info on primary and secondary roof slopes per the April 2020 Planning Commission meeting. The diagram indicates a detached garage. Are there siting and massing requirements covered in the code for detached accessory structures? Consider limiting the width of primary street-facing garage doors (Assuming an alley is not present). Re: Denver Zoning Code, Article 3-Suburban Neighborhood Context language for sample language.

No comment.

Flipping back and forth through this online document was too confusing for the lay person. I don't feel I adequately understand the draft w/r/t this section.

## 20. Comments on Downtown Building Types Draft - Multiplex (H3 - H4) - PAGE 175 AND Townhouse (I3 - I4) - PAGE 180

no comment

Not in my wheelhouse

This is Good!!

I am still not sure either of these two housing types belong in DNR.

No comment.

I would like it mentioned that any building should meet green building codes. I didn't see anything mentioned.

Refer to comments in response 17 above.

as above

Flipping back and forth through this online document was too confusing for the lay person. I don't feel I adequately understand the draft w/r/t this section.

## 23. Comments on Downtown Building Types Draft - Apartment (J3 - J4) - PAGE 185 AND Live-Work (K3 - K4) - PAGE 190

no comment

love the Live/work movement forward

Littleton is landlocked and we can only fit so many people comfortably in our 14 miles. More density affects my quality of life in a negative manner. We have built many many apartments in the last 10 years to accommodate those wishing to live in apartments, over building them would eventually create slums. We do need to take care of our senior population that wish to stay in Littleton in their golden years and we need to have low-income senior housing because everyone is not wealthy enough to live in "luxury senior apartments" such as located across from the Historic Old Courthouse.

This is Good!!

The level restriction for a town home is within 20 ft of a sensitive edge, for an apartment is within 10 feet. I feel this should apply the same 20 ft for both. Apartments are the only structure allowed 4 stories....why do they get this designation and not commercial that actually brings money into the city? Personally, they all should be capped at 3 but if something is to get 4 it should be commercial.

In order to accomplish a true Urban Downtown, as defined in the Comprehensive Plan, housing in-and-around the downtown area must be strongly considered as part of the ULUC for Littleton. Housing must be inclusive and that includes affordable housing. In order to achieve, density of five stories must be considered. Living near historic downtown Littleton is desirable for many people at a variety of ages for different reasons and life circumstances. Walkability and access to public transportation is paramount. This not only helps those living downtown but also eases congestion throughout the city. The downtown area offers the city real housing diversity by giving buyers and renters more options in various styles and sizes through different types of housing such as condos, apartments, loft communities, townhomes, and single-family homes. Inclusivity is one of the core values of city in the Comprehensive Plan. In order to be fully inclusive, everyone must be included in town. That includes people with low incomes.

The images on the top row, right and left side, should not be encouraged as examples of good apartment design with pedestrian scale, street frontage interest in mind, These show large blocky masses. Large amounts of utilities should not be encouraged to be on a facade that can be viewed from the street.

I would like it mentioned that any building should meet green building codes. I didn't see anything mentioned.

Consider rear setback with alley 10' and without alley 20'. Consider increasing side yard setback to 10' for properties located directly adjacent to a sensitive edge. Need to include max building height along with stories. Need to include clarification on garden levels on sloped sites (not sure if this occurs in the DT Area?). Are garden levels considered a story? For instance in Denver if habitable space is exposed less than 6' above grade it is a garden level and not considered a story. Roof top amenities are very popular with apartment developments. Would any enclosed space above the allowable building height/number of stories be considered a story (ie: a modest elevator lobby and stairs?). What is the Cities interpretation of roof top amenities and what features would trigger an additional story? Permanent overhead- but open side- roof shelters, non permanent overhead structures such as trellis or sail shade structures?

Attend to de-facto conversion by use of residential to primarily commercial use.

Flipping back and forth through this online document was too confusing for the lay person. I don't feel I adequately understand the draft w/r/t this section.

## 26. Comments on Sec. 10-4-18 (L3-L4) and (M3-M4) Downtown Building Types Draft - Commercial (PAGE 202) AND Comments on Mixed Use Building Type - (PAGE 196)

no comment

Geneva Village should remain Government/Institutional and NOT changed to Mixed Use. This means that the senior Village where seniors currently live would be under certain demise and the Historic Village scraped by a developer and built on corner to corner. Geneva Village is a Historic piece of Littleton and needs to be preserved along with the Park and the Lodge. Allowing this land use change of the property for pure greed would be a huge disgrace to our citizens and our seniors.

This is good!!

I did not see a good place to put this comment but the setbacks make little sense as a flow to me. DMS has a 0 setback which makes sense. The DTA has a small setback of at least 10 feet, then we 'transition' in DMU back to 0. Then the DNR has a setback of at least 20 feet, which can be right next to DMS. I would suppose the point is DMS probably needs a small set back as well to 'flow' within the city better.

What is "\*" for on Mixed Use Building Type Standards, DMU zone, B?

No comment

I would like it mentioned that any building should meet green building codes. I didn't see anything mentioned.

Need to include max stories and height. It isn't out of the realm of possibilities to have 3, 20' tall stories and add mezzanines inside each story effectively creating a 6 level structure.

Continue to encourage mixed use including common interest ownership.

Flipping back and forth through this online document was too confusing for the lay person. I don't feel I adequately understand the draft w/r/t this section.

## 29. Comments on Section 10-4-18 (N3-N4) AND (O3-O4)- Office (PAGE 208) & Institutional (PAGE 214)

no comment

This survey is way to deep, technical and long for the average citizen to take the time to answer and we are not experts on all of these subjects.

This is Good!!

I do kind of like that we can 4 stories in a restricted area, seems to make sense for now.

No comment.

I would like it mentioned that any building should meet green building codes. I didn't see anything mentioned.

Need to include max stories and height.

Should "office" include service type use such as health and wellness. Should "institutional" include schools (public and private)/

### 31. Comments on Downtown Building Types Draft - Parking Structure Building Type - Section 10-4-18 (P3 - P4) - PAGE 220

p. 221 no comment

we need more parking structures

Not in my wheelhouse

This is Good!!

Parking structure erroneously refers to institutional buildings. This section should explicitly prohibit the diagonal ramped section of Parking structures to be visible from the right of way. That would require that the ramping be on the back side of the structure, and the street front would have a flat plate like any other building.

I would like it mentioned that any building should meet green building codes. What about incorporating solar energy, LED lighting, recycled construction materials, special access for EV drivers, incorporating biodiversity.

Re: "Additional Parking Structure Building Standards", (b) Street Level Uses. Consider stating that active uses must have a minimum depth (such as 15'). Letter (e) Concealment; include that sloped (ramped) portions of parking garage circulation shall not be visible from public way (view).

See above

Flipping back and forth through this online document was too confusing for the lay person. I don't feel I adequately understand the draft w/r/t this section.

### 32. Comments on 10-14-8 (Q) Urban Design Techniques - PAGE 226

p. 227 10-14-8 (Q) p 229 title changes to "10-4-18 (Q)-#"

Keep with the Historic character of Littleton. We are not Denver.

This is Good!!

This seemed kind of boiler platey to me, this is just to break up the blocks and how they look.

These should be definitions.

I think the vision is good, and I appreciate having a consistent look for Downtown buildings. Again, there is nothing mentioned about buildings should meet green building codes and using recycled materials. Also, what about waste enclosures for all of these businesses? Are they adequate? Is there room to move into recycling and composting?

Accent Lines: Clarify if these features may extend beyond the stated setback. Perhaps include a minimum and maximum projection if said projection is permitted to extend beyond the setback. Wall Planes: Clarify that these features shall occur within the required setbacks. Awnings and Canopies: Clarify if these features may extend beyond the stated setback. include a maximum projection if said projection is permitted to extend beyond the setback. Height Variation: Statement needs editing

No comment

### 33. Comments on 10-14-8 (R) Additional Standards for Building Materials - PAGE 235

p. 236 10-14-8 (R) is implied because p. 235 shows "10-4-18 (Q)-5"

Should always be over and above what the standards are currently.

This is Good!!

once again seems boiler plate

No comment.

Again, where is the sustainability factors? Nothing is listed.

No comment

No comment

## 34. Comments on 10-14-8 (S) Additional Design Standards for All Character Areas

- PAGE 235

This was a very frustrating exercise. I found it impossible to find the areas of the draft that were referenced either by section number or page number. How can you expect feedback?

p. 236 10-14-8 (S) is implied because p. 235 shows "10-4-18 (Q)-5" There are many "structural/organizational" issues with this document's section labeling and page numbering.

10-2-7: R-2 RESIDENTIAL SINGLE-FAMILY DISTRICT: 4. Building setbacks: (c) Side: North/west: Five feet (5'); South/east: Ten feet ( 1 0'); This allows adjacent building to be 15' apart. I strongly urge you to make the minimum separation of buildings 20' to reduce the risk of fire spread and to reduce noise pollution between neighbors.

The City does not seem to care about the historic character of Littleton and preserving what we currently have and structures we will never be able to replace. This is shown by what they are allowing to be built throughout the city. This is a disgrace.

Table 10-4-18 (S) Additional Design Standards for all Character Areas. 2. View Corridor. Add the Columbine Mill to this list of Landmarks.

I like the key view corridor statements, I would hope this would include reducing storied if necessary to keep some of this in our city.

No comment.

So many options for green buildings, biodiversity, and traffic calming. We also need to focus on trash and recycling hauling and standardize our neighborhoods. Create a policy that organizes hauling where everyone gets trash, recycling and composting service that is feasible and equitable for all.

Re: (a) Human Scale Techniques, "vii" the section reference is missing. Re: (c) Depth of Architectural Details. Many of these elements shall be permitted to encroach on the required setbacks. Provide guidelines on setback exceptions. (For sample language refer to Denver Zoning Code, Article 3 Suburban Neighborhood Context, Section 3.3.7.4 Setback Encroachments)

No comment

Please allow ADUs

General comment: Thank you for providing access to the City's planners to help the lay person understand this document, and for the efforts you are making to involve the community in this process. I have been out of town due to a death in the family and therefore unable to utilize the knowledge of the City Planners. I think Littleton needs to keep pace with the rate of change, to modernize in areas and to grow thoughtfully to preserve our city's financial success while balancing our historic values. Overall, there is some fine work here, but also in areas there are gaps between these plans and citizen's wishes, and I hope conversations will continue - especially with regards to density. I also think we (as a society) know so little about the long-term effects of COVID-19 on the economy, and that specific decisions regarding zoning of the downtown area should be postponed to a later date. For example: 1) To what extent should we provide for retail? The year 2019 was already dubbed the "retail apocalypse" because so many stores

closed; 2020 has been witness to a mass exodus of stores and restaurants all over Denver. We do not know what mix of residential/business should go downtown yet, or what types of businesses should go downtown. 2) Housing companies are debating whether to add a 2nd study to the floor plans of homes if teleworking becomes more normal - which I think it will. Many employers are currently reconsidering their corporate footprint in commercial real estate We do not have the crystal ball needed to make smart decisions about the zoning makeup of the downtown area right now until the economic effects of COVID are more solid.

## Please provide your NAME, ADDRESS, and EMAIL for the Public Comment Record

Susan Stein, 5590 S. Curtice St., susanstein@msn.com

Karen Hawes, 2878 W Long Cir, Unit F, Littleton, CO 80120, karen@karenhawes.com

Bebe Kleinman

mcnameeje@gmail.com

Jeanie Erickson, 5567 S King St, Littleton, CO dxolive@netscape.net

Rick Cronenberger, 5796 South Lakeview Street, rick\_cronenberger@comcast.net

Dan Radulovich, 7000 S. Gallup St, dooly3466@comcast.net

David, District II, dssprat@gmail.com

Pat Cronenberger, 5796 S. Lakeview Street 80120, pcronenberger@comcast.net

Kate Peterson 7502 South Elati Street Littleton, CO 80120 kpeterson727@gmail.com

Margaret Blakley, 5604 S Datura St, Littleton, CO 80120, mbblakley@gmail.com

Alexis Barrere 5460 S Manitou Rd Littleton 80123 amugele@gmail.com

Cameron Bowen, 6078 S Westview St, cbowen336@aol.com

Kelly Milliman, 2282 W. Briarwood Ave, kmilliman65@gmail.com

Casey Milliman, 2282 W. Briarwood Ave, ccmilliman23@gmail.com

Lauren Acres, 5805 S. Lakeview St., Littleton, 80120, Lmacres@gmail.com

Dan Miller, 5720 Blue Sage Dr, dmiller@littletongov.org

M. Stewart Meagher, 5645 South Crocker Street, 80120. 35 year Littleton resident

Tim Urban 6214 S. Datura St. turbun114@hotmail.com

Carrie Wheeler / 7555 S Prince St / cwheelsup@gmail.com

Sophie Urban, 6214 S. Datura St. Littleton, CO 80120, sophieurban12@gmail.com

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