



## **Individual Public Comments**

*The Draft Comprehensive & Transportation Master Plans were released on August 8 and available until 5:00PM on September 16, 2019 for public comment.*

Timestamp	Name	Email address	Zip Code	I have comments on:	Comment (please be specific about your comment, including a reference page number, figure number, etc.)	Address	City	State
8/20/2019 10:36:03	Lauren O'Connell	lauren@ocomellconsultinggroup.com	80123	Littleton Transportation Master Plan	What are the plans to address support for seniors living at home but needing outside help with transportation, chores, etc?	6392 S Zenobia Ct	Littleton	CO
8/20/2019 13:40:05	Gregory White	gregory.white@westernalum.org	80120	Comprehensive Plan	Did the plan for mix-used development on the west side of the Broadway corridor change? Page 63 in Recreation, Heritage, and Tourism section - POTENTIAL PARTNERS should include Historic Littleton Inc.	5931 S. Crestview St.	Littleton	Colorado
8/20/2019 14:59:53	Margi Clute	maclute@aol.com	80120	Comprehensive Plan	Page 67 in Environment section - POTENTIAL PARTNERS should NOT include Historic Littleton Inc With the routing of traffic down Mineral, the volume of traffic is excessive and noisy. Our little community of Southpark sounds like New York City. Actually, New York City can be a bit more quiet. The evening rush hour is so busy, hundreds of cars per day are using our neighborhood street to be a short cut to get in front of the people waiting at the Jack Ass Hill light. We were told that that Mineral would never extend past Santa Fe. The implication was that Mineral would never be a through street. Well, gee, of course we know the manipulated half truth in that statement. They just extended Ken Caryl up to Santa Fe and essentially made Mineral a through street. Now is the time to put up sound barriers to lessen the noise for our once quiet neighborhood. You ruined it, now fix it.	1467 W. Briarwood Avenue	Littleton	US
8/23/2019 13:41:23	Thomas G. Bonnot	tom.bonnot@me.com	80120	Both	ZERO or NEGATIVE growth...way to many people in Denver area...horrible traffic...running out of water...land scaped by developers (e.g. the property at Bowles and Federal was a beautiful woods and was recently scraped bare so some rich jerk could build his mansion and sell the other parcels near the river...gone) As a resident of Meadowood Mobile Home Park, (and a true Native Littletonite, lived here 64 years) could you give me some more clarification and what it is about on the policy H & N 6, page 47: Policy H&N 6: Consider ways to extend the viable continuation of Littleton's two existing mobile/manufactured home parks along Santa Fe Drive (Wolhurst near County Line Road and Meadowood Village near Brewery Lane) as they provide a valuable and needed housing option. Thank You! It was nice to see that a revision process was included in the master plan. Should the section include dates that spell out when actions should be started and completed so the process will stay on track? I would suggest: Less CONDOS, strip malls, shopping center; More police traffic enforcement limiting speeding and aggressive driving!!!! More open space, parks, schools. Keep it simple!!! Cover Letter RE: Envision Littleton, Thank You for Everything Littleton.	7812 south hill circle	Littleton	co
8/24/2019 9:10:24	Harold	habney@sbcglobal.net	80120	Both		528 W Peakview	Littleton	CO
8/24/2019 17:20:13	Paula White	pkw_55@yahoo.com	80120	Comprehensive Plan		6705 S. Santa Fe Lot 21	Littleton	Colorado
8/25/2019 22:34:45	Joseph Haynes	jhaynes@jps.k12.co.us	80120	Comprehensive Plan		6434 S. Prescott St.	Littleton	Colorado
8/26/2019 11:28:56	Neal G. Rink	nealarama@msn.com	Emailed	Both		Emailed	Emailed	Emailed
8/27/2019 14:48:38	Autumn L. Kay-Nfaoui	akaynfaoui@student.cccs.edu	Emailed	Both		Emailed	Emailed	Emailed

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8/27/2019 14:52:47	Autumn L. Kay-Nfaoui	akaynfaoui@student.cccs.edu		Both	<p>Cover Letter RE: Envision Littleton, Thank You for Everything Littleton.</p> <p>Sunday, August 11, 2019</p> <p>Dear Kathleen Osher,</p> <p>Is there a cost efficient way to implement a drainage system, other than the Platte River's irrigation system into the Chatfield Reservoir? I am sure this is not a cost efficient challenge, but would lead to less detriment and wear and tear of the Santa Fe Rd. Thus, enabling a safer commute in all weather and cost efficiency longevily futuristically. Would the City of Littleton be able to accommodate in its infrastructure flood defrence on Sante Fe Rd.?</p> <p>I am a City of Littleton Native, and very Happy to be home, and currently Reside in Littleton. I was born in Powers Ave. While working multiple jobs and volunteering in December I managed to earn my second degree from Arapahoe Community College. With Hard work and diligence I attained honors, while in pursuit of both of my degrees from Arapahoe Community College. I also work as a cashier on Saturday evenings at the Dollar Tree. Working at the Dollar Tree is an effort to pay for the debt accumulated from my degrees. From my understanding, in reference Envision Littleton, while chatting with some of the customers of our Dollar Tree one a loyal customer mentioned the Chatfield Reservoir was built to deter the Platte River from flooding. Although we do not get many flash floods or heavy rains, the Santa Fe Road area tends to have flooding issues and the road could use a touch up.</p> <p>I read through the Littleton Comp Plan and TMP Draft and did not find it surprising that 60,000.00 drivers commute on the Santa Fe Rd. daily. It makes sense that the road is rough. Unfortunately, if it rains heavily there are often major issues for both vehicle commuters, cyclists and pedestrians, and often during a flash flood or heavy rain situation Santa Fe Rd. is not commissionable to the public.</p> <p>I have no architectural ability and do not know these things. Sorry this is a few days early, but I figured I would ask. Thank you for listening and sorry this bit is a few days early.</p> <p>Thank you, Autumn L. Kay-Nfaoui, Cell: (720) 610-8486</p>				
						Emailed	Emailed	Emailed	

Timestamp	Name	Email address	Zip Code	I have comments on:	Comment (please be specific about your comment, including a reference page number, figure number, etc.)	Address	City	State
8/27/2019 14:54:28	Steve Lowry	stevelowry@yahoo.com	Emailed	Littleton Transportation Master Plan	<p>Page Para. Comment</p> <p>Overall, comprehensive and well put together. Thanks for the efforts. One recognizes that the people putting this report together were not able to get to all sites in the City, so input from residents regarding those areas not visited will hopefully be taken into consideration.</p> <p>1 Normally would see on this page who authored the report – was it a consultant, city staff, committee, etc?</p> <p>7 "Sharrows", used in the report, is not defined. Please define.</p> <p>18 The term "congestion" is not quantified. I would suggest adding the streets around Heritage High School (HHS) during morning and afternoon hours. There can be several hundred cars lined up on Rangeview, W Geddes Ave, Gallup, etc for up to 30 minutes. That adds up to thousands of hours over the course of the year. Cars are parked on S Gallup St off of Geddes waiting to pick up students and the line extends onto W Geddes, interfering with traffic and creating unsafe conditions. The backed up traffic also prevents, or delays, homeowners from exiting their driveways (student drivers are not known for stopping to allow cars to enter a line of traffic).</p> <p>20.2 Mineral RTD Parking: Additional parking east of the RR and north or Mineral could be established with minimal cost. Land is available. Access from Jackass Hill or Mineral Ave could be established. See attached exhibit.</p> <p>26-73, 78, 109</p> <p>There are currently reasonable N-S bike paths on Prince, Windermere and Eliat. However, there is no E-W connection at the southern end of these paths that would serve HHS. Since HHS should be a destination for cyclists (Bike to School), consider making Rangeview and West Geddes Ave part of the bike system. This will also provide improved access to Damon Runyon Elementary School on Eliat. Students often ride on the sidewalks on West Geddes and Eliat, which I recall, has been shown to be more dangerous when crossing intersections than if they ride in the street in a bike lane/shared lane. Riding on sidewalks also results in pedestrian conflicts.</p> <p>47.51 Pg 47 lists the following two key takeaways: "Decrease cut-through traffic in residential areas" and "improve road connections to key destinations...." Accordingly pg 51 shows Windermere St being extended from W Geddes/Rangeview through to W Dry Creek Road as a Neighborhood Connector. This proposal has been brought to the City's attention several times over the years and implementing is expected to improve traffic flow while meeting the two takeaways noted above. See attached for a 2018 proposal that covers extending Windermere St, as well as extending S Gallup St north of HHS to allow for dropping off of students. Both modifications would reduce times needed to get students to HHS while relieving the congestion on W Geddes, Rangeview, Eliat and Windermere. Neighborhood opposition is largely based on false claims (some instituted by former Council members) about the extent of modifications needed to the roadway system (such as Windermere needing to be widened to 4 lanes), increased cut-through traffic, decrease in property values, etc. The City should look at the impact on the larger neighborhood rather than the perceived negative impact on a very few, but vocal, home owners.</p> <p>52.1 Origin – Destination Analysis – did this analysis get down to the level of looking at where HHS students live and the routes they take to get to HHS? Several hundred trips are made each day. This analysis would be relatively simple as HHS has the information on where students live and how they get to school (~80% by vehicle)</p> <p>53.8 Bike crashes at Jackass Hill and Mineral Ave are shown as 3 times any other location – but no mention is given to improving this intersection. Some description of the cause, the severity, and proposed mitigation would seem to be warranted. Pedestrian crashes are also high at this intersection.</p> <p>(on a personal note, I would question the accuracy of the bike crash numbers, as I was hit by a car, and injured, on Windermere at Littleton Blvd in June of 2016 and although the police responded, no police report was ever filed. I am aware of one other incident like this in Littleton, which lends support to the idea that accidents involving cyclists are intentionally under reported.)</p> <p>72 The Bike Shed for HHS should include homes along Rangeview, Shadyoak, etc that are within 1/2 mile of HHS. Include the homes along W Dry Creek as they have access from the designated bike path on Windermere that crosses the Highline Canal.</p>	Emailed	Emailed	Emailed

Timestamp	Name	Email address	Zip Code	I have comments on:	Comment (please be specific about your comment, including a reference page number, figure number, etc.)	Address	City	State
8/29/2019 14:25:14	Eric Veith	eric.r.veith@gmail.com	Emailed	Both	Hi Kathleen - I hope this email finds you well. My name is Eric Veith. I'm a lifelong resident of Littleton, a commercial real estate professional that has worked on projects in the city, and someone who has generally spent a lot of time researching/debating/thinking about issues related to housing and city planning in general. I've been reviewing the Comprehensive Plan and the Transportation Master Plan since the city published the recent drafts, and in general am pretty impressed/satisfied with the direction that is being mapped out. One item that especially piqued my interest was the mention of convening a Housing Advisory Committee, and I'm wondering if there would be an opportunity for me to volunteer as a member of that committee? Has city staff outlined a process for choosing/soliciting participants in that committee? I haven't been that involved in Littleton government up to this point, so I understand if there might be a preference for "known entities", so to speak. But if there's an opportunity to put my name on the list and be a part of that process, I would be eager to contribute. Please just let me know your thoughts.	Emailed	Emailed	Emailed
9/3/2019 10:51:12	Brandon G Smith	brandon@atozrecreation.com	80120	Littleton Comprehensive Plan	(Pages 19 & 42) Would love to see the "mixed-character core" designation extend down Prince St to Ridge sidewalks, fencing, & gates on Prince St for the cemetery. TMP Review Tom GrantCommentsPage Ref Table shows 2810 bus trips per day and 2000 light rail trips on C line and 2300 trips on the D line. Only 6.4% of Littleton residents commute using transit. 22 Santa Fe Drive near Mineral carries 60,000 cars per day. Since the vast majority of transportation is car travel, improvement here provides the widest benefit to our city. 18 Objective 20- provide a "Silver" Bicycle Friendly Community. I'm guessing that's a typo (Silver?) but why bother to get this superlative designation. Nowhere in this list of objectives does reducing transit time appear. Nowhere does timing lights to smooth regional commuting appear. This is a major deficit. Six of the 36 objectives deal with bicycles which are .04% of the total transportation figure. 38 Operational Improvements: traffic signal retiming is \$5,000 per signal, \$20-50k for continuously adjusting signals. This seems like a high benefit for cost incurred when compared to the cost of additional lanes. 60 No emphasis on bicycle connectivity to Highlands Ranch which has an extensive network of trails. Also pedestrian access along the southern border of the city is altogether missing from Clarkson to Broadway along County Line Road. This prevents pedestrian and bike access to restaurants and commercial areas along Broadway and in HR. 64 Why is Lee Gulch trail and Highline Canal not shown on Low Stress Bike Network map?71 Key Pedestrian crossings ignore the southern boundary of the city along County Line Road.76 Table on page 94 shows declining use of Omnibus and Shopping Cart but raises a question about the trend. Is Littleton likely to see a steady rise in elderly over the next 20-30 years? If so, what accommodations are being made to meet this populations needs?94 Need to use the Highline Canal and Lee Gulch as critical corridors for bike and pedestrian connectivity from the SE corner of the city into downtown Littleton. The need for an underpass for Lee Gulch at Broadway is a key opportunity to improve this bike and pedestrian corridor. This would provide a connection to the Highline Canal just west of Broadway. 117	2100 W Fair Ave	Littleton	Colorado
9/3/2019 13:14:31	Tom Grant	papagrantom@gmail.com	Emailed	Littleton Transportation Master Plan	I WANT TO SEE LITTLETON PRESERVE/PURCHASE/OPEN SPACE. DENVER IS SO CRAMED FULL OF TOO MANY BUILDINGS. LITTLETON SHOULD TRY TO MAINTAIN A SMALL TOWN FEEL. NO MORE SHOPPING CENTERS. ASPEN GROVE/SOUTHGLENN ARE JUST FINE. LESS IS MORE. On page 17 - it references characteristics "The building and pavement coverage relative to the extent of open space and natural vegetation or landscaping." How can we increase vegetation to address the increased temperature swings? This seems to be a major gap in the downtown area? New construction is going to the street. Why is there no requirement for trees to be maintained or planted? Did not see this requirement in the for "Urban Downtown" on page 38? This is a major omission.	Emailed	Emailed	Emailed
9/3/2019 15:32:48	Submitted through Littleton Plans	noreply@littletonplans.org	Submitted through Littleton Plans	Littleton Comprehensive Plan	Submitted through Littleton Plans	Submitted through Littleton Plans	Submitted through Littleton Plans	Submitted through Littleton Plans
9/5/2019 18:16:56	Evon Holladay	eholladay720@yahoo.com	80120	Comprehensive Plan		2456 W Sunset Dr	Littleton	CO

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					Zoning The key to the plan will be zoning. Since the categories for land use and their description will dictate how a specific section will be zoned, it is concerning the descriptions of the various land use character sections are a bit vague. There may be some indication from the description how a section may be zoned, but it is not really clear now.				
					Urban Downtown Main Street Although "historic architecture" is mentioned, the description of this section doesn't go far enough in emphasizing that this section includes the Downtown Littleton Historic Main Street and what that means. There are design guidelines for historic buildings on Main Street and design standards for non-historic buildings, but these need to be unified to keep the look and feel of this historic district. There should be a statement in the description about keeping the look of updates or any redevelopment consistent with the buildings that are historic. This verbiage should include the height of the buildings and that they should be in proportion to the other buildings already there or at least have second stories set back so the streetscape of the historic district is not impacted. I am glad to see this section includes more than just Main Street. Hopefully, the zoning will be unified and not consist of different zones as is the case today.				
					Corridor Mixed Use -- Littleton Corridor It appears that there is a focus on changing the whole look of this corridor. I don't agree. Unless the Comp Plan is Clear, we need to be sure that any redevelopment takes into account the mid-century modern buildings on Littleton Boulevard. I am concerned the zoning for Littleton Corridor will not focus on keeping the mid-century modern look that is key to our historical heritage. We should encourage any redevelopment of commercial buildings to be compatible with current buildings. The Littleton Corridor should be "auto oriented" and not have "varying scales, large multi-story buildings or row houses."				
					Residential Mix and Mixed Character Core Neighborhoods I think we should consider deleting "planned developments that may integrate a mix of detached, attached and multi-family housing." This was a concept of Littleton Village and it has had no end of problems -- sewer, HOA, parking, etc. Apartments should blend in with the surrounding area and not change the character of the neighborhood. I love that Littleton is taking such a strategic and thoughtful approach to the future of Littleton. Seeing these plans makes me more excited to live in Littleton and have a glimpse into the future of our city. I am glad to see that there is a specific plan dedicated to transportation which is focused on moving car traffic out of the neighborhood streets and creating more bike and walking friendly areas. We purposely bought four homes close to downtown Littleton so we could walk from our house to downtown, the light rail, parks, the library, etc. However, we have realized, especially now that we have kids and a stroller, that once you leave main street, the curbs are extremely narrow, sidewalks are frequently blocked with overgrown plants, and there aren't dips in the sidewalk to easily cross streets. That means we need to walk in the streets with our infants where cars are driving by above the speed limit because the sidewalks cannot accommodate strollers. So I love that the new plan is thoughtfully planning for more bike and walking routes outside downtown because I would love to see more people walking and biking safely throughout Littleton.				
9/6/2019 15:31:07	Pam Grove	grovepam@yahoo.com	80120	Littleton Comprehensive Plan		Emailed	Emailed	Emailed	
9/8/2019 15:47:53	Molli Luke	molli.luke@gmail.com	80120	Littleton Transportation Master Plan	I am especially happy to see that Windermere is being targeted for more bikes and pedestrians because, selfishly we live on Windermere, but it is also a street that people frequently use because on one side is downtown Littleton, the light rail, and the rec center, and the other side are parks, the library, and the museum. So many people need to use/cross it. Safer bike lanes and larger sidewalks will be extremely helpful, but we will still need traffic calming on Windermere south of Littleton Blvd (not just south of Rudge, p. 116), because people are constantly speeding and with increased bikes/people walking, it is even more important that cars are forced to drive slower and to increase the likelihood that people will feel safe without cars driving by quickly. I applaud the City of Littleton for focusing on a strategic, community-driven plan. In general, I agree with and am excited about the plan. I look forward to seeing how all the the goals are prioritized and what actions are taken in the next few years. I am glad to see that Prince St is recommended for a protected bike lane. The sidewalk and bike infrastructure connecting the residential area of the city to the downtown light rail station is sub par. Especially with the Colorado Center of the Blind in close proximity, it is imperative that the sidewalks surrounding the light rail station be safe and secure for all types of users. Currently, the sidewalk is very narrow and people have to walk in Prince Street (where people are often speeding) because there isn't room to pass each other. It is as if no one considered those who will walk or bike the transit station. Also, while I am very glad to see the recommendations of this plan, the fact that absolutely none of it is funded is very worrisome. What is the point of all this if we can't actually do anything about it? This is one of the most important things that Littleton should have dedicated funds for. Also, I would have commented on the full funding analysis, but I waited until 9/9 when the website said the funding information would be up, and it still isn't up (on 9/10) - so now am I supposed to review that?		5859 s windermere st	Littleton	CO
9/8/2019 17:06:37	Molli Luke	molli.luke@gmail.com	80120	Littleton Comprehensive Plan		5859 s windermere st	Littleton	CO	
9/10/2019 22:10:12	Lisa H	lisasteiner79@gmail.com	80120	Littleton Transportation Master Plan		Bemis St.	Littleton	CO	

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9/11/2019 12:08:15	Michael Major	mike@evoomarketplace.com	80130	Littleton Transportation Master Plan	As a business owner on Main Street for the past nine years the number one customer complaint is the lack of convenient parking. I've preached this problem to City Council and City Administrators for years and there has been zero resolution. Reading through the Transportation Master Plan nothing stands out and is more troubling than the following statement on page 34 "This plan is not focused on parking but recognizes the importance of parking to the community from an economic standpoint and expectation for convenience and viability." THIS WILL BE MAIN STREETS DOWNFALL! You can't just say you recognize the problem but aren't willing to do anything about it. As I've communicated to the City before I'm just the voice of our customer and our customers have spoken loudly. The onset of this problem directly coincides with the opening of The Viewhouse. How the City allowed for that establishment to open without adequate onsite parking is reprehensible. We can directly measure a downturn of revenue changes and customer flow with the opening of The Viewhouse. How the City Viewhouse is a perfect example of how a large establishment without onsite parking negatively impacts vitality of small independent businesses in downtown Littleton. This problem is further compounded by allowing new establishments such as the large building across the street from the Viewhouse to gain historic status thereby reducing their onsite parking requirements. That's the "historic" perk and the cost benefit for the developer. That spoken to that believes that building looks "historic". It's not historic in anyway shape or form. The detriment to the West end of Main Street will be immensely felt once it becomes fully operational. These problems are further compounded by the lack of parking enforcement. I do recognize that there is a parking enforcement officer but in reality this officer only takes a trip around Main Street a couple times a week and really is ineffective. Last year the City was generous in designating three spaces in front of our business and Savory Spice 30 minute parking. For years I had requested one-two 30 minute spaces and for the City to grant three was a pleasant surprise and I thank the City. With that said, these spaces for the most part are ineffective because of the lack of enforcement. Enforcement is an absolute joke especially on the weekends and patrons of The Viewhouse know they won't be ticketed and on a daily basis we will have vehicles parked in those 30 minute spaces for hours especially around lunch time. Very infrequently do we see vehicles parked in those spaces with their tires marked. NEVER do we see vehicles with tires marked ticketed. Those three spaces should be a goldmine for the City, easy pickings. The question is where does the enforcement officer go? It is almost as if he marks tires just to show his presence and then takes the remainder of the day off. Long story short, it is extremely frustrating to have these perfect 30 minute spaces for customers to quickly shop but they can't because the time limit is not enforced. As a further deterrent it would be helpful to have those spaces outlined in a different color (yellow) and the number "30" painted inside. In summary, I hope the City can understand our frustration. Customer complaints about parking wears on you over the years. When a customer tells you that they wouldn't have stopped if they didn't find parking wears on you. It becomes exhausting when you know there are simple solutions but no action is taken. The City needs to realize that when it comes to downtown Littleton patrons visit because they enjoy supporting small local businesses. This is a fact and again the voice of our customer. The City has something special in your downtown shopping district but you cannot continue to ignore the parking problem. If we feel it I'm sure many other small independent shops such as ours do too. I wish the City the best and hope you rethink your statement about not addressing this critical problem. Thank you!	2660 W. Main Street 5796 South Lakeview Street	Littleton	CO
9/11/2019 12:37:51	Rick Cronenberg	rick_cronenberg@comcast.com	80120	Both	I will send my comments in a separate email. It is a great document. I watched most of the 9/10/19 meeting and, as usual, was impressed by the professionalism of Council, P.C., and staff. Comments and conversations are interesting and educational. There is always so much for me to learn. The \$64M BRT line-item is still a bit confusing and possibly concerning though. It seems that BRT should be listed as a consideration for a corridor study rather than as a project for our first TMP. Too much about the corridor is still uncertain. The TMP is said to be a living document so adding objectives and projects after further study should be fairly routine. Council already has plenty of workable projects to consider but a line-item for a corridor study would be great. To further illustrate concerns: Karina specifically asked in an earlier televised meeting for confirmation that improvements would be limited to traffic management within the existing Broadway footprint, and staff confirmed that intent. So why \$64M? The draft implementation plan lists funding for bus stops, hubs, sidewalks, underpasses, and traffic signals along Broadway. What's left that will cost \$64M? Why is BRT so expensive if the existing footprint will suffice? BRT presents challenges in parts of Littleton that are very similar to those faced in Englewood where access, median landscaping, parking, and property owners already have dibs on space, so getting a BRT through is very challenging. Englewood admits to having no answer yet, but the TMP indicates that we do have an answer, with \$64M in details missing. How do we know the cost without knowing what the work includes? The \$64M also assumes investment by Centennial, Englewood, and Highlands Ranch that may never occur. What if that doesn't come through? A proper corridor study should include a SWOT analysis of neighboring entities. Council and others seem to be doing a very good job of creating and editing the Envision and TMP documents. Biting off too much for the first adoption should be avoided. Important assumptions and decisions about corridors need to be more thoroughly explored and explained first. The need for a corridor study is pretty obvious and growing, and has even been encouraged by Council members and others. Listing BRT as a project in the TMP right now, with a supposedly known price, prior to conclusion of the study seems reckless and unnecessary, even if done with good intent. I love the idea of better transit and cleaner corridor air but we need a comprehensive study to include economic planning, transportation planning, and community/neighborhood planning first. BRT should be mentioned in Envision, but not in the TMP implementation table, certainly not without more detail.			
9/11/2019 13:40:28	Dan Flynn	daniel.flynn@sodexo.com	80121	Both		6089 S Broadway	Littleton	CO

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9/11/2019 13:53	Linda Knufinke	lknufinke@gmail.com	80120	TMP	Could you clarify what came up at Tuesday's Council Meeting? At 1:39:51 in the meeting, the Top 15 Objectives says to Extend South Platte River Parkway to the North to Vine Street as a mixed use connector for 8 million dollars. Where is this connector going to go? From where to where? It seemed like it was at the top of the priority list. "Would it be behind or next to Platte River Bar and Grill? Hudson Gardens? Santa Fe Spirits? Near the Seminary? Behind the brewery? Behind designs by sundown? I am having a hard time picturing where it would begin and where it would end.	Emailed	Emailed	Emailed
9/11/2019 16:09:19	Sheila Marie	sheila@shelamariestudio.com	80120	Littleton Comprehensive Plan	As Co-President of the Littleton Fine Arts Guild at the Depot Art Gallery we would like to comment that the arts have a long history of bringing people together. Artists and arts organizations are important assets in building stronger connections. ART encourages us to look beyond what we believe to be possible and imagine a more lively and dynamic future. Including the Arts more fully into our lives enriches each of us, and because engaging in the Arts brings individuals together, it stimulates and enriches a community. In reviewing your plan we don't see that much of anything involving the Arts has been considered. We do know that the Arts are vital to any vibrant, forward thinking community. Thank you	2069 West Powers Ave	Littleton	CO
9/13/2019 13:10:20	Kimberly Field	KField@littletongov.org	80120	Littleton Comprehensive Plan	page 44 add Historic Littleton Inc. to partners p. 35 Corridor Mixed Use - Develop and implement design guidelines consistent with post WWII, midcentury architectural styles along W. Littleton Blvd. p. 40 - Urban Downtown Main Street - designate a Historic District, NOT an opt in district p. 69 - Develop and implement design guidelines consistent with post WWII, midcentury architectural styles along W. Littleton Blvd. p. 71 - Designate Historic District for Downtown Littleton, expand to link into W. Littleton Blvd. corridor. Expand period of significance to 1980 to include postwar midcentury architecture of 1950s through 1970s. Incorporate adjacent blocks north and south along Prince Street to include significant midcentury buildings. p. 71 - future actions - Develop city-wide historic preservation plan. page 44 add Historic Littleton Inc. to partners p. 35, 69, 71 - Indicate that the W. Littleton Blvd. is called Littleton's MidModMilep. Please refer to it as such to reinforce its unique character and identity. 35 Corridor Mixed Use - Develop and implement design guidelines consistent with post WWII, midcentury architectural styles along W. Littleton Blvd. p. 40 - Urban Downtown Main Street - designate a Historic District, NOT an opt in district. p. 69 - Develop and implement design guidelines consistent with post WWII, midcentury architectural styles along W. Littleton Blvd. p. 71 - Designate Historic District for Downtown Littleton, expand to link into W. Littleton Blvd. corridor. Expand period of significance to 1980 to include postwar midcentury architecture of 1950s through 1970s. Incorporate adjacent blocks north and south along Prince Street to include significant midcentury buildings. p. 71 - future actions - Develop city-wide historic preservation plan. My comments are unaddressed ideas that I think we need.	2421 w. peakview court	LITTLETON	CO
9/13/2019 13:25:43	Kimberly Field	KField@littletongov.org	80120	Littleton Comprehensive Plan	1) a lit pedestrian walk across Windermere to Slaughterhouse Gulch 2) wider sidewalks in residential areas in Progress Park/Cornerstone 3) checking for handicap crosswalks that have water pipes or other dips in the walk (there is a ver bad one two blocks south of me, for example) 4)a long-term plan for small motorized bikes, scooters, wheelchairs, etc.	2421 w. peakview court	LITTLETON	CO
9/13/2019 19:30:07	Jamie Darney	littcedarvalley@gmail.com	80120	Both		5451 s cedar street	Littleton	Co



Timestamp	Name	Email address	Zip Code	I have comments on:	Comment (please be specific about your comment, including a reference page number, figure number, etc.)	Address	City	State
9/15/2019 11:37:05	Patricia Cronenberg	pronenberg@comcast.net	80120	Both	<p>Envision TMP comments</p> <p>Please accept the following comments as my individual comments rather than those as a member of the CCC representing South Metro Housing Options (SMHO). SMHO will respond separately. Some of these comments were conveyed to Meredith at the August CCC meeting. Also, please refer to my emails (March 12 and April 14) to Kathleen Oshier regarding suggested edits to the Data Book.</p> <p>First, I applaud the City of Littleton for a job well done! The Envision document which I studied more closely than the TMP is extremely well done and the city was well served by staff and consultants. As the city manager on more than one occasion has said, these documents are not meant to be "perfect" and will set in motion other studies and other work. Nonetheless, these are very good documents and long overdue. They will help the city chart a course; we have essentially been rudderless. Kudos to this City Council for finally making the compliance update happen.</p> <p>Envision Comments</p> <ul style="list-style-type: none"> <li>The City Data Book is a crucial part of Envision. The data points in that document set the stage and provide context for Envision and the TMP. This document needs to be widely distributed and constantly referenced. I would suggest that staff have copies of this document at their side at all times so they can remind policy makers of some of the realities.</li> <li>It is important to include all of the "vision" part of "Envision" in the document. This is especially so with the page that addresses "small town feel." In my mind citizens need to be reminded constantly about the way we collectively define this term. We want to try to avoid the free-for-all that happens when citizens use this term.</li> <li>The "Future Land Use and Character" map is well done. The Corridor Mixed Use designation is particularly important to the future of the city as this is where redevelopment is likely to occur. We want good things to happen in these places!</li> <li>I applaud that the document has substantively addressed housing issues and did so by incorporating the recommendations that resulted from the BBC Housing study. As a member of the SMHO board I am ready to get to work on these and look forward to continuing to develop a strong relationship between SMHO and the City Council for the benefit of current and future residents.</li> <li>I believe we may have missed an opportunity to mention something that really does set the Littleton community apart in the region. We have a cemetery within our municipal boundaries – and one that is truly historic and could qualify for listing on the National Register of Historic Places. I would suggest we find a way to mention this in the document. This is a significant land use in our city and no one else in the region except Denver has this. My serving on the Columbine Memorial Committee representing the City of Littleton a number of years ago helped me to understand why the cemetery is an important part of our life here in Littleton.</li> </ul> <p>Transportation Management Plan Comments :</p> <p>Once again, I applaud the City of Littleton for a job well done. This document is sorely needed! For the most part I like the tone of it and the emphasis on mobility rather than just moving cars.</p> <ul style="list-style-type: none"> <li>I believe the TMP is light on connecting land use and transportation and explaining why the two work best when planned together. Perhaps this could be done at the very beginning (pg. 9) in the introduction? Perhaps this could be addressed also in the City Data book? I know there is data from a variety of sources about density and infrastructure. Further, on page 37 only one of the objectives even mentions the words "land use."</li> <li>In addition, it needs to be stated plainly that if the rooftops don't exist, then there are implications for transit ridership and service. All of this should be explained and tied-up as it will be helpful when the difficult zoning discussions happen.</li> <li>The "Plan Purpose" themes (Pg. 10) are well done. These are important statements and should be prominent. Staff and policy makers need to keep these in a prominent location.</li> <li>Pgs. 32 and 33: In discussing these goals I believe the language needs to be a little more broad. On page 32 there is mention about getting people to "home to school, work and popular destinations such as. " It's also about getting around to meet one's daily needs (shopping, pharmacy, haircut, visiting friends). Pg. 33: Again, better health is promoted if one can take care of one's daily needs by not getting into an auto. We need to avoid the tendency to think of walking as more recreational than a form of mobility. I would suggest that you inject the words "daily needs" wherever you can.</li> <li>I would suggest the Data Book include an item about the wear and tear that results from truck usage of our roads. This will help people understand why having multiple trash trucks going up and down our streets ultimately costs us all.</li> </ul>	5796 S. Lakeview Street	Littleton	CO

Timestamp	Name	Email address	Zip Code	I have comments on:	Comment (please be specific about your comment, including a reference page number, figure number, etc.)	Address	City	State
9/15/2019 23:02:10	James Woods	jwoods7@live.com	80120	Littleton Transportation Master Plan	<p>The Transportation Master Plan is seriously flawed and should not be adopted at this time. The first five projects listed on page Z7 are neither feasible or desirable. Project A5 to extend the South Platte Parkway north through the Wolhurst Residential Community, through the Wolhurst Mobile Home Park, crossing Lee Gulch and then through Hudson Gardens to connect to Vinewood Drive will not only be technically challenging, but will likely face strong community opposition. Projects BP47 and BP48 to build grade-separated crossings over the railroad and light rail lines to Santa Fe Drive at Ridge Road and Berry Avenue will be very challenging both technically and legally, and will also likely encounter very strong community opposition. Projects A23 and A24 to create grade-separated interchanges on Santa Fe Drive at Bowles and Mineral Avenues are massively inappropriate, and along with Project A43, the widening of Santa Fe, will turn Littleton into "Sacrifice Zone" to accommodate the growth in Douglas County. Data presented by the consultants on page S2 indicate that only 23% of people coming into the city along Santa Fe Drive from the south have a destination within the city, and only 42% of the daily travel coming from the north. None of these projects will improve the quality of life for Littleton citizens.</p> <p>Consequently, I encourage the city council to "re-envision" Santa Fe Drive and the entire South Platte River Valley. Dating back to the 1960's and the first natural flood plain approved in the United States by the U.S. Army Corp of Engineers, to the railroad depression project in the 1970's, and the ten-year effort to bring light rail to Littleton (1990-2000), prior city councils have been committed to challenging "conventional wisdom". A new effort could be initiated to work with RTD and Douglas County to extend the light rail across C-470 to the end of line station in Highlands Ranch, where RTD already owns the land. There should also be a serious analysis of building multi-story parking structures at the Highlands Ranch, Mineral Avenue, and even the Littleton Downtown Stations (possibly in cooperation with Arapahoe Community College). The major restriction to increasing light rail ridership in the Southwest Corridor is not the lack of interest, it is the lack of parking.</p> <p>I realize that CDOT will be undertaking a "PEL" for the Santa Fe Corridor in 2020. As such, it seems very premature for the city to endorse a plan that already seems biased toward auto dominated solutions.</p> <p>There are several other projects that would seem to require more analysis. Projects to build grade-separated trail crossings at Lee Gulch/Broadway (BP74), the High Line Canal at Broadway/Arapahoe Rd. (BP44), the High Line Canal at Mineral Ave./Peninsula Drive, and Slaughter House Trail/Rio Grande St. (BP46), will also be technically very challenging. However, if the technical issues can be solved, it would seem appropriate to fund these trail related projects from the city's Open Space Fund, thus moving \$16 million of demand from the Capital Projects Fund.</p> <p>There are six proposed Roundabout projects listed on page 30 that also appear to be technically very challenging. In addition, projects such as these that affect local streets have in past practice been subjected to extensive citizen input. The same comment could also apply to Projects A4 and A38 on page 29. A glossary would also be helpful. If there is one, I missed it. For example, I am not sure that the average citizen (including me) understands what is involved in a "protected bicycle intersection", but they appear to be quite expensive at around \$800,000 each.</p> <p>In summary, my opinion is that the Transportation Master Plan currently configured is not in fact a plan, but a discussion document, and therefore does not meet a level of analysis and specificity to merit official adoption by the city council at this time. I recommend that it be referred to the newly formed Transportation Mobility Board for further review and much more extensive community input.</p>	2887-C West Long Circle	Littleton	Co

Timestamp	Name	Email address	Zip Code	I have comments on:	Comment (please be specific about your comment, including a reference page number, figure number, etc.)	Address	City	State
9/16/2019 0:58:06	Andy Hill	andyasonhill@msn.com	80203	Littleton Comprehensive Plan	<p>In the sections that describe the future land use map zone types: Mixed character core: add to "Characteristics" language about preserving historic character</p> <p>In Corridor Mixed Use: I appreciate the acknowledgement of requiring sensitivity to its mid-century modern buildings. I also appreciate the language about having opportunities for mixed use development. It should also stress mixed income housing, where appropriate. I also like the language about future development (and add "redevelopment") facing/embracing the river. Finally, this area considers more walkable and bike-friendly development, and should require infrastructure and connectivity of infrastructure (including trails, sidewalks, and multi-modal transportation) to support this goal.</p> <p>In fact, I may have missed it, but it seems important based on many values and goals in the plan that we add more language about incentivizing, investing, and/or requiring investment in infrastructure and amenities that allow for connectivity of trails, sidewalks, and bike lanes to allow for safer routes for commuters and kids to walk/bike to school.</p> <p>In all of these descriptions of future land use areas, should be consistent in adding "Characteristics" since that will shape rezoning discussions in the future.</p> <p>More on Corridor Mixed Use- p.36- Santa Fe/Mineral- While it's true the opportunity for TOD is great and the Mary Carter Greenway area is important to both leverage and protect, I'm not sure I agree it must point to "suburban character" development. There are several examples of TOD with site design facing and sensitive to the river and protective of habitat and natural features (e.g., controlling access, stormwater, lighting, etc). The proximity of this site to TOD opportunities allows us an opportunity to be inclusive (value) by requiring mixed incomes (including affordable housing) at this site, allowing access to transit and access to recreation. In fact, all development along the river, no matter the area/zone, should face and complement the river and allow for connectivity and access to the river and trails. This is one of our greatest assets.</p> <p>Urban Downtown Transition area: I agree with and appreciate/support the language used in the first characteristic (p37) about using design standards to avoid encroachment of uses designed with an auto-oriented character more suited to other areas. I also support the second characteristic statement about ensuring compatibility of infill/redevelopment in scale as well as design.</p> <p>P39 I support language for pushing higher density through vertical mixed uses. Also- add in Characteristics to protect historic integrity. P40- picture- caption- actually is this photo looking west?</p> <p>Urban Downtown Main Street area—p40- This section lacks "Characteristics," as do some others. For consistency it may be important to use "Characteristics" consistently. Probably some language from the first paragraph can be used to create characteristics statements, such as the zero front setbacks, walkable street scene, historic architecture, etc. Also- scale of development should remain compatible with existing historic buildings (e.g., no megabuildings who design standards that will mitigate the impact to the feel and integrity of the place). Hopefully this would also mean no high rises beyond what is in scale with what's already there, to preserve the sense of Little Town feel.</p> <p>I think it's appropriate to also mention the importance of mixed income development in this area to allow those of lower incomes to take advantage of the walkability, transit, and access to service-sector jobs. P42 L&amp;C 4 – I support this goal, as well as Policy L&amp;C #7.</p> <p>Goal H&amp;N 1 – I wish to articulate more support for keeping Goal 1 and 2, the aging in place policy, and Policy H&amp;N 9 (I think it would be good to add language about the importance of connectivity of trails and sidewalks and bike lanes to parks and open spaces to facilitate better use/access without relying on congested parking lots to access them, and to allow kids to access them via walking or biking).</p> <p>I want to add more support for Action H&amp;N 5 (p. 48) and 6.</p> <p>P54- I support including language about thoughtful use of impact fees so that all existing residents/taxpayers are not subsidizing all new development (except in the case of affordable housing, where the city might consider covering the impact fee costs or reducing them).</p> <p>P55- I love all the consideration of hazards planning and mitigation. I wonder if this would be a good place to have the city commit to maintaining (?) continuity of government planning.</p> <p>P59- Potential Partners box- consider adding Historic Littleton Inc.</p> <p>Also on this page/in this section, it's important to reiterate goals, policies, and/or actions that are listed in other sections that show the city's commitment to preserving historic assets is key to the city's economic development and sustainability. The historic and authentic feel of the downtown and other parts of the city are an important part of its economic success.</p> <p>P61 – I want to provide additional support for this section, and specifically for the importance of preserving the city's heritage, historic assets, and distinctive neighborhoods and buildings.</p> <p>In addition to Policy 2 (building consensus), could we add "strengthen existing measures" (e.g. design standards, regulations, and incentive programs) to ensure the city protects its heritage and historic assets? Also want to support Action RHT 5.</p> <p>Also in this section, like the language on p58 about the importance of continuing the revitalization incentive grant program, I think it's important to add language in this section (RHT) about continuing the Main St Historic District Program, and support the promotion of and continued use of historic tax credits. Or maybe at the bottom of p.62/top of 63, add language about strengthening design standards to ensure protection of the distinctive historic value and character and to ensure they are more clear/less vague. (Not suggesting a mandatory historic district, but more clear design standards).</p> <p>P63- Potential Partners- include Historic Littleton, Inc. ?</p> <p>Environment – p67 Regs and Standards- can we support the goals and values by adding at least consideration of water-wise landscaping requirements? (If we don't have them sufficiently strong already)</p> <p>Special areas and Design- p69 – I support and appreciate the mention of mid-century modern buildings adding to our unique character in Littleton.</p> <p>Is there any way to add here or elsewhere the importance of connecting the downtown to the river? Both for economic development and accessibility to recreation and connectivity?</p> <p>I would like to provide additional support for p70 promoting designs that prioritize pedestrians for areas within 1/2 mile of rail transit station, and also for 71 more formal program for prioritizing public art.</p> <p>I hope it's ok I added comments that provide support for what's already in the draft plan. My thinking was to reinforce what was already there in case others are suggesting that language be removed.</p> <p>Thank you for the opportunity to provide comments! Great plan!</p>	6377 S. Acoma St.	Littleton	CO

Timestamp	Name	Email address	Zip Code	I have comments on:	Comment (please be specific about your comment, including a reference page number, figure number, etc.)	Address	City	State
9/16/2019 14:08:04	Dan Flynn	daniel.flynn@sodexo.com	80121	Both	Only the Envision comprehensive plan and the TMP (without implementations or project maps) should be forwarded to Council along with any "as written" comments from Boards and citizens. Suggestions for implementation need to be far better studied and discussed before presentation to Council.	6089 S Broadway	Littleton	CO
9/16/2019 14:09:57	Dan Flynn	daniel.flynn@sodexo.com	80121	Both	<p>The excellent Envision Speaker (#4, on Thursday night) stressed that too often traffic planners design cities for automobiles to the detriment of conviviality and interest. The Envision process itself has (so far) been founded on listening to the community rather than stifling or censoring. Unfortunately, recent TMB proceedings do not seem to reflect that approach.</p> <p>Thanks for the opportunity to comment on the transportation plan. The bicycle analysis (p. 70ff) is welcome. I'd like to offer three comments on this section from an "avid" local cyclist</p> <p>a) The crossing from "Southpark" across Mineral and over the RTD bridge should perhaps not be characterized as "low stress"; the crossing at Mineral is typically congested with cars and pedestrians and at times not safe for cyclists. A not-considered dedicated tunnel South of Mineral to the Max Carter Greenway or separate bike bridge across Santa Fe would vastly improve access across US95; at present, the only actually safe route from south of Mineral to RTD is to backtrack and go up and cross at the Highline, but this still requires a street crossing at Jackass Hill</p> <p>b) Although not in litigation per se, the "most dangerous intersection in Colorado" for cyclists is the crossing at C-470 and Santa Fe/US95... perhaps Littleton could partner with CDOT and Douglas County to revisit that dangerous bike crossing on the C470 trail, which at times sees an estimated 200+ cars per day. A tunnel just south of the present crossing, coming out at the Chatfield lot on the West side of US95, would be ideal.</p> <p>c) Westbound traffic coming from Windemere at the High-Line Canal crossing of Mineral often does not see the light until its too late and several times cars have been observed running it when red... this crossing could be made even further safe for pedestrians and cyclists.</p>	6089 S Broadway	Littleton	CO
9/16/2019 14:43:00	Timothy Sisk	timothysisk@comcast.net	80120	Littleton Transportation Master Plan	Thank you for your consideration of these comments and best wishes for finalization of the Plan.	7871 S. Hill Drive	Littleton	CO

Timestamp	Name	Email address	Zip Code	I have comments on:	Comment (please be specific about your comment, including a reference page number, figure number, etc.)	Address	City	State
9/16/2019 14:55:41	Christin Crampton Day	main@cbca.org			<p>The Envision Littleton Comprehensive Plan (the Plan) outlines an inspiring vision for development and community enrichment over the next two decades. However, one vital element of any community improvement plan seems to be overlooked: the arts.</p> <p>This letter of comment is submitted on behalf of Colorado Business Committee for the Arts (CBCA), which has been advancing Colorado's creative economy by connecting business and the arts for nearly 35 years. CBCA advocates for the critical role the arts play in economic development and community vitality.</p> <p>The Plan includes numerous goals and policy recommendations to manage development and enable thoughtful growth. By making the arts more explicit and integrated throughout the Plan, Littleton can remain a place that current (and new) residents want to live, work and play. This is particularly true for younger people and families, as well as an aging population.</p> <p>The arts are a proven economic catalyst. According to CBCA's 2018 Economic Activity Study of Metro Denver Culture, nonprofit arts, cultural and scientific organizations in the seven-county metro region generated \$1.9 billion in economic activity. Those dollars are fueling our regional economy from direct and indirect audience spending, operating expenditures and capital improvements. The arts also provided 11,820 jobs and 4.3 million education opportunities for children.</p> <p>Littleton is home to many nonprofit cultural assets, such as the Town Hall Arts Center, Hudson Gardens, Arapahoe Philharmonic and the Littleton Chorale, as well as arts programming at educational institutions like Arapahoe Community College. There are also many creative businesses in the downtown corridor, including dance studios, photography services, art galleries and design companies.</p> <p>By emphasizing arts and cultural connections in the Plan, the City can ensure that they stay top-of-mind and get incorporated into various objectives and strategies ranging from workforce development to safe and comfortable neighborhoods.</p> <p>Arts, cultural and entertainment opportunities should be included in all lists of recreational amenities and potential commercial tenants. A more deliberate focus on the arts and creative sector would help to address many of the goals listed in the Economy and Tax Base section, such as revitalizing commercial districts and growing target industries.</p> <p>The Recreation, Heritage and Tourism section surprisingly lacks a focus on arts enhancements. By highlighting the nonprofit partners already in the area, beyond the Library and Museum, the City could easily tap into existing cultural assets to achieve the goals and priorities enumerated in the Plan.</p> <p>If the City of Littleton truly wants to be "a vibrant city for both residents and visitors, enlivened by an active downtown, an array of cultural and entertainment options both indoor and outdoor, and popular community events and festivals throughout the year" (page 61), then the arts need to be explicitly woven throughout the RHT section and the entire Plan.</p> <p>In Americans for the Arts' 2018 Public Opinion Poll, 90% of people agree that arts institutions are important to quality of life and 86% agree arts institutions are important to local businesses and the economy. Furthermore, creative placemaking has been found to positively impact public health goals, such as wellness, safety and community cohesion.</p> <p>This Plan is an opportunity to leverage the economic and social power of the arts to enhance Littleton's fiscal strength, regional reputation, community character, social connectivity and overall quality of life for residents of all ages.</p> <p>CBCA looks forward to the next steps in the Envision Littleton project. Please don't hesitate to reach out with questions.</p> <p>Sincerely,  Christin Crampton Day  Executive Director</p> <p>Mark Davidson  Chair of the Board</p>	789 Sherman St, Suite 21 Denver	Littleton	CO
9/16/2019 15:18:51	Cameron Bowen	cbowen336@aol.com	80120	Both	<p>I would like to suggest the public have more time to respond to the plan and its implications for future development, regulations or financing. It seems that the builders are at an advantage unless policies change. Before looking at new development, how are we going to address traffic, and the problems we are already facing? How can we add more people, without fixing the serious issues we already have? I am not seeing much on sustainability, or how we can make Littleton a "green" city. I'm hoping that as we move forward, sustainability will be part of everything we do. How do we know if Littleton has already started implementing sustainability guidelines? There is no information given to citizens.</p>	6078 S Westview St	Littleton	Colorado

Timestamp	Name	Email address	Zip Code	I have comments on:	Comment (please be specific about your comment, including a reference page number, figure number, etc.)	Address	City	State
9/16/2019 17:50:19	Linda Knufinke	lknufinke@gmail.com	80120	Both	<p>Envision Comprehensive Plan Comments:</p> <ul style="list-style-type: none"> <li>•p. 3 – did the city really consider a regional context or only those opinions of a few?</li> <li>•p. 5 – do not say the plan represents the community because the plan represents the city's vision of what the community says...not what the community told the city. Big difference.</li> <li>•The plan says the planning commission can be directed to "provide recommendations" in cases of discrepancies with the comp plan or special purpose or area plan. Does the planning Commission have the authority to do so? My guess is not stipulated in the code or the charter. Besides any special purpose or area plan that is not a comprehensive plan might not have any legal impact on rezoning.</li> <li>•Did you have workshops with the PC? Or was it just with council?</li> <li>•Residential development near Santa Fe including Meadowood Mobile Homes and Wolhurst Mobile Home Park, Wolhurst town homes and Wolhurst Homes on South Platte Park are listed as Corridor Mixed Use. There are other smaller properties that are also designated as corridor mixed use which may be inappropriate. The reason why I believe these properties should be designated differently is because the primary land use types does not include single family residential or mobile home parks. Will this exclusion mean that only commercial or multi-family residential be the future of the properties? What this also tells me that no one could add a garage or an accessory dwelling unit or any improvement because single family use or mobile home use is not called out in this category. Consider classifying my neighborhood and others as Residential Mixed and add mobile homes to the Primary Land Use Types for residential mixed. You have Alta/Berkshire Aspen Grove listed with a category as "auto-oriented residential multi-family". Please let us have another category. The mobile home parks are listed on p. 47 under Policy H&amp;N 6 and the land use category does not support this goal.</li> <li>•Typical Zoning Considerations are not here such as heights. I understand there are general concerns that buildings could be too high, especially downtown and on several plots of the Ensor property which has a height limit of 150 feet. I understand that FARs are not popular, but translate that from the existing to the new.</li> <li>•Looking at your Table 1: Future Land Uses and Character Allocation on page 41, almost 34 percent gets allocated to suburban residential. Same think with corridor mixed use at 10.4%. There are really low percentages attached to some of the uses. Do you want such low percentages?</li> <li>•Never heard the city referred to as having "strong bones" in the 20 years I have lived here.</li> <li>•Mixed use downtown says there should be little or no setback. To have little or no setbacks is against what the city has demanded businesses maintain on downtown streets. In the past the city discouraged the encroachment of tables from restaurants into the public sidewalk and demanded the sidewalks be kept clear. p. 41. If this is a significant change, it should be communicated to downtown merchants and through the comprehensive planning process.</li> <li>•Instead of focusing how many people the city needs to accommodate for growth, for housing focus on what the city can realistically accommodate with existing land available. Are the numbers realistic with available land, existing and future zoning.</li> <li>•Programs and Initiatives Action H&amp;N 2: SMHO's goals and the goals of the Housing study are light years apart from one another. SMHO may not agree with me, but this is another conversation. Same with Action H&amp;N 7.</li> </ul> <p>Transportation Master Plan</p> <ul style="list-style-type: none"> <li>•There are significant discrepancies with the Envision Comprehensive Plan, the Transportation Master Plan, and Chapter 8 Transportation Master Plan Implementation Element (TMP/IE). One of the discrepancies is the Comp Plan and the TMP says it will "respect open space, parks and trails in Littleton" but the TMP/IE doesn't. The Comp Plan's Policy L&amp;C 6 says "Maintain land use patterns near Littleton's parks, trails, greenways, and open spaces..." Extending South Platte River Parkway (page 12 of the Transportation Master Plan Implementation Element as listed below) is short-sighted and to build the parkway it would eliminate significant portions of the South Platte Park (and its use) including the land behind Breckenridge Brewery, Designs by Sundown, Platte River Bar and Grill, Meadowood Mobile Homes and Wolhurst Landing subdivision. Most of the land you could potentially use for a road has conservation easements and is protected open space. I strongly encourage you to drop this now because I can guarantee it will generate significant community opposition. The park is held sacred by residents.</li> <li>•Stop saying there is no funding for capital improvement funds through the budget process as listed on page 27 of the transportation master plan. I agree, but you can influence and change the process outside of the comp plan. Don't manipulate the public by saying weis is me.</li> <li>•Having two sets of goals for the comp plan and one for the TMP is confusing. On one hand you have anchored, authentic, connected, active, and engaged then you have for the TMP connected, healthy, inclusive, prosperous, and sustainable.</li> </ul>	7089 S. Clay Street	LITTLETON	CO

Timestamp	Name	Email address	Zip Code	I have comments on:	Comment (please be specific about your comment, including a reference page number, figure number, etc.)	Address	City	State
9/16/2019 17:51:29 Ifim Abshir	Ifim Abshir	ifimabshir@live.com	80120	Littleton Comprehensive Plan	<p>The SUBURBAN RESIDENTIAL Land Use characteristics, like much of the Land Use Map and Definitions, is much too loose in the definitions (pg 20-21). In particular, looking for the creation of "a cluster development option that further concentrates the overall development footprint on the site while providing the developer the same lot yield- or even a density bonus to incentives conservation designs with an even higher level of open space set-asides than from standard development" (pg 20) is a very dangerous precedent to set. Could this potentially lead to even greater in-fill development in the city. We should not be encouraging this type of cluster development within the Suburban Residential development standards. This should be a separate designation, and limited to only very specific areas of Littleton.</p> <p><b>CORRIDOR MIXED USE</b>— This is a lazy definition just to designate large swaths of land "corridor mixed use" the entire city is divided up into all these various characteristics so just calling large stretches of land this generic name leaves the door open for too much ambiguity which could leave the city vulnerable and not fully able to designate the desired land uses in this area (pg 35-36).</p> <p>The Guiding Principles of the Plan are not upheld in these land use characteristics of Downtown Littleton. In particular the ANCHORED characteristic which says "Littleton will remain anchored by a firm belief among its residents and leaders of what makes this a truly special place. These features include Littleton's traditional downtown [and] established neighborhoods" (pg 14).</p> <p><b>URBAN DOWNTOWN TRANSITION</b>- the brownstone and town home land use type is not appropriate for this area of downtown. This is not upholding the desired goals of this plan. (pg 37)</p> <p>Urban, Downtown Main Street and Urban Downtown Mixed Use (pg 38-41)</p> <p>I brought up the idea to Kathleen Osher of creating a separate designation for Main Street proper, however I was very concerned to see that the definition for the urban Downtown mixed use did not change at all.</p> <p>The characteristics of urban Downtown mixed use says that "multi-story structures encouraged (or required) to bolster urban character, encourage vertical mixed use, promote retail viability, support ridership, etc'(). This definition is the complete opposite of staying true to the "traditional downtown characteristics" in which this plan was supposed to be ANCHORED. I feel this definition applies only to Main Street and the east side of Prince west of main street. These should be the only areas in which high rise mixed use should be allowed or encouraged. I will once again call attention to the destruction of historic properties to accommodate these types of multi-story structures and this plan should be here to preserve this Littleton history, not speed up its destruction. Additionally, if in the RECREATION, HERITAGE, and TOURISM section the plan highlights the "threat to Littleton's historic legacy and architectural heritage, whether due to economic development or the extent to which Littleton uses preservation methods" as a key issue and consideration (pg 61). However, there is only one further reference to an action to address this issue (Action RHT 7) and this does not go far enough in outlining details as to how this goal will be achieved. Once again I will point out the need for specificity when it comes to outlining the future goals and actions of the city as to hold Littleton accountable for the necessary measures.</p> <p><b>RECREATION, HERITAGE, and TOURISM</b> (pg 61-64)- In this section Policy RHT 4 states the city will "continue to plan for, and budget, adequate resources to maintain Bemis Library and Littleton Mesumme as premier public facilities for the enjoyment of both residents and visitors (62). However, many including myself, feel that the city would not just commit to "maintaining" these services at current levels- but in fact, should be Promoting and Enhancing the Bemis Library and Littleton Museum. The Bemis Library is a wonderful resource for residents that provide a plethora of important programs for all ages of Littleton residents- from birth to adulthood including seniors and immigrants. In fact, the city should increase funding for the Senior Resource center and the Immigrant Resource Center at the Bemis Library in order to better assist some of Littleton's most vulnerable residents. Finally, the Littleton Museum is unique in the Denver Metro Area and is nationally recognized as a Smithsonian affiliated museum. This is an amazing asset the city should be promoting at every opportunity and providing more funding to such a beloved institution in the city.</p> <p>The ENVIRONMENTAL Section is sadly lacking in specifics (pg 65—67). While as the plan says, "Environmental systems and ecological functions operate at regional and even global scales beyond the control or influence of just one city" (pg 65). Littleton has a lot more power in affecting change than the plan gives us credit. It is vital that the city have solid understanding of what it will take to preserve the natural resources, open spaces, wildlife habitats, and tree canopy- and this section does not give that impression. For example, the plan should stipulate that any kind of development or redevelopment along natural open spaces should require a certain amount of natural buffering and allow for wildlife transportation corridors.</p>	2594 W DRY CREEK CT Littleton	Littleton	CO

Timestamp	Name	Email address	Zip Code	I have comments on:	Comment (please be specific about your comment, including a reference page number, figure number, etc.)	Address	City	State
9/16/2019 17:51:34	Dan Flynn	daniel.flynn@sodexo.com	80121	Littleton Transportation Master Plan	<p>Dear [Chairman] Kent [Bagley] and [Transportation and Mobility Board] Team,</p> <p>Our Boards' service to the City should require some deliberation not simple obedience. There is little substance to the claim that four years' work on a Comp/TMP has been accomplished in only two years. We on the TMB can best see that and should be obligated to inform Council honestly about our assessment.</p> <p>Keith R. [Public Works Director] stated in our first meeting that his department had no pressing need for the TMP document at all.</p> <p>The implementation section may be a good start, but it is unvetted, contrary to Envision principles. The "scoring system and funding methodologies" are also unexamined and are simply presumed to be correct and ideal.</p> <p>Within the "134 projects identified and over 30 pages of background on the various projects" not one detail is available for the giant \$64M line-item stated as BRT. Other work on Broadway and elsewhere is explicitly spelled out, but not BRT.</p> <p>The BRT website itself requires neighborhood outreach and corridor studies to be conducted very early in the process, before commitment. We've unfortunately done no outreach and no study. A good corridor study should focus on neighborhood, community, and region, in that order, and should therefore be undertaken by Littleton alone and prior to engagement with BRT, as recommended by BRT.</p> <p>Cramming hurried conclusions through only undermines the credibility of the whole Envision process.</p> <p>The TMP is said to be a living document. We on the TMB should therefore recommend that the implementation section be added later, and only after additional study.</p> <p>And yes, we should commend staff and community on work being well done.</p> <p>Regards, [Board Member] Dan Flynn</p>	6089 S Broadway	Littleton	CO

Timestamp	Name	Email address	Zip Code	I have comments on:	Comment (please be specific about your comment, including a reference page number, figure number, etc.)	Address	City	State
9/16/2019 17:53:58	VALERIA FETTERS	SUVFETTERS@YAHOO.COM	80120	Littleton Comprehensive Plan	<p>The SUBURBAN RESIDENTIAL Land Use characteristics, like much of the Land Use Map and Definitions, is much too loose in the definitions (pg 20-21). In particular, looking for the creation of "a cluster development option that further concentrates the overall development footprint on the site while providing the developer the same lot yield- or even a density bonus to incentives conservation designs with an even higher level of open space set-asides than from standard development" (pg 20) is a very dangerous precedent to set. Could this potentially lead to even greater in-fill development in the city. We should not be encouraging this type of cluster development within the Suburban Residential development standards. This should be a separate designation, and limited to only very specific areas of Littleton.</p> <p><b>CORRIDOR MIXED USE</b>— This is a lazy definition just to designate large swaths of land "corridor mixed use" the entire city is divided up into all these various characteristics so just calling large stretches of land this generic name leaves the door open for too much ambiguity which could leave the city vulnerable and not fully able to designate the desired land uses in this area (pg 35-36).</p> <p>The Guiding Principles of the Plan are not upheld in these land use characteristics of Downtown Littleton. In particular the ANCHORED characteristic which says "littleton will remain anchored by a firm belief among its residents and leaders of what makes this a truly special place. These features include Littleton's traditional downtown [and] established neighborhoods (pg 14).  <b>URBAN DOWNTOWN TRANSITION</b>- the brownstone and town home land use type is not appropriate for this area of downtown. This is not upholding the desired goals of this plan. (pg 37)  <b>URBAN DOWNTOWN MAIN STREET and URBAN DOWNTOWN MIXED USE</b> (pg 38-41)  I brought up the idea to Kathleen Osher of creating a separate designation for Main Street proper, however I was very concerned to see that the definition for the urban Downtown mixed use did not change at all.  The characteristics of urban Downtown mixed use says that "multi-story structures encouraged (or required) to bolster urban character, encourage vertical mixed use, promote retail viability, support ridership, etc'(). This definition is the complete opposite of staying true to the "traditional downtown characteristics" in which this plan was supposed to be ANCHORED. I feel this definition applies only to Main Street and the east side of Prince west of main street. These should be the only areas in which high rise mixed use should be allowed or encouraged. I will once again call attention to the destruction of historic properties to accommodate these types of multi-story structures and this plan should be here to preserve this Littleton history, not speed up its destruction. Additionally, if in the RECREATION, HERITAGE, and TOURISM section the plan highlights the "threat to Littleton's historic legacy and architectural heritage, whether due to economic development or the extent to which Littleton uses preservation methods" as a key issue and consideration (pg 61). However, there is only one further reference to an action to address this issue (Action RHT 7) and this does not go far enough in outlining details as to how this goal will be achieved. Once again I will point out the need for specificity when it comes to outlining the future goals and actions of the city as to hold Littleton accountable for the necessary measures.</p> <p><b>RECREATION, HERITAGE, and TOURISM</b> (pg 61-64)- In this section Policy RHT 4 states the city will "continue to plan for, and budget, adequate resources to maintain Bemis Library and Littleton Mesume as premier public facilities for the enjoyment of both residents and visitors (62). However, many including myself, feel that the city would not just commit to "maintaining" these services at current levels- but in fact, should be Promoting and Enhancing the Bemis Library and Littleton Museum. The Bemis Library is a wonderful resource for residents that provide a plethora of important programs for all ages of Littleton residents- from birth to adulthood including seniors and immigrants. In fact, the city should increase funding for the Senior Resource center and the Immigrant Resource Center at the Bemis Library in order to better assist some of Littleton's most vulnerable residents. Finally, the Littleton Museum is unique in the Denver Metro Area and is nationally recognized as a Smithsonian affiliated museum. This is an amazing asset the city should be promoting at every opportunity and providing more funding to such a beloved institution in the city.</p> <p>The ENVIRONMENTAL Section is sadly lacking in specifics (pg 65—67). While as the plan says, "Environmental systems and ecological functions operate at regional and even global scales beyond the control or influence of just one city" (pg 65). Littleton has a lot more power in affecting change than the plan gives us credit. It is vital that the city have solid understanding of what it will take to preserve the natural resources, open spaces, wildlife habitats, and tree canopy- and this section does not give that impression. For example, the plan should stipulate that any kind of development or redevelopment along natural open spaces should require a certain amount of natural buffering and allow for wildlife transportation corridors.</p>	2594 W DRY CREEK CT	LITTLETON	CO

Telephone Town Hall – Envision Littleton  
Summary of Questions/Comments  
Edited from the Full Transcript  
August 28, 2019

- Hello. Yeah, I'm a 47 year plus Littleton resident and I know this is minor or a smaller detail. But on an economic development front, I'm really concerned right now that I've seen a really great lessening of sit down restaurants and available department store style shopping, and wonder if the city plan addresses that currently and into the future.
- This person is asking, what's the rush? Why not extend the comprehensive plan for one more public input cycle, have more neighborhood meetings? Just more neighborhood input on the comprehensive plan. Would somebody like to try that one?
- Online, we have a question from Stephanie. Stephanie wants to know, how are you all planning to address the extremely limited parking that seems to only be getting worse? And I assume Stephanie is asking about downtown Littleton. Just a guess.
- Sasha's question is, are there planned improvements to Santa Fe? It is so congested.
- Our next question comes from Karen. Does the city planning include building bike lanes and sidewalks for increased commuting along Santa Fe and other major roads? Please note, e-bikes are already having a noticeable increase in cycling. A good thing.
- And I think you might have touched on this, but Jonathan wants to know, what is your plan for cyclists, bike lanes and shared lanes?
- I think we're going to shift a little bit to land use. I think we've spent a little bit of time on transportation. How will the comp plan change zoning in the city?
- And we don't have a lot of space in Littleton to build new things. We are landlocked. How do we maintain what we have?
- And what other changes might happen to downtown, as a result of the comp plan?
- Does Littleton have a housing crisis.? And if so, does the comprehensive plan address it?
- Well, panel, as we learned from our first telephone town hall, Littleton residents are very interested in Santa Fe and Mineral. So a couple of questions, from Lisa, doesn't a separated interchange at Santa Fe and Mineral run counter to the goal of improving east, west connectivity?
- We have a lot of questions coming in. So this is really great. Thank you all. We're going to go to a caller on the phone. Bonnie, who lives on Curtis Street, Bonnie, what is your question?
- It's a comment, the people should be notified that own houses and that live in Littleton, about the high density growth that is occurring here. They're the ones that, the older people that have the houses that live in Littleton, they do not use the internet, they did not use the phone for these meetings. They're the ones that should be looked at and listen to. That's my comment.
- Thank you. I think her question is about how do we notify residents when there's a development adjacent to where they live?
- I live in the Kessler neighborhood on the west side of Littleton. Yes, yes. I live over on the west side of Littleton. And we're talking about the culture of the city and the vision of the city. We have that property at Bellevue and Federal that has been an eyesore. What can we do about it? The one where the city was going to give...

- We have a question online from Steve, who says, I've lived in Littleton since 1980, and now reside by Heritage High School, which is the focus of my concerns as follows. One, please confirm there's no planning for future schools to be plunked down in residential neighborhoods that don't have the roads and transportation, I think.
- So let's go to a couple of questions that have been submitted online. Back to Santa Fe and Mineral, from Chris. Chris says, traffic is impossible on east and westbound Mineral. Development on Santa Fe and Mineral will surely affect that. Please don't put in anything high density and please don't put in a flyover there.
- And just for our viewers who do not know what a PEL is, would you like to explain that?
- Jim, I think you had a similar question about Santa Fe and minerals. So I hope that answers your question. Thank you for asking. And if it didn't, send us another one.
- Let's talk about apartments. We all see apartments going up throughout the Denver Metro area and Littleton is certainly not alone. What is the reason for all of these apartments?
- How do these plans support keeping more jobs in our community?
- How do these plans affect the city's budget?
- Okay, we've got a couple of online questions. I'm going to go to Chuck first. Chuck says is it accurate the proposed rezone for Ensor property will be considered by city council before the comp plan is approved? I guess that's part A. And part B is, does it seem more appropriate for this proposed major development to be considered by the new council that takes over in November? Jennifer, maybe explain where the Ensor property is.
- Okay, thank you. Deb has several, mostly comments, but her question is about Santa Fe and Mineral. And she asks, did CDOT that originally have a plan for Santa Fe to go over Mineral and scrapped it because of the cost? Maybe CDOT needs to be involved.
- So let's go to the questions. How do we keep the open space that we have?
- There's talk of a mixed use corridor along Santa Fe drive. How does that affect the South Platte River?
- We have a phone caller who would like to ask a question. Sandy is on the line from the Kettering Park neighborhood. Sandy, go ahead and ask your question.
- Thank you. You haven't mentioned the division of wildlife, in terms of open space and managing of wildlife. And we all know that the geese are staying behind and living in the parks and really crowding out the use of playgrounds and people in some of the parks, as they become unusable. Is there any plan to address this?
- All right, we are getting very close to wrapping up. Can you briefly address how the plan addresses taking care of the Littleton Museum and Bemis Library?

Name	Timestamp	Street Address	Zip Code	Introduction - Pages 5-14	Other Comments - Introduction	Land Use & Community Character - Pages 16-44	Other Comments - Land Use & Community Character	Housing & Neighborhoods - Pages 48-49	Other Comments - Housing & Neighborhoods	Infrastructure & Services - Pages 53-55
Barbara Hosack	9/5/2019 11:39:54	1921 W Briarwood Ave	80120	Headed in the Right Direction		Headed in the Right Direction		Headed in the Right Direction		Headed in the Right Direction
Benjamin T Weihrach	9/14/2019 15:58:11	3618 W Chenango Ave	80123	Right on the Money		Headed in the Right Direction	Columbine Square needs to be specifically called out in the master plan. It's one of the largest redevelopment sites in the city and the last under LIFT. I live in this area (Lowell and Chenango-far NW Littleton).	Headed in the Right Direction	ACC could really help with downtown parking--opening up their lots after 5pm and weekends.	Headed in the Right Direction
Brandon G Smith	9/3/2019 11:37:36	2100 W Fair Ave	80120	Headed in the Right Direction		Headed in the Right Direction		Needs Refinement	Would like to see less suburban & more mixed-use	Right on the Money
Lisa H	9/2/2019 22:55:37	Bemis Street	80120	Right on the Money		Needs Refinement	that according to population projections Littleton will likely add 15,000 new residents and 6,550 new housing units, the land use plan doesn't seem to show any foresight about where these units should or could be located. It seems too cautious, probably to assuage the typical residents engaged in the comp planning process who are fearful of change and likely to reject anything too different from the status quo. However, if we are to accommodate 6,550 new households, it would be helpful if a document like a comprehensive plan would actually provide some more guidance or planning about where that would be appropriately placed. Aside from the mixed use classifications, which vaguely guide residential among other uses (and then the goals & policies section provide a hint of the likelihood of this happening, as one policy has to remind the City to "Be receptive to mixed-use development proposals that include a residential component."), the only non-single-family classifications appear to be placed on areas where that already exists. Where will we accommodate 6,550 units of housing if we're built out with mostly single-family, and can't build multi-family or attached housing anywhere but where it already exists? 2. The classification of "auto-oriented suburban residential" seems very odd as it	Needs Refinement	It seems like the policies are not fully aligned with the actual future land use map. For instance, one policy is "Create a regulatory framework for residential development that minimizes obstacles to developing diverse and attainable housing options in Littleton in terms of type, size, and cost to buyers and renters." Another is "Encourage an array of residential options within the city, through both new development and redevelopment, 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." Yet only 1.6% of land is specifically designated for "Residential Mix," which specifically meets those policies. The "Core" character area only says that attached housing is allowed according to zoning and doesn't allow for diverse housing options. And the "mixed use" designations don't provide any guidance on density or type of development, so how can we be sure that there even would be a mix of housing types? The only envisioned changes, it seems, are in the very areas that people specifically they say they don't want to change and that give Littleton that "small town feel" people seem to love - the downtown character.	Right on the Money
Margaret Blakley	9/15/2019 22:56:44	7076 S Apache St	80120	Headed in the Right Direction	Include Public Art under Being a Model Community; Also recognize Littleton Museum in "Anchored" - this is a Smithsonian accredited museum which is rare in Colorado for a city of Littleton's size	Needs Refinement	for Early Childhood Education, a Littleton Public School. Relook at the definition of Estate Residential - there is no rural fringe that this area is a transition between. For Suburban Residential, the majority of area with this designation on the Future Land Use map has homes that ARE dominated by driveways with attached garages being a very dominant feature of the homes. Homes are typified by very visible 2 car garages and driveways that take up the majority of the front yard space. The photo for Suburban Residential Multi-family is not a good example because it the area depicted is not exemplary of the description - There is no other residential for this multi-family to blend in with. How about an image of the area near Lowell at Berry, or Federal at Berry? In Auto-urban Residential, the characteristics defined would most of the Suburban Residential qualify as Auto Urban Character. And for Auto-Urban Residential Attached, if there's only one example, why does this have a designation? Or more likely, the auto-oriented character is similar to most attached residential development in Littleton? Most of the attached homes are auto-oriented. See the attached homes at Ridge Road and S Eliot as just one example that would fit this definition, with more area dedicated to driveways and garages. For Suburban Business Park, suggest putting	Headed in the Right Direction	Policy H&N #4 - All residents need affordable housing options across a lifetime, not just seniors.	Headed in the Right Direction
Rick Cronenberg	9/11/2019 12:59:33	5796 South Lake Street	80120	Right on the Money	This is a great review of the overall plan goals	Headed in the Right Direction	Need to be more direct on using the term "historic preservation" if that is what we want to do to preserve our character.	Right on the Money		Right on the Money

Name	Other Comments - Infrastructure & Services - Pages 53-55	Economy & Tax Base - Pages 57-59	Other Comments - Economy & Tax Base - Pages 57-59	Recreation, Heritage, and Tourism - Pages 61-63	Other Comments - Recreation, Heritage, and Tourism - Pages 61-63	Environment - Pages 65-67	Other Comments - Environment - Pages 65-67	Special Areas & Design - Pages 69-71
Barbara Hosack		Headed in the Right Direction		Headed in the Right Direction		Headed in the Right Direction		Headed in the Right Direction
	RTD and ACC need to be collaborators on the Downtown Littleton light rail station in terms of parking. People are turned off from mass transit in this area because the extremely limited parking fills up by 7am. ACC has a huge amount of unused parking in its east parking lots.  Santa Fe--from Belleview to Mineral--will define how we thrive as a city. The congestion, pollution, noise, etc in the city are exacerbated by that bottleneck of Santa Fe. As development in Highlands Ranch and beyond continues, Littleton will continue to feel more pressure.		Recreational marijuana dispensaries needs to be included in the diversification of the tax base. Too many tax dollars escape Littleton for SW Denver and Englewood (especially dispensary at Federal/Belleview). Put ALL options on the table, not just those that appeal to older Littleton residents.		Probably the best kept recreation secret in the Denver metro area. With I70 congestion and people looking to recreate locally, Littleton has so many assets to leverage.			
Benjamin T Weihrauch		Needs Refinement	Retail space needs to be imagined.	Right on the Money		Right on the Money		Headed in the Right Direction
Brandon G Smith		Right on the Money		Right on the Money		Right on the Money		Right on the Money
Lisa H		Right on the Money		Right on the Money		Right on the Money		Headed in the Right Direction
Margaret Blakley	Action I&S #16 - add Public Art. It would be great if Littleton had a plan for public art	Headed in the Right Direction	E&T #5 - Suggest adding a policy to provide consistent funding for education. Littleton is one of the top school districts, but it takes consistent funding and the ability to keep quality teachers and staff, and that takes money.	Headed in the Right Direction	Add a goal to better support public art by researching creative funding sources, (similar to 1% for public art related to public development projects.)	Headed in the Right Direction	Add a policies to consider moving city-owned properties to a net-zero-carbon energy source, and to research possibilities of providing incentives for electric vehicles or electric vehicle charging stations.	Headed in the Right Direction
Rick Cronenberger	Need to strongly describe the downfall of deferred maintenance and the significant future cost it creates. Our county thrives on deferring everything.	Needs Refinement	We need a hotel tax, like the rest of the country. Sell the tax by targeting the revenues, say to historic preservation, community pedestrian access issues, grant programs to preserve historic resources, etc. We need to reduce the number of trash trucks driving on our streets every week.	Headed in the Right Direction	Our extensive Mid-century Modern commercial and housing creates the modern Littleton character. In combination with the downtown historic district, we have a uniquely history that can increase tourism and continue our strong identity. More emphasis of tourism as it relates to our historic heritage. Littleton BLVD s already doing this.	Needs Refinement	Need to work on maintaining and increasing our tree canopy. Light and noise pollution are now critical issues that need to be addressed. Reduce the number of trash trucks driving through the city, destroying our roads, increasing noise and air pollution.	Needs Refinement

Name	Other Comments - Special Areas & Design - Pages 69-71	Implementation - Pages 73-77	Other Comments - Implementation - Pages 73-77	GENERAL REACTIONS/COMMENTS	
Barbara Hosack		Headed in the Right Direction		I appreciate all the work that our council has done toward managing outdated policy and providing new direction.	
Benjamin T Weihrauch		Right on the Money		Even though we want to keep the small town charm of Littleton, the complexities of today's municipality governance requires us to amend the town charter to have an elected chief executive (Mayor). The city needs an executive leader and face in negotiating critical collaborations. The City Manager has done OK here but is too overworked. The way to stay small town is to modernize our governance structure!	
Brandon G Smith		Right on the Money		Looking good	
Lisa H		Needs Refinement		It would have been helpful to provide an executive summary. I am a planner who does care a lot about this, has read probably hundreds of comp plans, and I still had trouble finding enough time in my life to sit down, read it all, and provide comments. Let alone capturing the general public's attention to review this document. For future projects, an interactive map would have been helpful for exploring the land uses - they are not too difficult to make and can help the user experience a lot. I had to bounce back and forth to the legend a lot, and still wasn't sure if I was looking at the right colors some of the time. All in all, I'm very glad Littleton has undertaken this process, but am concerned that it is still catering to the squeaky wheels of Littleton who show up at city hall the most often, but aren't necessarily representative of the rest of the city, and so the plan may not be as forward-thinking as other residents may wish it could be.	
Margaret Blakley		Right on the Money		There are so many previous plans that went nowhere. Is there dedication to the plan this time around? Is there funding for the big ideas? What is going to set Littleton up to thrive over the next 50 years?	
Rick Cronenberg	Need to create a Little Creek Culvert access trail to downtown and the light rail station.	Needs Refinement	Use the words "historic Preservation"	This is a great document. Lots of detail, sets strong attainable goals for the City.	

Name	Timestamp	Street Address	Zip Code	Introduction and Planning in Context - Pages 9-13
Benjamin T Weihrauch	9/14/2019 14:59:44	3618 W Chenango Ave	80123	Headed in the Right Direction
Margaret Blakley	9/15/2019 22:22:13	7076 S Apache St	80120	Headed in the Right Direction
Rick Cronenberger	9/11/2019 12:18:21	5796 South Lakeview Street	80120	Needs Refinement

Name	Other Comments - Introduction and Planning in Context	Existing City (Updated data book first released March 20, 2019) - Pages 15-27	Other Comments - Existing City
Benjamin T Weihrauch		Headed in the Right Direction	
Margaret Blakley		Right on the Money	
Rick Cronenberger	Good discussion of Pedestrian issues.	Needs Refinement	Littleton BLVD and Bowles Ave need to be treated as separate entities. The only thing they have in common is that together they create a continuous road across the city and they both terminate at Santa Fe drive.

Name	Mission & Goals - Pages 29-36	Other Comments - Mission & Goals - Pages 29-36	Objectives - Pages 37-38
Benjamin T Weihrauch	Right on the Money		Headed in the Right Direction
Margaret Blakley	Right on the Money		Right on the Money
Rick Cronenberger	Right on the Money		Needs Refinement

Name	Other Comments - Objectives - Pages 37-38	Level of Service - Page 39	Other Comments - Level of Service - Page 39
Benjamin T Weihrauch		Headed in the Right Direction	
Margaret Blakley		Right on the Money	
Rick Cronenberger	The table is perhaps to auto centric in its evaluation of objectives.	Right on the Money	

Name	Street Types and Overlays - Pages 39-44	Other Comments - Street Types and Overlays - Pages 39-44	Chapter 4 - Auto & Freight - Pages 45-60
Benjamin T Weihrauch	Headed in the Right Direction		Headed in the Right Direction
Margaret Blakley	Headed in the Right Direction	Some of the ROWs, especially in NE Littleton, are excessively wide for the posted speed. Some consideration should be given to street section design to help drivers slow down automatically, without needing a posted speed limit.	Right on the Money
Rick Cronenberger	Needs Refinement	More emphasis on Pedestrian access through the City. It is a little heavy on bikes, but these access modes are strongly complimentary to each other.	Headed in the Right Direction

Name	Other Comments - Chapter 4 - Auto & Freight - Pages 45-60	Chapter 5 - Active Transportation - Pages 62-87	Other Comments - Chapter 5 - Active Transportation - Pages 62-87
Benjamin T Weihrauch		Headed in the Right Direction	Any opportunity to create safe avenues for active transportation to access the S. Platte River should be considered
Margaret Blakley		Headed in the Right Direction	<p>It's surprising that there's little traffic stress on Littleton Blvd - could it be that this is due to the fact that no one walks there, because it is so dominated by high-speed traffic?</p> <p>The biking maps show how limited Littleton's safe biking network is, and that there's so much room for improvement!</p> <p>Suggest looking at Copenhagen's protected bikeways and timed traffic signals. They only build one type of bikeway - they've tested all of them and found one that works.</p>
Rick Cronenberger	Good overview.	Headed in the Right Direction	<p>Very good chapter. Need more emphasis on pedestrian access and how it relates to bikes. It is a little heavy on the bike access, but only in relationship to pedestrian access. While this city is walkable, there is no defined walkway corridors that draw people to DT from the east. Pedestrian access to DT from the east is stressful to walkers.</p>

Name	Chapter 6 - Transit - Pages 89-98	Other Comments - Chapter 6 - Transit - Pages 89-98	Chapter 7 - Mobility Trends - Pages 100-104
Benjamin T Weihrauch	Headed in the Right Direction		Headed in the Right Direction
Margaret Blakley	Headed in the Right Direction	Trains and buses do not run often enough and have too few connections. First Mile/Last Mile solutions are nonexistent. The idea of a local connector along Littleton Blvd is great!	Right on the Money
Rick Cronenberger	Headed in the Right Direction	Use the shopping cart or similar vehicle for quick access to the light rail stations during rush hour.	Headed in the Right Direction

Name	Other Comments - Chapter 7 - Mobility Trends - Pages 100-104	Chapter 8 - Complete Network - Pages 106-116	Other Comments - Chapter 8 - Complete Network - Pages 106-116
Benjamin T Weihrauch		Needs Refinement	
Margaret Blakley		Headed in the Right Direction	I love the idea of a Mixed-Use Downtown corridor all the way east on Littleton Blvd. The bike connections need to better connect neighborhoods east of the rail to the station. The map on page 109 (and current network) strands cyclists 1 block north of the station with no direct way of connecting to mass transit.
Rick Cronenberger		Right on the Money	Littleton BLVD and Bowles Ave need to be treated as separate entities. The only thing they have in common is that together they create a continuous road across the city and they both terminate at Santa Fe drive.

Name	GENERAL REACTIONS/COMMENTS	
Benjamin T Weihrauch		
Margaret Blakley	<p>The plan seems thorough and well researched. I'm excited to see where and how these ideas get implemented. And hopeful that there's dedication and funding to actually seeing some of these through.</p>	
Rick Cronenberger	<p>Great document. It shows how complicated transportation is and how dependent we are on the car, primarily due to how the city and our country developed. It will be hard to get people walking in the city, but I believe it will be possible if emphasis is place on people first, not cars.</p>	

----- Forwarded message -----

From: **Alicia C** <alicia@avrioanalytics.com>

Date: Wed, Aug 21, 2019 at 10:28 AM

Subject: Re: Envision Littleton - PUBLIC COMMENT IS OPEN UNTIL 9/16 AT 5PM

To: Kathleen Osher <kosher@littletongov.org>

Hi Kathleen,

This looks great! We're excited to hear more about the master plan. I thought it would be a good time to follow up on the thoughts I had back in May and see if you wanted to catch up! Happy to get coffee if you have time this week or next. These were the thoughts I had based on past projects we've worked on but of course happy to brain storm on more ideas that fit Littleton's master plan.

1. Reduce traffic congestion through intelligent traffic systems and I2V technology. Benefits: Make the city Greener by reducing carbon emissions associated with congestion, include pedestrian/bike traffic to provide congestion management across all modes of transport (you could weight the traffic of importance by location, so prefer peds when peds drive more business like downtown), better development planning (understand where and when to plan infrastructure updates that minimize economic impact from congestions), economic impact analysis by crashes and congestion. (we did with Panasonic (Identify the intersections/roads that really need improvements by seeing where they hurt the city the most) This is more than just looking at crash rates, but economic impact of the thoroughfare and how those particular areas impact the economy). This is a big area to boost the local economy and make Littleton more attractive by tracking movements and associated economic impact (e.g. fixing the Bowles intersection results in driving tax revenue from Downtown).

2. Smart utilities/smart grid -- analytics and incentives to provide more stability across the electric grid and water mains by understanding demand patters (Ft. Collins I think is pushing this).

3. Intelligent Policing and Emergency Services -- identifying inefficiencies in the services based on data collected, helping identify scheduling and placement of services (e.g. police squad cars) to maximize effectiveness. This is the stuff that John Yarborough and I worked on, and so has Josh Magee. It's a big field, lots to do and cities like San Diego and Boston are doing it to put police and EMTs where they are most likely to be needed. This reduces response times and limits waste in driving to locations when placed far away. There's plenty of other operational areas to increase efficiency in an area.

4. Urban planning -- understand growth trends in terms of both housing/commercial and necessary services. Where should the next park go? Where will we need more city services?

5. Predictive maintenance -- whether for city vehicles, facilities or infrastructure, predict when areas will need maintenance and provide more intelligent forewarning than a set maintenance schedule. This prevents unexpected failures while giving the foresight to plan maintenance across various areas with minimal disruption to operations.

6. Employee turnover and retention- employee turnover is costly, both in terms of replacement/recruiting and loss of internal knowledge. We've built systems for other clients to predict who is most likely to leave and highlight why, so you can be most effective in trying to retain your best employees.

Thanks,  
Alicia

c: [719-248-8870](tel:719-248-8870)

o: [865-315-8870](tel:865-315-8870)

[www.avrio.ai](http://www.avrio.ai)

Denver, CO | Knoxville, TN

Submitted Anonymously Through LittletonPlans.org

"I WANT TO SEE LITTLETON" in response to "Envision Littleton - What's Next?"

Comment: I WANT TO SEE LITTLETON PRESERVE/PURCHASE/ OPEN SPACE. DENVER IS SO CRAMED FULL OF TOO MANY BUILDINGS. LITTLETON SHOULD TRY TO MAINTAIN A SMALL TOWN FEEL. NO MORE SHOPPING CENTERS. ASPEN GROVE/SOUTHGLENN ARE JUST FINE. LESS IS MORE.

---

"I continue to worry about" in response to "Envision Littleton - What's Next?"

Comment: I continue to worry about Littleton's commitment to Climate Change amelioration. It is admirable how much open space Littleton has, but what are the plans for planting more trees? How many electric plug-ins will be installed? Do the many people who work in the City and County offices have an effective and utilized ride-share plan? How can recycling of everyday goods be made available to those who can't afford it? Is there a plan to utilize solar, wind and hydroelectric power to make Littleton carbon free?

These are serious concerns to keep our community livable. I hope the City Council will address these (I brought some of these up at the session seeking input for Envision Littleton a few weeks ago).

Thank you for caring about our environment, water and air!

Thank you again for the vision and hard work that went into creating the Comprehensive Plan and the Transportation Master Plan.

Page	Para./Sect.	Comment
9		If the additional housing units aren't built, then the cost of housing will likely increase (supply and demand).
12	Strive for	Proactively manage and plan for Littleton's future (vs. being reactive.)
12	Local History	Bullet 3, not sure what "Origin as own town" means.
12	First paragraph	Don't believe that "strong bones" is a term that will resonate as a defining characteristic among residents, business owners, visitors and others. It doesn't create an emotional connection, and doesn't feel inspirational.
13		Would like to see something about environmentally sustainable practices.
14	Guiding Principles	I'm not sure if the way "anchored" is worded will allow for a future cohesive, overarching vision of Littleton going forward. It would be interesting to know what current perceptions of Littleton are in the Denver Metro area, as this will influence the City's success in attracting specific types of businesses and create a vision which will help it meet other objectives. Anchored implies managing what exists, with, possibly, incremental changes and improvements. Am looking for something more visionary and dynamic, implying <b>leadership</b> among area communities.
16		Suggest that the City explore if character-based zoning makes more sense from a community perspective. Some past proposed initiatives with regard to business types/locations would probably have not been recommended or approved if the character of the surrounding area had been taken into account.
16	Table at bottom, zoning map column	"Zoning decisions that differ substantially from the general development pattern depicted on the future land use map will <u>indicate the need for some map adjustments</u> during the next plan update."  Not sure which plan update this refers to, but the general wording implies that zoning decisions will dictate the land use map going forward, which sounds like the tail wagging the dog in some respects.
43	Regulations and Standards	"Consider alternative methods and provisions for promoting and achieving creative land development and redevelopment other than through the traditional "Planned Development" mechanism...."  Have some concerns about a developer using this framing to lobby for something that is "creative", either in terms of land use or financing, but not in character with the surrounding area or the City's overarching vision (which seems to be missing, per an earlier comment).
44	Potential Partners	1. Add CDOT. 2. SPOA does not represent the residential SouthPark communities to its west – need to add SouthPark HOA 1, SouthPark HOA 2, and the Peninsula HOA. Not sure if there are HOAs along Jackass Hill and Windermere.
58	E&T 9	Would recommend adding "and other educational resources" to this policy, to allow for City participation through the Bemis Library, the Museum, the Littleton Police Citizen Academy, partnerships with neighboring communities etc.
59	Potential Partners	Would suggest adding: 1. The libraries in Arapahoe, Douglas and Jefferson County (for potential partnerships and co-sponsored events). 2. Home-based businesses as a generic entity (note that business chambers of commerce typically represent traditional businesses).

Thank you again for the dedication and hard work that went into creating the Transportation Master Plan and the Comp Plan.

Page	Para./Sect.	Comment
5	Glossary	Suggest adding: 1. "Facility", in the context of transportation management. 2. "Grade-separated intersection".
9		While C-470 is not in Littleton, it seems like it should be mentioned near the beginning of this document, given its continuing massive impact on the City. The first phase was completed in 1985. <a href="https://www.bizjournals.com/denver/stories/1998/08/10/story7.html">https://www.bizjournals.com/denver/stories/1998/08/10/story7.html</a>
17		From a historical perspective, W. Long Ave and W. Long Drive should never have been classified as "Major Collectors", as per the "existing" map on this page. These roads should be re-classified as "Local Street" (as it appears they might be according to a map later in the document), based on the developer's intended use, the actual use from the period 1983 to when the striping occurred, and the TMP draft's definition on p. 40. Hope this gets rectified going forward.
23		Another challenge are the sloped sidewalks that some residents installed, with City approval, across their driveways to remove the "bump". These are a hazard to pedestrians, and are dangerous in the winter and at all times to people with disabilities.
37	Table	1. Strongly suggest incorporating the idea of honoring the <u>character</u> of the area impacted. Littleton's has struggled with this, and as a result unsuitable areas get identified as "suitable"; for example, outdoor shooting ranges or a Walmart.  2. My impression is that the southern and western edges of the city have suffered, and continue to suffer (Ensen) from a very haphazard approach to development that likely dates back to when much of the land was undeveloped, and hence became the favored location for development that residents in the older sections of the city didn't want near their own homes and businesses. Have lived in other cities of similar size, and have seen a much more cohesive approach in which the given city was the primary unit of identification and connection, vs. an individual neighborhood. Also, non-park city amenities like the library and museum are located near the older sections of Littleton and not "on the way" to anything for residents in the south end of the city; for example, it would be nice if there were a small library annex in Aspen Grove.
37	Table/row 1	"Healthy", as a goal, needs to be incorporated into "high resident satisfaction rates with transportation services", both from the standpoint of safety, and also as it relates to air and water quality for residents and along the S. Platte river. (Not all residents would fall under the "active" goal, row 27.)
46	Legacy of Past Planning	Would add C-470 as a bullet. See link in row 1 above, plus this sanitized version: <a href="https://www.codot.gov/admin/projects/archived-project-sites/c470/documents/oh-oct2003/hhist.pdf">https://www.codot.gov/admin/projects/archived-project-sites/c470/documents/oh-oct2003/hhist.pdf</a>
52		Does RTD have statistics on the proportion of light rail riders who park at the Mineral Station and live outside of Littleton (and where they live)?  I think new residential and business developments, especially to the south and southwest of Littleton, should be assessed a regional impact tax to help cover the projected costs of mitigating traffic congestion for specific municipalities like Littleton.
58	Bullet 8a	"Littleton should take a leadership role in that study." (Side-comment: And don't let CDOT bully Littleton...)
66		(Map PLTS designations do not look accurate for SouthPark 1, 2, in particular the blue PLTS-2 for a section of W. Long Ave. where it would be challenging to cross that street during the evening rush.)

Page	Para./Sect.	Comment
67		Thank you for pointing out the “out-of-direction” aspect of walking to the light rail station (or getting to the Platte River). Would like to mention the difficulty of walking/biking to Heritage HS, in part due to the unsafe intersection at Jackass Hill, but also because of the “out-of-direction” aspect of the Highline Canal Trail route beginning at Writers Vista Park, which is really the only way to cross Mineral with a walk signal.
70, 74, 77, 78		There needs to be a barrier between the existing bike lanes and vehicular traffic so bicycle riders will use the bike lanes (“protected bike lane”). They are still using the sidewalks along Mineral (and using their bells to clear the sidewalks of pedestrians). For this reason, not sure I’d label that corridor as a “low stress bikeshed”, nor is a “shared use” sidewalk (?) desirable as that is not working now.
81		Planning and maintenance – yes. Encourage people to bike and walk through events, communication, maps, website and signage.
89	Legacy of Planning	In addition to the environmental evaluation phase of FasTracks list in the TMP, suggest adding 1) the name and date of the original light rail feasibility study, 2) the name and date of the RTD report documenting why RTD has not built out the light rail extension to Highlands Ranch, and 3) any state-level or university study, if one exists, evaluating the opportunity costs (air quality, environmental, quality of life, congestion, travel times etc.) of improving mass transit in terms of access, scheduling and affordability, and last mile service, vs. the current approach in which CO and front-range communities like Littleton are negatively impacted by CDOT’s singular focus on adding more traffic lanes.
95, 103	Table, row 1	Would put a dot in the column labeled “healthy” too. People living and working near S. Santa Fe and C-470 have been negatively affected by the persistent haze generated from ongoing construction, along with vehicle emissions which will only get worse.
103	Policies	Bullets start at #3 – is something missing from this section?
104	Programs and initiatives	1. Bullets start at #5 – is something missing from this section? 2. Would like to see the City take a <u>much more active role</u> in taking back traffic control from Google/Waze, especially in SouthPark 1 and 2. Partner with other cities to brainstorm ideas and develop a coordinated strategy. (And speed bumps and roundabouts are not the answer.) 3. The City needs to be proactive about alternative forms of transportation like e-scooters, e-bikes, mopeds etc. and their impact on pedestrians. Uber/Lyft will try to offload responsibility onto municipalities unless municipalities push back, forcefully, and this issue will get worse as these companies get more desperate and continue to lose money.
107	map	(Happy to see W. Long Ave. reclassified as a local street.)
113, 108, 109, 110	Critical Corridor: Santa Fe, also maps	“Pursue grade-separated interchange at Mineral.” “Potential visions could include: Grade-separation of Bowles and Santa Fe.” <b>NO.</b> <b>Grade separated intersections</b> at S. Santa Fe and W. Mineral, and S. Santa Fe and W. Bowles, will create even more of a barrier than already exists to east-west pedestrian and bicycle mobility, further walling off this type of access to the S. Platte, Aspen Grove, and <b>running at cross purposes to the goal of integrating areas to the east and west of S. Santa Fe.</b> (Was discouraged to hear Mr. Reester promote the idea of the separated grade intersection for Santa Fe/Mineral at the Sept. Council/Planning Commission review of the financial analysis of the plans, which indicates that he doesn’t “get it”, but I was somewhat encouraged by Mr. Relph’s clarification.)

----- Forwarded message -----

From: **Carol Fey** <cfey@littletongov.org>

Date: Mon, Aug 12, 2019 at 8:55 PM

Subject: TMP concerns

To: Kathleen Osher <kosher@littletongov.org>

Cc: Jennifer Henninger <jhenninger@littletongov.org>, Mark Relph <mrelph@littletongov.org>, Robin <reswartzbacker@comcast.net>

To Kathleen, copying Jennifer, Mark, and Robin--

It seems inconsistent to Robin and me that, with the Envision process showing that a primary citizen concern is traffic congestion, and with 82% of the traffic being motor vehicles, 1.8% pedestrian, and 0.4% bicycle, that the TMP is predominately about improving mobility for pedestrians and bicycles. This makes the TMP appear not to be data-driven, but rather based on the authors' excitement about these modes.

-Still thinking of the citizen concerns about traffic congestion, it seems inappropriate for the goal transportation level of service (LOS) to be mostly E, at best D.

-It seems that different parts of the TMP don't match up. For example, at one point it says that 42% of accidents are rear-end collisions between motor vehicles caused by congestion. Later in the document, the proposed solution to accidents is to increase safety for pedestrians and bicycles.

-Even though some definitions are given, there are a number of terms that ordinary people misunderstand or have not heard of—complete streets, road diet, traffic calming, walkability. And the use of “walkability” in this document is quite different from the same term in K-K books.

-Keith Borsheim agreed to remove some assumptions that Robin and I questioned. For example, on p 10, there is the statement, “The healthiest and most vibrant communities understand that bicycling, walking and transit are critical components of the transportation system.” When asked for the source of that information, Keith didn't recognize it as part of the document, let alone as pertinent to Littleton. Yet this and similar unsupported assumptions remain.

- These are the pages of the TMP on which we have concerns—pp. 10, 11, 22, 29-34, 37-8, 41-3, 46-7, 53, 56-60, 62-4, 67, 70, 72, 75, 79, 80-1, 89-90, 92, 95, 97, 108-10, 113-5. Rather than list them here, may we meet to discuss them with you?

Thanks!

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Dear City Council Members,

I understand the City is updating zoning to better serve our changing needs.

As many of us attempt to help the next generation emancipate and launch, or care for our elderly parents, I would strongly request that the City Council allow for zoning similar to that which Denver has adopted allowing Accessory Dwelling Units.

As I talk with friends and neighbors, it is clear that many of us 55-65 year olds are feeling the financial and emotional pressure from both sides of the generational spectrum. Rent is so high in our area, it forces our youth to remain home longer, and our elders to be near homelessness if family members can't step up to help.

My healthy 88 year old mother will be completely without financial means other than my deceased father's Social Security soon. That will not even rent a humble studio apartment IF a studio apartment could be found, much less take care of her needs. Rather than forcing her into a terrible government run facility at taxpayer's expense, we would like to incorporate her into our lives in her final years and care for her. We need to remodel our detached two car garage into an apartment for her, but current zoning prevents us from doing so. This needs to change! Please consider allowing tax-paying homeowners to use their own property to care for the needs of their families. Please allow Accessory Dwelling Units in the new zoning.

Respectfully submitted,

Carrie Wampler  
5970 South Bemis Street  
Littleton, CO 80120

----- Forwarded message -----

From: **Charles Blosten** <cblosten@gmail.com>

Date: Mon, Sep 16, 2019 at 3:02 PM

Subject: Re: Envision Littleton - PUBLIC COMMENT IS OPEN UNTIL 9/16 AT 5PM

To: Kathleen Osher <kosher@littletongov.org>

Ms. Osher:

You are requesting public comment on the Envision Littleton DRAFT documents, please accept these comments as a part of the public comment process.

I have thoroughly reviewed the DRAFT Comprehensive Plan and the DRAFT Transportation Plan available on the city's website. I will defer any comments on the DRAFT Comprehensive Plan and only concentrate on the DRAFT Transportation Plan (TMP).

First, the DRAFT TMP, as presented on the city's website and in print, is incomplete. There are several references to the following statements:

*“A complete funding analysis is to be provided in the Implementation section, which will be included in the packet materials for the September 10,, 2019 Joint Leadership study session, provided on [www.envisionlittleton.org](http://www.envisionlittleton.org) on September 9, 2019, and in the final draft of this Transportation Master Plan.”*

*“A summary of the Capital investments will be included in the packet materials for the September 10,, 2019 Joint Leadership study session, provided on [www.envisionlittleton.org](http://www.envisionlittleton.org) on September 9, 2019, and in the final draft of this Transportation Master Plan.”*

*“Capital Investments*

*Capital investments are under development and will be included in the packet materials for the September 10,, 2019 Joint Leadership study session, provided on [www.envisionlittleton.org](http://www.envisionlittleton.org) on September 9, 2019, and in the final draft of this Transportation Master Plan.”*

**MOBILITY TRENDS**

*“Capital Investments*

*No capital investments have been identified as part of this plan for this category.”*

It is very difficult, no actually impossible, to review the DRAFT TMP without the funding analysis and the Capital investments. These documents do not seem to be available to the public and cannot be appropriately reviewed.

Why was the incomplete DRAFT TMP submitted to the city council? It appears the Capital Investments and the Capital Funding Analysis are intentionally missing from the documents available to the public. Comments are due by Monday, September 16 at 5:00. There is no time for the public to review the missing items.

Much of the DRAFT TMP is “boilerplate” that is very much irrelevant to Littleton and appears to have been copied and pasted from other studies and reference materials.

In particular, I find it very difficult to understand why a Transportation Master Plan for Littleton does not “lead with” proposing the extension of the RTD Southwest Light Rail lines to Lucent Blvd. as a major step in assisting in the reduction of congestion on S. Santa Fe Dr. RTD has developed Long Range Plans for this extension and most, if not all of the required right-of-way has already been acquired.

The DRAFT TMP should strongly recommend City of Littleton leaders initiate the formation of a multi jurisdiction coalition to work with RTD to extend the light rail to Highlands Ranch. In reading the DRAFT TMP, the consultant is indicating that this highly important project is strictly up to RTD officials. No, it should be a primary focus of Littleton City Council and staff to organize the other affected jurisdictions (Arapahoe County, Douglas County, etc.) to closely work with RTD to expedite the extension of the SW corridor light rail lines, just as was accomplished on the SE corridor.

I live in the SW portion of Littleton and am very much opposed to the suggested grade separation at S. Santa Dr. and Mineral Ave. I drive this intersection almost every day and it seems to me this proposed \$100 million project will do more harm for the neighborhoods in this part of Littleton than it will to solve congestion for non Littleton commuters, passing through our community or attempting to access the RTD facility. Obviously, this issue is not critical at this point in time, but many of us in Sunset, Palisade, SouthPark, and other nearby neighborhoods are extremely concerned with the consequences of living in close proximity to a huge grade separated interchange, such as has been discussed.

The DRAFT PLAN is lacking in a solid direction to solve congestion issues caused by traffic not originating in the City of Littleton. To any informed person, the primary focus of the TMP should be to reinforce the SW light rail extension as a major priority project that needs to be funded (locally, federal and RTD) and pressed for completion. The reasons for this are very obvious and do not need to be restated in this communication.

If you could provide the Capital Investments and the Capital Funding Analysis, then I can provide appropriate comments.

*Charlie* Blosten  
[cblosten@gmail.com](mailto:cblosten@gmail.com)  
720-217-8862

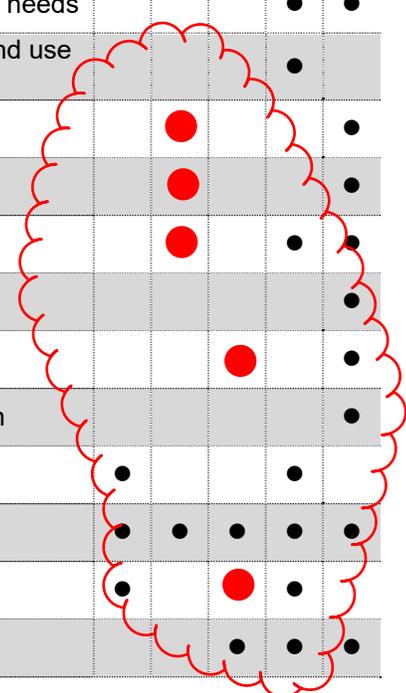
# OBJECTIVES

Building from the goals, a series of workshops involving the Community Coordinating Committee, Joint Leadership Team, and TMP technical staff worked to develop a tactical approach to planning for the future of Littleton’s transportation system. Those efforts produced the list of 36 objectives below, spread across seven topic areas: Quality of Life, Community, Mobility, Active, Auto, Transit, and Freight.

**How the objectives are used:** The objectives are statements about the direction the City wants to take its transportation system. Each objective is associated with one or more performance measures, which include a baseline and a target for 2040. These measures informed the project prioritization effort found in the TMP. In addition, they provide a system of accountability for tracking progress over time.

The TMP is designed to be a living document that can be revisited at regular intervals. The objectives offer a benchmark to evaluate how effectively the City is achieving its goals as well as a record of the community’s priorities as of 2019.

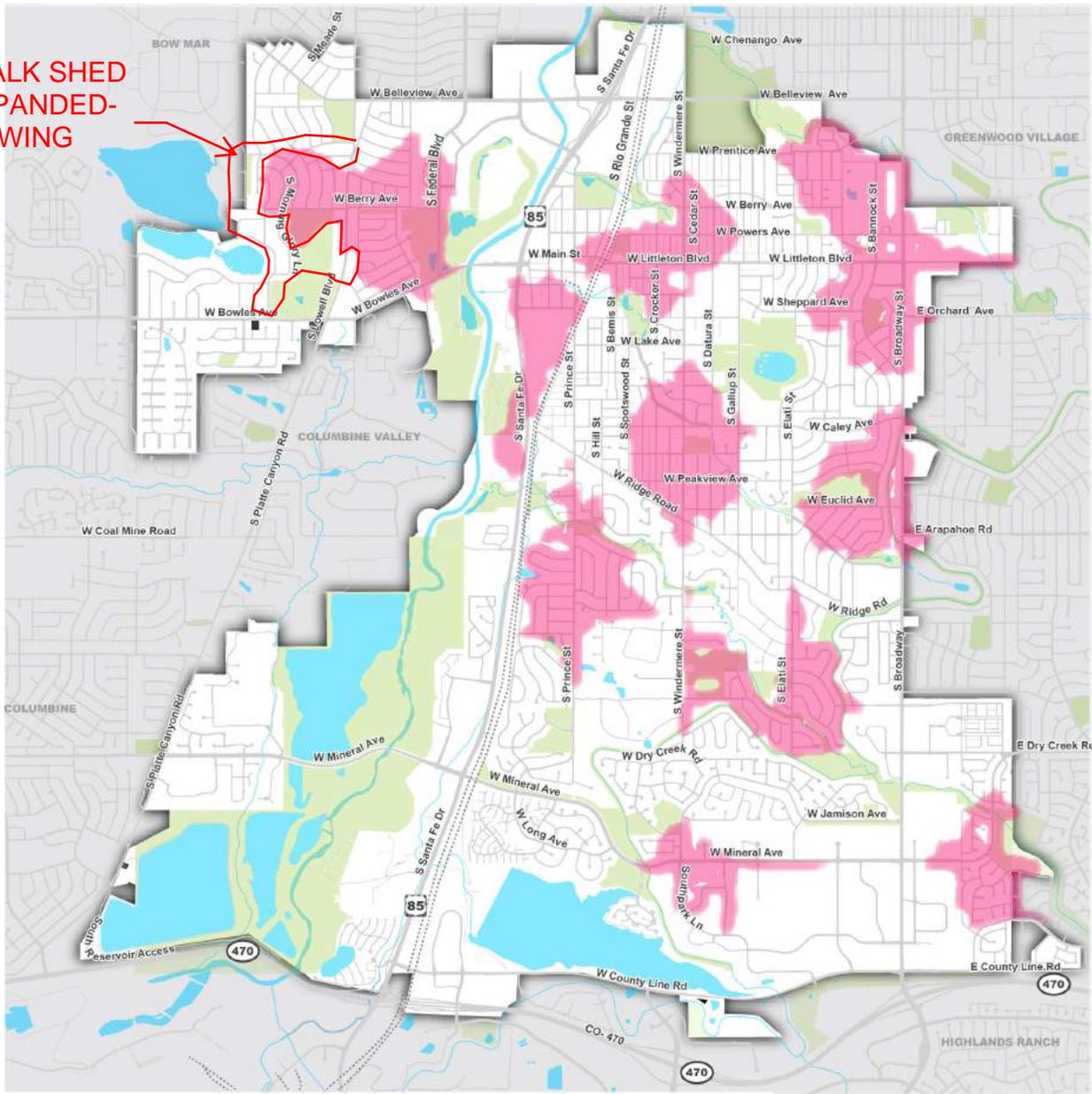
No.	Topic	Objective	Related Goals				
			Connected	Healthy	Inclusive	Prosperous	Sustainable
1	Quality of Life	Achieve high resident satisfaction rates with transportation services	●		●	●	●
2	Quality of Life	Provide spaces that people can enjoy within the public right-of-way		●		●	
3	Quality of Life	Provide people with a sense of personal safety while traveling		●	●		
4	Quality of Life	Provide transportation infrastructure that meets local business needs				●	●
5	Community	Provide transportation facilities that are well integrated with land use and character				●	
6	Community	Minimize transportation-related air quality degradation		●			●
7	Community	Minimize transportation-related water quality degradation		●			●
8	Community	Minimize transportation-related noise impacts		●		●	●
9	Community	Provide a flexible transportation work plan					●
10	Community	Provide transparency about the transportation plan			●		●
11	Community	Provide a transportation system the City can afford to maintain					●
12	Mobility	Provide a reliable transportation system	●			●	
13	Mobility	Achieve a balanced mode share	●	●	●	●	●
14	Mobility	Provide high-quality transportation people can afford	●		●	●	
15	Mobility	Provide human-scale infrastructure			●	●	●



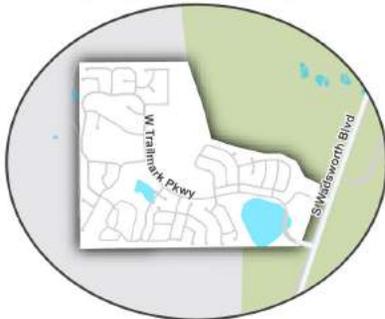
No.	Topic	Objective	Related Goals				
			Connected	Healthy	Inclusive	Prosperous	Sustainable
16	Mobility	Provide travelers with relevant, timely information	●	●	●		
17	Active	Provide a well-connected bicycling network	●	●			
18	Active	Provide a comfortable bicycling network	●	●			●
19	Active	Provide a safe biking environment	●	●	●		
20	Active	Achieve a Silver Bicycle Friendly Community	●	●			
21	Active	Provide high-quality end-of-trip bicycling facilities	●	●			
22	Active	Provide a well-connected pedestrian network	●	●			
23	Active	Provide a comfortable walking experience	●	●			●
24	Active	Provide a safe walking environment	●	●	●		
25	Active	Provide excellent pedestrian and bike access to schools	●	●			
26	Active	Provide high quality access to recreational facilities		●			●
27	Active	Provide healthy transportation choices		●			●
28	Auto	Provide a well-connected automotive network	●			●	
29	Auto	Provide for safe automobile travel		●		●	
30	Auto	Provide a resilient and responsive traffic operations system	●				●
31	Transit	Provide a well-connected transit network	●			●	
32	Transit	Provide comfortable transit service	●		●		
33	Transit	Provide high-quality demand response services for at-need populations			●	●	
34	Freight	Provide a reliable freight network	●			●	
35	Freight	Provide a well-connected freight network	●			●	
36	Freight	Provide a safe freight network		●		●	
<b>Totals</b>			<b>21</b>	<b>18</b>	<b>11</b>	<b>17</b>	<b>18</b>

Consider putting a dot on "sustainable". The objective is similar to number 23.

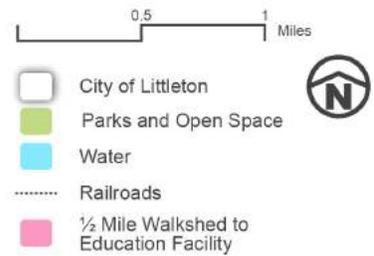
1/2 MILE WALK SHED CAN BE EXPANDED- SEE FOLLOWING PAGE



TRAILMARK NEIGHBORHOOD



**33%** of Littleton households are within a half-mile walk of a primary, secondary, or higher education facility.



**CITY OF LITTLETON**  
**1/2 MILE EDUCATION FACILITY WALKSHEDS**

I have kiddos that go to Goddard and I live in the nearby hood and see other kiddos walking the streets and paths to school.

HARLOW PARK

PLATTE CANYON

GODDARD MS

Villages At Raccoon Creek

BOWLES AVE

Littleton Littleton

Ruler

Line Path Polygon Circle 3D path 3D polygon

Measure the distance between multiple points on the ground

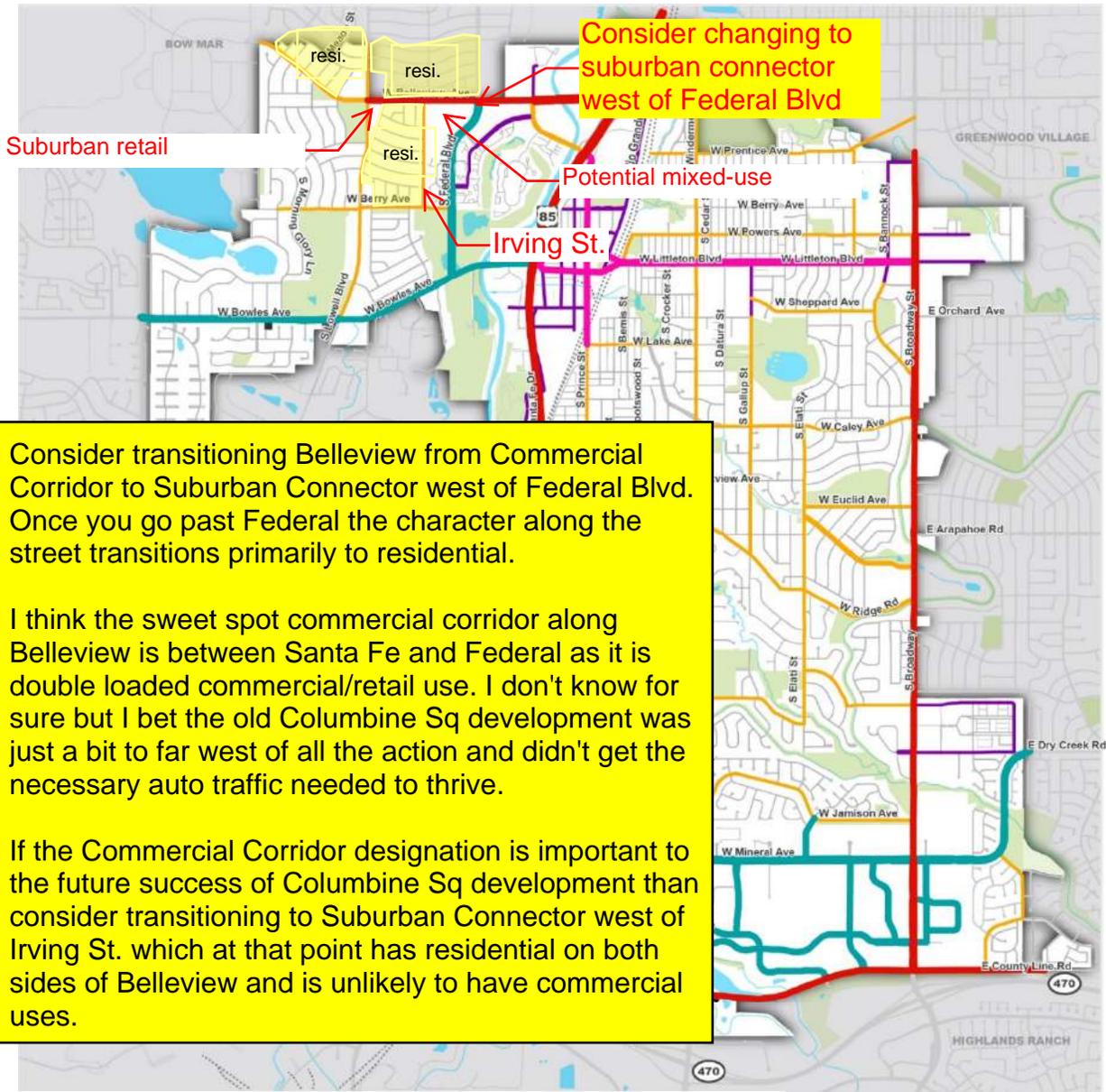
Length: 0.50 Miles

Show Elevation Profile

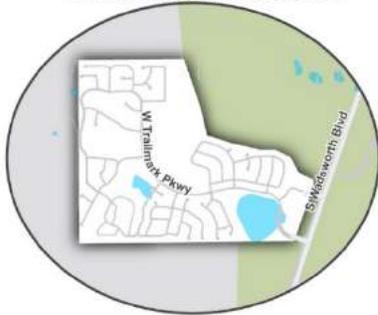
Mouse Navigation

Save Clear





TRAILMARK NEIGHBORHOOD



Proposed Street Types

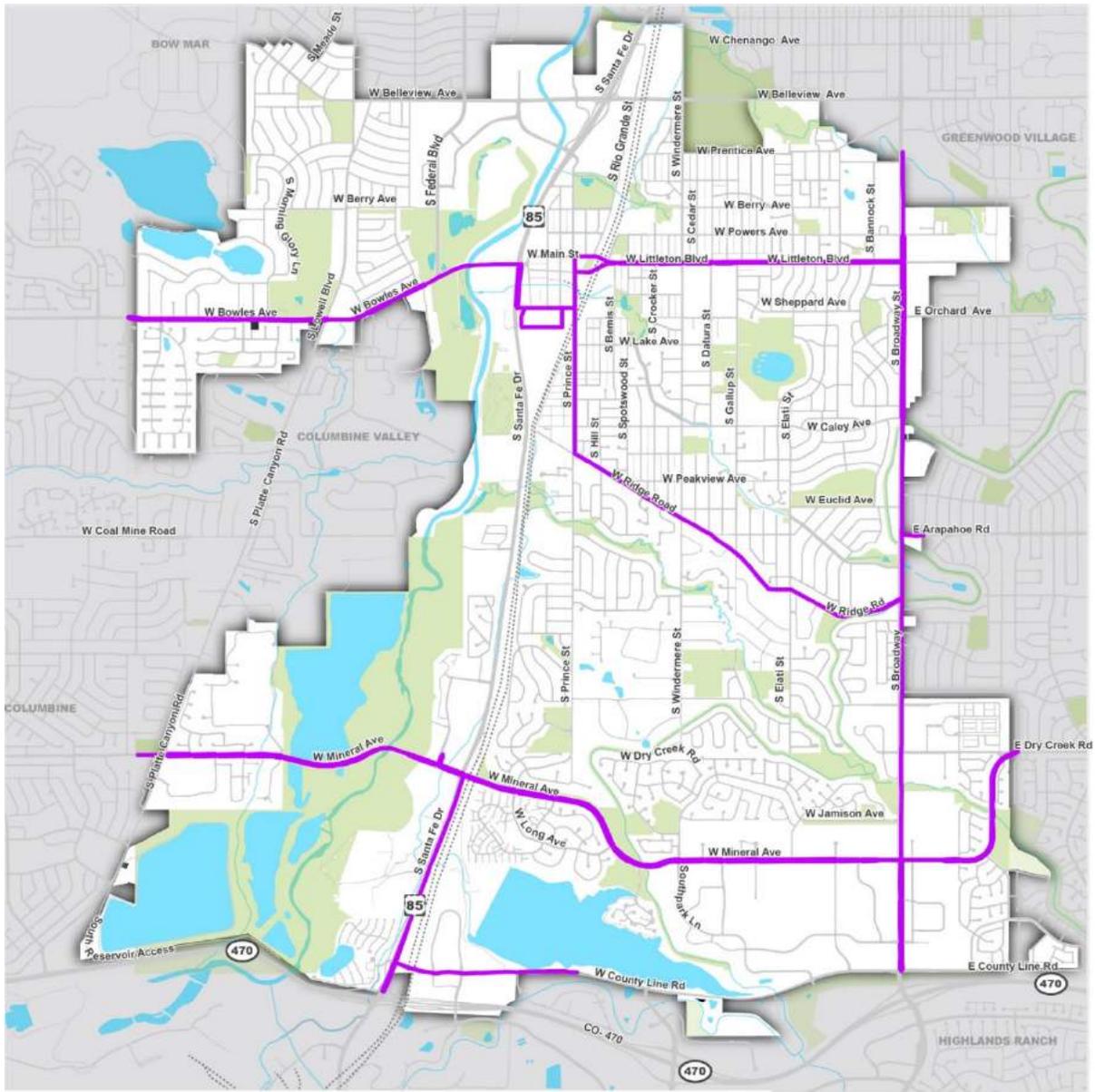
- Commercial Corridor
- Suburban Connector
- Mixed Use/Downtown Main Street
- Mixed Use/Downtown Connector
- Neighborhood Connector
- Local Street

0.5 1 Miles

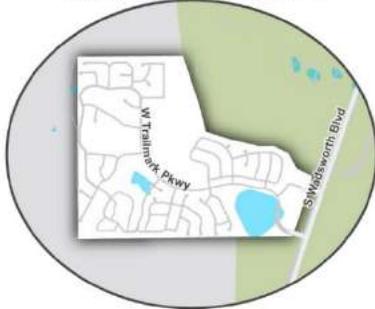
- City of Littleton
- Parks and Open Space
- Water
- Railroads



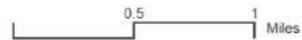
**CITY OF LITTLETON  
PROPOSED STREET TYPES**



TRAILMARK NEIGHBORHOOD



Is this supposed to be "transit"?



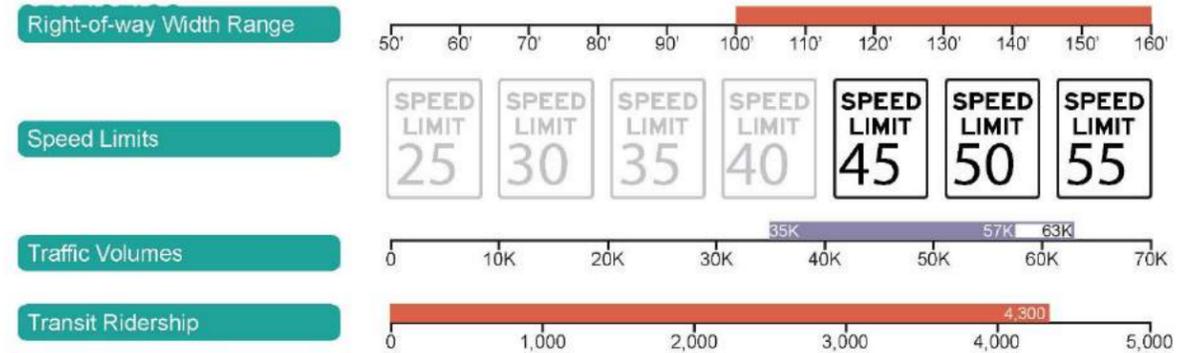
- City of Littleton
- Parks and Open Space
- Water
- Railroads
- Pedestrian Priority Street

**CITY OF LITTLETON  
TRANSIT PRIORITY STREETS**

## Critical Corridor: Santa Fe Drive (US 85)

Santa Fe Drive is a state and federal highway that has long served as Littleton's connection to the rest of the region. Today, it is a mix of limited access expressway and commercial arterial. It carries a massive amount of traffic through the city and serves not just Littleton's north-south travel needs, but also as a primary route for traffic moving through the City. It will continue to serve this function in the future as a state highway.

The future of Santa Fe Drive is as the City's main north-south auto and freight route. Santa Fe Drive is unique in that the corridor is flanked on either side by premium transit (LRT) or active transportation (Mary Carter Greenway) facilities. These adjacent multimodal corridors allow Santa Fe Drive to be an auto and freight mover.



### STRATEGIES AND PROJECTS:

- Implement near-term operational improvement projects:
  - Alternative intersection at Mineral Avenue
  - Safety and operational improvements at Bowles
  - Safety and operational improvements at S Prince St
  - Pursue grade-separated interchange at Mineral Avenue
- Improve downtown connections at north and south ends of downtown to alleviate congestion at Bowles Ave
- Create a downtown mobility and land use plan that identifies a vision for connecting downtown to the river, and establishes the desired Santa Fe Drive alignment (both horizontal and vertical)
- Potential visions could include:
  - Grade-separation of Bowles and Santa Fe (no interchange)
  - Grade-separation of Bowles and Santa Fe (with interchange)
  - Reconfigure downtown circulation to provide access to downtown via Prince and Rio Grande, and potential future connections
- Pursue regional partners to proceed with the extension of LRT to Highlands Ranch, or a shorter segment.
- Study the feasibility of connecting South Platte River Parkway, west of Santa Fe, into the downtown area to serve local traffic.
- Work with CDOT to create a plan for access management as part of the Planning and Environmental Linkages Study (PEL).



OK, I know, NUTTY idea...and maybe this is for the 2060 TMP...but what if, what if vehicles and RR could be co-located in the same ROW and create a bypass (along the east side of the football) to relieve congestion at Bowles and Prince.

The west side of the football is still local auto-use but scaled down, slower speeds, more ped friendly "Santa Fe Promenade" amenity that parallels the river. Maybe with less traffic on the west side we could get a ped friendly crossing from Downtown to the river. Perhaps there would be other opportunities to connect proposed ped/bike pathway networks from the east over the "bypass" and across the promenade to the river.

Ok, I'll put down my bourbon now.

# Observations for Littleton Comprehensive Plan Draft

September 11, 2019

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# Observations for Littleton Comprehensive Plan Draft

September 11, 2019

## *General*

### 1. Comprehensive Plan Scope

A—Page one of 8/13 Staff Communication (File #: ID# 19-209, Version: 1) states “The Comprehensive Plan’s findings and recommendations focus on the physical and economic aspects of the community’s projected growth and development in the coming years.” The draft’s content confirms that the plan’s emphasis is indeed growth and development.

B—However, public comments and citizen concerns generated during this entire process demonstrate that many citizens are concerned about the neighborhoods and biophysical and socio-cultural resources and their character. For these continue being adversely impacted by growth and development. Conspicuously missing from the draft is content that would put in place checks and balances on “growth and development.” Exactly how the city intends to protect and maintain citizens’ most highly valued community character conditions remains a mystery.

Is it plausible that Council, Planning Commission, and municipal administrators are unaware of the alarming effect the draft’s lopsided has on homeowners and other citizens who value Littleton’s most distinctive open space and suburban character? Yet not a few citizens remain hopeful that Kendig and Keast’s competence in addressing character will, in the end, maintain what has driven so many people make this city their home. Nonetheless, it appears that Council and Planning Commission majorities still want more transformative development and growth.

#### *Three Questions:*

a) Why does the draft not address what will be done to avoid continued approval of projects whose large scale rectilinear (i.e., “cracker box”) architecture does not fit adjoining neighborhoods and degrades them? Could such content yet be added?

b) It appears the draft does not yet address consequent negative impacts of the discordant kinds of development referred to above, nor does it outline a plan of action to mitigate them. Would it be feasible to outline a plan of action to minimize these adverse effects, including:

Curbing the ongoing destruction of tree cover and associated biomass, wildlife and desirable aesthetics (e.g., sunlight, sky and open space terrain)?

Reduction of associated increased negative impacts (e.g., traffic congestion and noise, air pollution, crime, etc.) thereby generated?

b) It has been evident that developers appear to share little concern about the negative impacts their proposals generate to citizens. The draft does not appear to be sufficiently transparent about this huge “elephant in the room.” **Would it not therefore seem reasonable to add content to the draft plan that effectively addresses this situation (i.e., explaining how Council, Planning Commission, and municipal administrators might effectively eliminate or at least slow down the ongoing erosion of community character and the adverse social, cultural, economic, and other environmental impacts thereby generated)?**

## 2. Under Title 10 – Zoning Regulations

Included in the packet for Council/Planning Commission’s 8/13 meeting was a two-page paper titled “Chapter 1—ADMINISTRATION, DEFINITIONS, AND ENFORCEMENT.” Its relationship to remaining sections of the draft is unclear. **Could the draft clarify its intent?**

Under “Section 10-1-10: Comprehensive Plan” is Subpart C, “Purpose,” which states, in part: “The plan shall be made with the general purpose of guiding and accomplishing a coordinated, adjusted, *character based*, and harmonious *development of the city* and its environs which will, in accordance with present and future needs, best promote *health, safety, morals, order, convenience, prosperity, and general welfare*, as well as efficiency and economy *in the process of development*, including among other things, adequate provision for traffic, the promotion of safety from fire, flood waters, and other dangers, adequate provision for *light and air*, the *promotion of healthful* and convenient distribution of population, the promotion of good civic design and arrangement, wise and efficient expenditure of public funds, the promotion of energy conservation, and the adequate provision of public utilities and other public requirements.” (*Emphasis added*)

### *Paired Observations and Questions:*

a) On the second line (quoted above) the phrase placing side-by-side “character based” and “development of the city.” But something vital appears to be missing. The opposite of “development of the city” is “stewardship of the city environment” including its socio-cultural, neighborhood and natural resources.

**Question: Would it not adding this missing content on responsive caretaking to the draft help present to citizens a more convincing case that this plan is indeed comprehensive?**

b) This section at least mentions several important elements of stewardship (listed in lines 3, 4 and 7). Yet it limits the scope of those elements to “the process of development” (line 5) and seems to ignore care taking of what Littleton already has and makes it a good place to live. On plain reading, this lopsided emphasis on development raises doubts that true care-taking stewardship could be ensured.

**Question: Recent eagerness with which large (vs. human) scale transformative urban development is approved hasn’t escape notice. Which begs asking if planners intend it to continue? Would it be possible to add an objective commitment to actively take care**

of the whole human environment—including the specific character conditions on which citizens depend?

c) Although perhaps not in those words, it seems that several citizens have asked for such missing content. Such a conclusion seems to be supported from many comments citizens have made before Council and Planning Commission—now for many several years. Similar concerns have also been stated regarding the current planning effort.

*Question:* Could not that missing content be added to the draft, with accompanying rationale indicating the degree of public support for it?

### 3. Scope of Public Review

A—The slide show that accompanied the 8/13 Council/Planning Commission packet states: “Citizens can request changes only to character/land use map”

B—But the city’s most recent Envision Littleton post card states “We want to hear from you!” and announces a public comment period for both the draft Comprehensive and Transportation Master Plans from August 14-September 16.

*Question:* Because these statements appear to be in conflict, which is correct?

## ***Under “INTRODUCTION” (pp. 5 . . .)***

### ***Plan Purpose***

1—This states the draft plan:

- *Lays out* long-range vision
- *Considers* regional context and geographic area, incl. where development and redevelopment may occur
- *Assesses* longer term needs and desires
- *Serves* as a guideline for measuring success

2—What is stated in the paragraph following those bullets focuses on development rather than comprehensive management of the city and its communities (e.g., including stewardship of community character already in place), stating: “The Plan aims to ensure that ongoing development will proceed in an orderly, well-planned manner so that public facilities and services can keep pace with development, and so that residents’ quality of life will be enhanced.”

*Paired Observations and Questions:*

a) Citizens have been told this plan would guide amendments to the city’s zoning code, so the missing stewardship function *as a key plan purpose* is conspicuously absent. Why has that major provision been left out of this purpose statement—particularly when citizens have been told the plan would finally have provisions taking care of citizens highly valued community character conditions?

b) As citizens have already seen where further urbanization of neighborhood character has already occurred (e.g., removal of sheltering tree cover, routine approval of zoning variances to remove open space set-backs, and the soul-less “cracker box” multi-story rectilinear architecture of new developments) amply demonstrate that the two aims cited in this section (i.e., “ensure ongoing development will proceed in an orderly, well-planned manner so that...residents’ quality of life will be enhanced) are not mutually compatible. Whether or not this was intentional or merely an oversight, such conflicting statements arouse suspicion if not distrust. And the draft contains other such statements giving clear priority to development vs. care-taking stewardship.

Because experience coupled with recent development history in the city demonstrates that care-taking stewardship is an even more essential quality of life ingredient than development, why cannot this essential content be supplied before this important plan is finalized?

### ***Use of the Plan***

a) A fifth bullet under this subsection states the plan will be used to provide “support for ongoing planning and studies that will further clarify needs, costs, benefits, and strategies.” The statement is troubling because it appears tantamount to planning to plan. However, the studies it calls for, although missing—adequately defined and done right yield critically important results for informed planning.

#### *Related Questions:*

a) If the City of Littleton has been unable to *include as an integral component of this sizeable planning effort* the identification of critically important environmental neighborhood socio-cultural, community, and economic costs and benefits (i.e., outcomes), to avoid having that key provision end up going nowhere, would the plan’s authors please consider including *within this plan*:

- (i) A planned *commitment* that the city will embrace and implement a conceptual land use planning framework that focuses on community character stewardship and addresses end-results (i.e., positive and negative outcomes) to affected publics (upon these things the practical utility of further studies depends)?
- (ii) Identification of the *cause-and-effect relationships* between outcomes (benefits to be realized and costs to be avoided) as management objectives and both community character and consequent allowable land uses as desired future conditions upon which such outcomes depend?
- (iii) A *strategy for amending this plan’s content accordingly*, so that these critically important studies more adequately inform comp plan provisions (studies such as these invariably expose unacceptable negative costs to be avoided and positive benefits to be realized by citizen households and neighborhoods, local economic stability, and indeed the total human environment)?

b) All of which calls into question this phrase in that fifth bullet: “ongoing . . . studies.” If such study results are as critically important for responsive and responsible planning as they have proven to be, how is it not an abdication of the public trust to relegate doing them only on an on-going basis?

c) Should citizens conclude that the city’s current administrators and staff do not know that this could actually be done and how to do it? Else, why does the draft not contain provisions for emplacing both the mission and the staffing required to make it happen?

b) Regarding the city’s capacity to implement various plan provisions (i.e., how it is to be used, etc.) on 8/13 Gary Mitchell (Kendig Keast Collaborative) advised Council/Planning Commission “If you have no way of doing it, then take it out.” Yet, as noted above, that fifth bullet could be rewritten to make it feasible, show how to do it and explain why it is essential.

*Question:* Why should it be considered judicious to exclude plan provisions, however needful, whose feasibility may simply exceed the understanding, experience and/or political bent of current Council/Planning Commissioners? Or the wherewithal of current municipal administrators and staffing? Would it make sense to address this question, not from a 2019 perspective (since the draft’s planning horizon reaches several decades into the future), but instead looking state-of-the-art and anticipated administrative advancements?

#### ***Under “PLAN ASSUMPTIONS” (p. 8)***

##### ***Population***

This section appears to assume that U.S. Census Bureau population projections for the city (cited by Kendig Keast Collaborative) provide a sufficient basis for planning, apparently absent any consideration of the city’s means to control it. At the 8/13 joint study session, Planning Commission member Jason Reynolds observed that “Goals” under the “Framework for Action” in the “HOUSING AND NEIGHBORHOODS” section (p. 56) “Doesn’t address where we put the additional 6,500 housing units to accommodate Littleton’s growth.”

##### *Questions:*

a) What is the rationale for the draft’s acceptance, without question, behind-the-beltway administrative population projections that leave no room for concerns of Littleton’s citizens? Is it possible to add narrative content explaining that such growth prevents citizens from maintaining their quality of life—which ironically the draft also purports that it does?

b) The draft is alarmingly less than sufficiently candid about why the plan’s authors insist that citizens must accommodate additional growth and development (which citizens already know continues to erode the city’s valued community character). **Why?**

c) The growth question is substantially more complex than the draft indicates, and therefore so is this question: Because rationale that presents a convincing case for the citizens of Littleton to accommodate more growth and development is missing altogether from the draft . . . and because there is ample evidence in the literature that continued growth and development actually ends up costing cities and their citizens more than it pays for (yet this is also missing from the draft) . . . should not this critically important information and its implications challenging the wisdom of the draft's growth assumptions be included in this plan and be responded to accordingly?

## ***Land Use and Community Character***

### **Under LAND USE AND COMMUNITY CHARACTER (p. 16)**

#### **1. The First Sentence**

It states, "The City of Littleton must plan effectively for future development and redevelopment." Here again the city's development bias shows up in bold relief.

*Questions:*

a) **Must it not also plan effectively for future stewardship and caretaking of its neighborhoods and natural resources (i.e., many areas have yet resisted being turned into a landscape of concrete, steel and glass)?**

b) **Whether the answer is "yes" or "no," (1) why cannot the city be more transparent by including supporting rationale for that intent?**

#### **2. Under Subheading "FUTURE LAND USE AND CHARACTER"**

The first sentence in the second paragraph states that "The **Future Land Use and Character Map** shows the general pattern of uses anticipated and/or desired in the years ahead, and the character contexts in which uses occur." To state that these are general patterns of uses anticipated and/or desired" and "the character contexts in which uses occur" seems to lack objective definition

The second sentence belies this subheading, stating: "The map, along with the text descriptions in this section, indicates the use that is expected to predominate in areas where land is undeveloped or, in previously developed areas, based on what is already on the ground and will likely remain or possibly evolve."

*Questions:*

a) **The first sentence's "anticipated and/or desired" doesn't answer by whom? But what are the conditions being planned?**

b) **The first sentence phrase "character contexts in which uses occur" seems to lack objectivity. Does this mean the character conditions being driven by land use, or are these the character conditions that will determine land use? The answer is critically**

important, for unless it is answered, the real role community character is to play in this plan cannot be determined—or implemented in the ensuring zoning code updates.

Certainly land use and character are interrelated, but they affect one another in different ways. The draft does not say how, it does not make those cause-and-effect relationships and the underlying logic clear, and it does not indicate how each is to be regarded in plan implementation.

*Questions:*

a) Narrative content in this section indicates that community character has been “mushed” together with land use. This observation seems accurate because readers cannot discern the cause-and-effect interrelationships authors intended between community character and land use?

b) Please consider the need to make those cause-and-effect relationships explicit in the final draft (i.e., which one is driving or determining the other?) so that both citizens and city hall are on the same page? Is it yet easy enough to see that the specific cause-and-effect interrelationships authors have in mind between these important elements has not yet been made transparent?

c) The predominant development emphasis of this section of the draft suggests that the city still has land use in the driver’s seat with community character addressed only as an after thought. Is that the intent and why? Or is this simply a consequence of the city’s longstanding emphasis on community development (as if bigger were always better)?

In the table entitled “Future Land Use Map versus Zoning Map,” the foregoing observations point to a fourth but missing column lying between columns one and two.

*Question:* Because the city has put all of it’s “ducks” in Kendig and Keast Collaborative’s Community Character System basket, certainly none of us wants to regard it as a façade for traditional land use planning (e.g., residential single family, multi-family, business/commercial, etc.) why cannot plan authors add that missing column, thus illustrating how future community character *will drive* but *not be determined by* proposed land uses?

## **HOW LAND USE AND COMMUNITY CHARACTER INTERRELATE**

Of course, land use and community character are interrelated, yet they are clearly not the same thing. Exactly how the plan structures the relationship between these critically important elements makes all the difference. All the difference, that is, in how the plan is to be read, understood, implemented, and how it is to inform subsequent amendments to the zoning ordinance.

*Here then are what appear to be critically important considerations for fully understanding these observations and accompanying questions. The comp plan draft is insufficiently clear in articulating how its authors believe those two critically important plan elements must be structured—and revealing what planning paradigm guided what was written in this section of the draft. Which makes it inadequate. It seems certain that inadequacy will thwart achieving a future Littleton that maintains the city’s most distinguishing community character conditions. And therefore its competitive edge as a place where people can live productive and enjoyable lives.*

*Although the comp plan draft is insufficiently clear about how these key elements are logically connected, it must be acknowledged there is more than one way to construct and prioritize community character and/or land use and their functions in plan design and implementation. At least three possible ways of representing reality are depicted in the following one-page graphic (see page 10) beneath “Doors 1, 2 and 3.” These three constructs of how relationships among these key elements interrelate and best function may help bring this matter into sharper focus.*

*Hopefully, the observations made in this section illustrate why the cause-and-effect interrelationships represented beneath “Door 1” appear best supported by logic and by practical land use planning experience that regards setting character as a desired future condition. It must be noticed that both community character and land use in combination generate outcomes (i.e., positive and negative effects to the human environment: households, neighborhoods, the local economy and natural resources) under Door 1.*

### **What Determines & Drives Comp Plan Results?**

1. Approved land uses invariably *determine* community character.
2. Yet it seems logical that land use must not be allowed to *drive* character, that is, if citizens’ desired future community character conditions are indeed going to be sustainably maintained.
3. Otherwise this whole effort simply reverts to what it appears the city has always done (i.e., simply let project proposals drive character).

*Beneath “Door 1,” community character conditions desired by homeowners and other affected citizens determine allowable land use. These desired community character types not only condition land use, but both elements guide, constrain and otherwise prescribe zoning code amendments. Although this important element’s function does not yet appear to have been fully addressed in the current planning effort’s scope, this planning paradigm uniquely optimizes beneficial outcomes*

*generated by those character conditions and accompanying land uses (as well as mitigating undesirable adverse end-results to affected publics).*

*Beneath Doors 2 & 3, it appears that community character would be the consequence of other causalities. Content of the draft plan suggests that its authors may actually be subscribing to “Door 2.” However, because there are so many loose ends yet left unaddressed (and time is running out), it appears that decisions regarding the yet unaddressed plan content might well end up being pushed to “Door 3” as zoning code updates are being addressed.*

*Beneath “Door 2,” the likely driver appears to be the kinds of development favored by industry and its partners in community development. Therefore community character may simply be being left to chance, a consequence as it were. This may be at least part of the reason why more objectively defined character types by category and area are not yet specified in the draft. Here also it must be noticed that land use itself generates effects or outcomes to the whole human environment.*

*But the notion of planning to maintain specific community character types first, and then restrain land use as necessary, it appears, may have all too easily been ignored. To illustrate, this is already evident in what’s happening downtown with the multi-story rectilinear urban redevelopment presently underway. It continues to erase suburban tree cover, block sunlight and sky. Not only does such redevelopment not fit the character of these neighborhoods, it also impacts people who used to enjoy the character conditions that continue being transformed and are therefore unwelcome. Yet these factors receive scant attention as decision makers grant project approvals.*

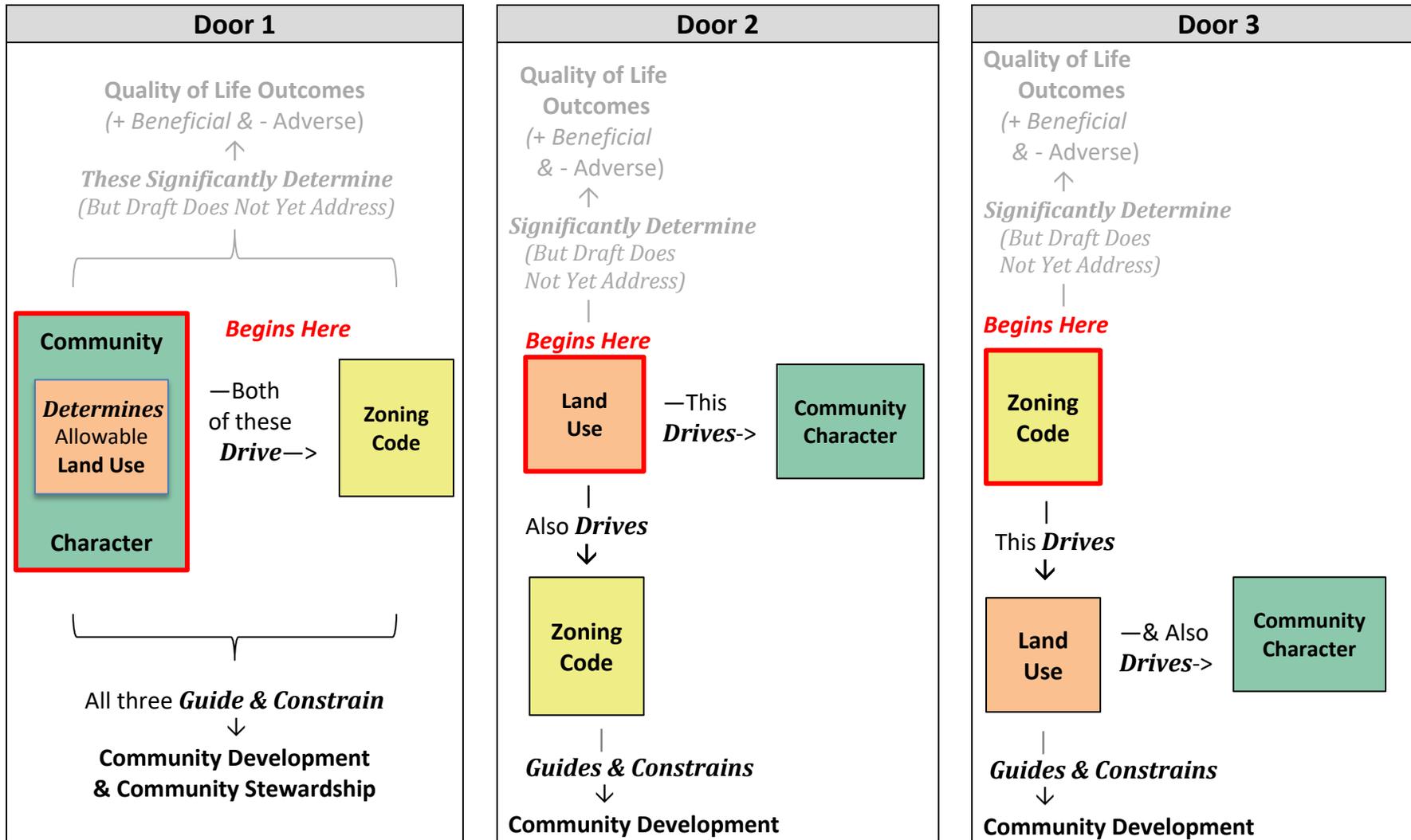
*Beneath “Door 3,” the likely driver seems to be property owners and developers as they make known the kinds of code amendments found acceptable. In this case also, community character conditions appear to be made subservient to the desires of these actors rather than to the wants and needs of affected homeowners, other citizens and their neighborhoods, and even affected local businesses.*

**Question: Is there adequate time in this compressed public review for staff to reconsider and articulate the intended nature of these key cause-and-effect linkages in the comp plan narrative before it goes to Council as a final draft?**

#### **Under LAND USE PLANNING WITH CHARACTER & COMMUNITY CHARACTER PRIMER (p. 17)**

The sixteen “categories listed in the left-hand column do not match the eight community character types shown in the right-hand column graphic. Those eight are thoroughly explained in Land Kendig and Bret Keast’s community character books and presentations. But all of these are not.

## What Community Character and Land Use Logic Is Structuring Comp Plan Content and Implementation?



**Question: Why doesn't the draft explain why it deviates from the eight Community Character types well documented in Kendig and Keast's books on Community Character?**

**A Critically Important Element Not Yet Addressed?**

This way of thinking and acting—making community character *drive* land use, as opposed to letting development projects unconsciously *determine* character—appears to represent a fundamental **paradigm shift**. Yet it appears reasonable to conclude that this shift cannot be expected to be achieved unless this way of thinking and acting is more fully articulated within this comprehensive plan.

It does not seem feasible to expect that Kendig and Keast Collaborative could possibly make that shift for the city, and neither could the Community Development Department be expected to make that shift given its current mission and workloads. Instead, it seems reasonable that municipal administrators would have to insist that the content and commitment required to do this be incorporated in the plan as a matter of both policy and practice.

If it is true that such content appears to be present nowhere in the draft, neither does its strategic importance—unless both have been somehow overlooked. Yet if citizens are to have a reasonable expectation that desired community character conditions are to be protected and maintained, it would seem necessary that both the paradigm shift and the strategy for implementing it are carefully and completely communicated. This could yet easily be done.

Such careful and thoughtful articulation also appears to be essential for city administrators to acquire the mission and staffing needed to support and implement it. Certainly, this way of thinking and acting would also require an organizational commitment to care-taking stewardship of community character and an accompanying supporting mission.

To be more specific, here is a thumbnail sketch of where Community Character appears to be missing from that listing of sixteen category names on page 17:

Category Name	Land Uses Denoted?	Community Character Type Denoted?
Estate Residential	Yes	Yes
Suburban Residential	Yes	Yes
Suburban Residential Attached	Yes	Yes
Suburban Residential Multi-Family	Yes	Yes
Auto-Oriented Residential	Yes	No
Auto-Oriented Residential Multi-Family	Yes	No
Residential Mix	Yes	No
Mixed Character Core Neighborhood	Yes	No
Suburban Commercial	Yes	Yes

*(Table Continued Next Page)*

Category Name	Land Uses Denoted?	Community Character Type Denoted?
Suburban Business Park	Yes	Yes
Auto-Oriented Commercial	Yes	No
Corridor Mixed Use	Yes	No
Urban Downtown Transition	No	Yes
Urban Downtown Mixed Use	Yes	Yes
Urban Downtown Main Street	Yes	Yes

*Additional Observations:*

Missing Pie Charts: It first appeared that these pages of the draft were intended to portray (on pages 19-30) comparable and objectively defined community character descriptions (i.e., “pie charts” showing relative proportions of green biomass, brown building structure volume and grey two-dimensional hardscape) for each of the sixteen “categories appearing in the left-hand column of page 17. However, pie charts are included for only four of the sixteen “categories,” while more subjective (and therefore less definitive) narrative descriptions are included for all sixteen.

Missing Objectivity: In addition, there is no objective commitment of the relative proportion of land to be occupied by green biomass, brown building structure volume and grey two-dimensional hardscape—even for one-fourth of the sixteen categories that include pie chart graphics (i.e., percentages of each of the three components could easily be added). This omission suggests that the city is reticent to commit itself to providing and maintaining well-defined community character conditions, place-by-place (as indicated in the accompanying map). Unless corrected, this also indicates that planners are yet operating under the “Door 2” paradigm (see page 10).

These observations reflect an abundance of fuzzy verbiage that seems to tie nothing down (e.g., “a larger baseline minimum,” “varied lot sizes,” “even a density bonus,” “auto-oriented design,” “generous landscaping,” “larger-scale,” and a variety of ordinary land use verbiage such as “residential attached,” “multi-family,” etc.). This is incomplete and suggests that preparation of the draft may have been unduly rushed.

*Paired Questions:*

a) **Should citizens conclude that planners either do not yet know, or simply do not want to commit to objectively define community character types for the remaining twelve categories? Or have they been directed not to do so by Council’s principals?**

b) **Absent such content, how can the comp plan draft be expected to provide objective definition for both (1) allowable land uses and (2) zoning code modifications to ensure that both are indeed achieved?**

c) **How may Council, Planning Commission, and citizens themselves be expected to conclude that this plan finally commits the city to maintain specific community character types desired by citizens?**

d) Possible fix: Please consider adding a table that provides the missing objective content. The following illustrates at least some defining elements that could be included:

*On the Y Axis:* The sixteen community character types

*On the X Axis:* Separate column entries for each:

- 1) Pie charts depicting proportions of green, brown and grey space—specifying numeric percentages thereby represented.
- 2) Associated key design elements for each category
- 3) Allowable land uses that fit nos. 1 and 2 above (i.e., separate sub-column headers for the various allowable land uses)

### Why Transparent Planning Logic is so Vital

If desired community character conditions are to be planned for, provided and maintained, it is essential that land use plans begin by identifying specific character conditions desired. The reason why is that the causal agent, land use, must be structured and otherwise limited to allow only those uses that achieve the character conditions explicitly stated in these kinds of plans. Otherwise, citizens' desired character types, along with the valued positive benefits they engender, invariably end up on the cutting room floor.

This logic explains why community character must *determine* allowable land uses. It also explains why, together, both community character and land use must further *determine* zoning code design and content—rather than the other way around. The significance of these connections can hardly be overstated.

**Under Future Land Use and Character in Littleton, CO Map (August 7, 2019)—(p. 19)**

It is very good to see, classified as suburban character, thousands of homes in the southern part of the city—which many citizens always believed were. Thank you! Yet it has been observed that citizens will have to work to keep those character types. And the missing objective character type specifications observed in the above comments begs asking:

*Question:* Would it be possible to include in the draft explicit language explaining what avenues plan authors believe the city is leaving open to citizens whose quality of life may be threatened (i.e., if the missing content is not yet supplied before the draft goes final and is approved by Planning Commission and Council)?

This map still depicts extensive periwinkle-colored areas adjoining some of the city's most highly valued public corridors as "RENAMED' Mixed Character Core Neighborhood." But as has been earlier in time (and in observations above), this leaves both citizens and the

city without objective definition of what specific character types are being planned for these areas.

*Questions:*

a) Because absent such objective content, this and other similar vague land use descriptions leave objective descriptions of future community character types unplanned, the draft appears to only “kick the can down the road.” **Would it be possible to add narrative content explaining how and when specific, objective community character conditions for all such areas will be determined?**

b) **These considerations again raise the specter of a “big elephant in the room,” the identity of which the plan doesn’t reveal. If character is not driving land use decisions, then what or who is: developers, Planning Commission, Council, or whom**

c) **Would it be feasible for the final plan to explain how the city intends to genuinely involve citizens in making the important determinations yet missing?**

### ***LEGACY OF PAST PLANNING/Framework FOR ACTION (p. 42)***

Under “POLICIES”: Policy L&C 4 (i.e., to create a regulatory framework that minimizes obstacles to developing diverse and attainable housing options) contradicts the notion of character based land use planning. That is because planned future character conditions make “developing diverse and attainable housing options in terms of type, size, and cost to buyers and renters” not only undesirable but also practically unfeasible.

*Question:* **Could this be struck—as one Planning Commission member observed, this looks dangerous, like a recipe for more density?**

### ***Structure of Goals/Policies/Actions***

Structure of the seven sections of goals, policies and actions beginning on page 45 and extending through page 71 appears to erroneously list several elements as equals. Might any of the following observations show how some restructuring might be needed?

The 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, and 5<sup>th</sup> are all elements of the environment (6<sup>th</sup> item), not separate from it. At the same time, design (item 7), is a central element of community character, which in turn spans the entire environment. Economy and Tax Base, on the other hand deals with administrative and fiscal matters.

It is supremely ironic, 50 years following passage of the National Environmental Policy Act of 1969 (NEPA), that our societal understanding of the environment hasn’t reached city hall, being limited in the draft to only a few of the city’s valuable resources. Federal regulations governed by the Council on Environmental Quality, established by NEPA, state that:

*“ ‘Human environment’ shall be interpreted comprehensively to include the natural and physical environment and the relationship of people with that environment.”*

Please read nothing into this observation erroneously inferring that the Federal government has a particular oversight or authority over this comp plan. NEPA is cited only to encourage the plan's authors to consider restructuring relevant sections of the plan draft to reflect the entire human environment.

The draft reflects a major misapprehension of what actually constitutes the environment—regarding humans as distinct from it, which is misleading. It not only regards humans a separate from the natural environment, but where this occurs has invariably lead to other kinds of planning errors.

**Question: Would it be possible to restructure these sections to identify the various components of the human environment and then explain their functional interrelationships?**

If this were to be done, it would also make deficiencies within each of these seven sections of the draft more apparent. It appears this would also help authors surface missing pieces. **Would the authors please consider the following possible rearrangement as just one way to do this?**

**[] The Human Environment**

- Neighborhood Character, Design and Associated Living Units
- Neighborhood Infrastructure and Services
- Recreation, Heritage and Tourism

**[] The Local Economy**

- Residential
- Business and Commercial

### ***Content of Goals/Policies/Actions***

A few Council and Planning Commission members repeatedly observed one of the most disturbing aspects of the draft at their August 13 study session. Introductory comments by administrators signaled that what was being placed before them was the city's attempt to capture what it had heard for the past 18 months (i.e., which would be more akin to a public involvement report than to an actual plan). Accordingly, Council members and Commissioners repeatedly cited incompatible narrative content.

Several particulars may be cited, identifying several but not all of these inconsistencies:

Under **Land Use and Community Character**

Policy L&C 1 (p. 42): "*Emphasize compatible intensities and character when evaluating applications involving more intensive and/or non residential development near homes and neighborhoods.*" (Emphasis added)

**Question: More intensive/nonresidential near homes and neighborhoods emphasizes compatible intensities and character?**

Policy L&C 2 (p. 42): "Plan for and take actions to ensure the *ongoing integrity of its residential neighborhoods, from the oldest established to the newly developed.*" (Emphasis added)

Question: Does anyone actually believe the ongoing integrity of established neighborhoods has been ensured by new developments that have completely erased that neighborhood integrity?

Policy L&C 4 (p. 42): "...*minimizes obstacles to developing diverse and attainable housing options...in terms of type, size, and cost to buyers and renters.*" (Emphasis added)

Question: If this is the city's intent, then is it not evident that this appears tantamount to planning to accept everything—which strategy is ultimately unimplementable?

#### Under Housing and Neighborhoods

Policy H&B 1 (p. 46): "A quantity and diversity of housing options that makes *living in Littleton* attainable for a *wide range of age groups and income levels.*" (Emphasis added)

Question: Does the city have a social engineering role? And if so, how is it conceivable that this respects neighborhood integrity and compatible intensities? Where is the evidence that Littleton's citizens want their neighborhood doors thrown open to all age groups and income levels? Is there not inadequate justification for adding social engineering to the plan absent an analysis of the economic impacts to current homeowners? And to the social fabric of neighborhoods that would thereby be adversely impacted?

*These questions also apply to Policy H&N 1 on page 47.*

Policy H&N 4 (p. 46): "Neighborhoods that maintain their character and integrity even as residents come and go over time and as owners reinvest in and upgrade their properties."

Observation: This appears to be a good, responsive goal for a planning effort that promises community character maintenance.

Question: However, at the August 13 joint study session, Mark Rudnicki's comment that character comes and goes and cannot happen without a special district appears unjustifiably dismissive. Similarly, Jason Reynolds objected, asking, where will we put the additional 6,500 housing units to accommodate Littleton's growth? If some commissioners can so easily downplay character even before the plan is fully developed, does this not indicate that even beefier community character verbiage is needed to avoid having pro-development commissioners so easily dismiss it as being unrealistic or getting in the way?

Policy H&N 2 (p. 47): "...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 products that will address local needs.*" (Emphasis added)

Observation: Two problems here. First, this appears to lopsidedly focus on development rather than on stewardship, taking care of what Littleton's neighborhoods already have that makes them valuable and highly desirable. Secondly, the term "local needs" lacks definition. Question: Does this mean citizens of Littleton, the Front Range metro area, the State of Colorado, or something else? And where is the objective support for such a policy statement? Who besides the development community is supporting it? Why doesn't the draft identify the origin, citizens that would thereby be served and those adversely impacted by it (esp. since this subject has been so publicly controversial in recent months)?

Policy H&N 4 (p. 47): "Be receptive to mixed-use development proposals..."

*Question:* The “mixed use” panacea is only a panacea for developers who simply want more and more development. But again, there is nothing in this consistent with other goals and policies about maintaining character, neighborhood integrity, etc. Again, do not planners need to sharpen their axes and cut out the politically correct nonsense if this is to be the monumental effort the citizens have been promised it is to be?

Policy H&N 6 (p. 47): “Consider ways to extend the viable continuation of Littleton’s two existing mobile/manufactured home parks along Santa Fe Drive (Wolhurst near County Line Road and Meadowood Village near Brewery Lane) as they provide a valuable and needed housing option.”

*Question:* This appears to be a sound goal for the subject neighborhoods. Yet despite this clear statement, these subject properties are classified as “Corridor Mixed Use” on the Future Land Use and Character in Littleton” map (p. 19)? And despite that title, there are no character type depictions accompanying the Corridor Mixed Use narrative (pp. 35-36)? Is this yet another indication that the impending deadline unduly rushes results—giving the appearance that not all hands writing the draft were on the same page?

Policy H&N 7 (p. 47): “Adopt and apply *development regulations and standards* to ensure that new and redeveloped residential properties are *consistent with the character of their surrounding area.*” (*Emphasis added*)

*Observation:* This policy statement appears imbalanced—addressing only the development side of the equation but ignoring provisions for community character stewardship. That seems particularly so as the stated intent is consistency with character of the surrounding area. *Question:* Why has not a counterbalancing policy been included to adopt and apply community character and natural resource stewardship regulations? Especially since character care taking has been identified as a key focus of this landmark planning effort (i.e., planning for desired future community character conditions and thereby ensuring that land uses allowed end up being those that support its sustainable achievement and maintenance)?

Policy H&N 8 (p. 47): “Support the quality and integrity of City neighborhoods by using public investments in streets, infrastructure, parks and trails, pedestrian/bicycle safety measures, regular maintenance practices, and effective code compliance.”

*Question:* Because the “quality and integrity of City neighborhoods” depends on maintaining their valued community character, would it not seem more reasonable to have said so—instead of again imagining that integrity depends, principally it appears, on public investments? Indeed, maintenance investments are necessary, but that is not what is stated—so why has the principle means for achieving this integrity, character maintenance, been omitted?

Policy H&N 8 (p. 47): “Ensure [changed by Council to ‘Encourage’] that residential developments near parks, trails, and preserved open spaces capitalize on this proximity in terms of access and views, while not overwhelming such resources with excessive or poorly designed access or other detrimental impacts.”

*Question:* The plan’s emphasis on growth and development has reached the point where it is beginning to sound like a broken record—development, redevelopment, and more yet. This gives the appearance of a document designed more to pave the way for further development as opposed to being genuinely comprehensive. Community character in the instance cited appears to be viewed only as a catalyst for further redevelopment. Many citizens continue indicating how repugnant this is. Could it instead be stated that all residential improvements and redevelopment will take care of and maintain the character of existing neighborhoods?

Not all existing character types are depicted in the existing character map prepared by Kendig Keast Collaborative (some areas simply show administrative designations or land uses). Nonetheless, more than a few citizens appear to be familiar with all eight Kendig and Keast Community Character types—experientially if not also conceptually. And they have clear preferences for some rather than others. Yet this doesn't appear to be adequately reflected in the draft's content.

In a city as diverse as Littleton, it should not be surprising that planners heard a wide range of desired future conditions from people often having vastly different wants and desires, and from those living in diverse environments as well (cf., all eight of Kendig and Keast's Community Character types are present within city limits, and more than a few citizens interact with each of them). The draft's inclusion of incompatible ends without distinction, is not only puzzling but indicates that more work is needed to make this plan realistically achievable.

As foregoing observations indicate, portions of the draft make too few hard choices between competing desires. Yet all workable plans certainly have to choose between competing alternatives (e.g., A rather than B and D rather than C). Which implies stating who is being served and to what desired ends. The draft yet needs to do this: make hard choices among mutually incompatible goals, objectives and actions.

Otherwise, if approved without change, contradictory goals as well as policies will thwart effective implementation. This suggests that planners need to cut out conflicting sections of the draft and add the substantial content still missing.

*Question: If there is an unwillingness or inability to actually make those hard choices—or if the existing ambiguity is what administrators want, why not say so? These considerations again raise the question, why is not more serious consideration being given to need for a moratorium on further development/redevelopment to give city the time required to remove inconsistencies and incompatible plan elements, as well as the important content still missing?*

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Hopefully, at least some of these observations and questions will be found constructively useful in preparing a more complete and coherent final draft. Thank you very much for this opportunity to review and comment!

Don Bruns  
District IV

**From:** [Windows](#)  
**Sent:** Monday, September 16, 2019 2:02 PM  
**To:** ">"Jasmin Barco" <jasmin.barco@gmail.com>  
**Subject:** Send error: Comments to Comp Plan

We weren't able to send this message, so we've put it in your Drafts folder. Before you try sending it again, you can check to see if the address is correct and that no attachments are too large.

----- Forwarded message -----

From: **Jasmin Barco** <jasmin.barco@gmail.com>  
Date: Tue, Sep 17, 2019 at 10:23 AM  
Subject: FW: Send error: Comments to Comp Plan  
To: Kathleen Osher <kosher@littletongov.org>, kelrod@littletongov.org  
<kelrod@littletongov.org>  
Cc: Kurt Hulse <kurt.hulse.hd38@gmail.com>, cbowen336@aol.com <cbowen336@aol.com>

Hi,

I'm sorry I just now saw that the comments to the comp plan I sent were not delivered! I hope it's not too late, but it appears the file was too large. [I've added it to Google Drive and can be found here.](#)

Sorry for any inconvenience, I hope you can still review.

I also want to raise some concerns among residents in Littleton regarding the comp plan:

1. **Inadequate/incomplete process to get public and stakeholder input in response to earlier drafts of the plan:** The draft plan was only made available for public comment in August, about a month ago. Prior to that, there were no earlier versions that the public could examine and discuss during the development process. The public should have been allowed to examine a draft, then voice their questions and concerns to the planners, and then see their questions answered, leading to a new draft, and so on.
2. **Plan seems to "lock in" development rules permanently, to the advantage of builders.** The newly proposed zoning categories and zoning map leave things too open-

ended for developers while tying the city's hands in terms of enacting better land management policies in the future. So for example, if the city decides in 2022 that new commercial and multifamily development should include additional green space that's accessible by the public, developers could sue the city by claiming it was screwing up their development plans that were based on the "promised" zone regulations embodied in the 2019 planning document.

Please provide any answers you may have to these concerns.

Best Wishes,

Jasmin Barco

Sent from [Mail](#) for Windows 10

# Summary of Comments on JasminBarco\_Littleton Comp Plan\_Comments.pdf

## Page: 52

Number: 1 Author: Jas2019 Subject: Sticky Note Date: 9/13/2019 12:13:54 PM  
connect trails

## Page: 54

Number: 1 Author: Jas2019 Subject: Sticky Note Date: 9/13/2019 12:15:36 PM  
Partner with Englewood/Sheridan for composting transfer station. Compost then goes to A1 Organics (Keenesberg) or other industrial composter like Alpine who has a site near DIA.

## Page: 55

Number: 1 Author: Jas2019 Subject: Sticky Note Date: 9/13/2019 12:16:47 PM  
Implement volume-based ordinance in which recycling and composting are the base service and trash is charged on the amount that is sent to the landfill.

## Page: 59

Number: 1 Author: Jas2019 Subject: Sticky Note Date: 9/13/2019 12:21:16 PM  
"small town feel" needs "small town" jobs, building out the reuse, repair, recycle industry. Shoe repair? furniture reupholster services? DIY haven. Hard-to-Recycle collection center with Englewood and Sheridan

Number: 2 Author: Jas2019 Subject: Sticky Note Date: 9/13/2019 12:22:29 PM  
city ordinance to have at least 30% green space within all new construction and renovations? LEED standards is a great place to start, Denver is undergoing a Green Building Code as well. Boulder has a great Green Building Code, too

## Page: 62

Number: 1 Author: Jas2019 Subject: Sticky Note Date: 9/13/2019 12:32:26 PM  
includes green roofs to improve stormwater runoff and reduce heat island effect

## Page: 66

Number: 1 Author: Jas2019 Subject: Sticky Note Date: 9/13/2019 12:34:49 PM  
Implement hauler licensing system which requires data from haulers.  
Implement volume-based pricing ordinance

Number: 2 Author: Jas2019 Subject: Sticky Note Date: 9/13/2019 12:35:16 PM  
Long-term sustainability of land, water, material and air resources.

Number: 3 Author: Jas2019 Subject: Sticky Note Date: 9/12/2019 2:50:16 PM  
and less trash trucks on the streets (noise pollution, air pollution and road degradation)

Author: Jas2019 Subject: Sticky Note Date: 9/12/2019 2:50:39 PM  
Also, lack of sustainable services like recycling and composting for all

Number: 4 Author: Jas2019 Subject: Sticky Note Date: 9/13/2019 12:38:33 PM  
material and water resources

Number: 5 Author: Jas2019 Subject: Sticky Note Date: 9/13/2019 12:38:57 PM  
healthy air stats with less trucks on the roads

## Page: 67

Number: 1 Author: Jas2019 Subject: Cross-Out Date: 9/12/2019 2:54:03 PM  
implement

Number: 2 Author: Jas2019 Subject: Sticky Note Date: 9/12/2019 2:54:18 PM

and composting

Number: 3 Author: Jas2019 Subject: Sticky Note Date: 9/12/2019 2:55:54 PM  
and recycling and composting in all city facilities

## Page: 68

Number: 1 Author: Jas2019 Subject: Sticky Note Date: 9/12/2019 2:56:44 PM  
implement hauler licensing program to get data on waste diversion in Littleton

## Page: 70

Number: 1 Author: Jas2019 Subject: Sticky Note Date: 9/12/2019 2:59:32 PM  
shuttle bus has been suggested to go down these corridor (or at least Littleton Blvd/Broadway) to connect to Littleton station

Number: 2 Author: Jas2019 Subject: Sticky Note Date: 9/12/2019 3:00:12 PM  
requirement for apartments to have underground parking  
Author: Jas2019 Subject: Sticky Note Date: 9/12/2019 3:00:26 PM  
and, if we really want to be a leader, green roofs

----- Forwarded message -----

From: **Karina Elrod** <kelrod@littletongov.org>  
Date: Mon, Sep 16, 2019 at 4:52 PM  
Subject: Envision Comments - Economy/Tax Base  
To: Kathleen Osher <kosher@littletongov.org>

## Summary of Comments on KarinaElrodComments.pdf

### Page: 19

Number: 1 Author: KCE Date: 9/15/2019 10:18:46 PM

I would like to have a discussion amongst council and planning on pros and cons on decision to allow for institutional to absorb surrounding use and character, and the "renaming" of neighborhood character previously referred to as 'conservation' (I think that's what it was)

### Page: 39

Number: 1 Author: KCE Date: 9/15/2019 10:31:28 PM

This characterization is the most subjective, not defined, and very extensive. Is the intent that these areas will be further refined through special area planning so that greater clarity and direction on what mixed could mean on Santa Fe compared to Broadway for example.

### Page: 51

Number: 1 Author: KCE Date: 9/15/2019 11:01:02 PM

Overall this section is too heavy on affordable housing, and not enough on housing rehabilitation, improving our existing house stock, and more

broad diversity on housing options regardless of affordability, i.e. Smaller homes, maintenance, maybe ADU's, single floor patio homes...by

default they will open up different accessible price points.

Also with the establishment of advisory board to review housing study lets let that group bring forward actions, and limit how much we are already predicting here.

### Page: 52

Number: 1 Author: KCE Date: 9/15/2019 10:44:37 PM

We don't have the land or resources to take this action nor do I think we should.

Number: 2 Author: KCE Date: 9/15/2019 10:42:09 PM

Number: 3 Author: KCE Date: 9/15/2019 10:42:12 PM

Number: 4 Author: KCE Date: 9/15/2019 10:49:28 PM

I don't believe this is necessary, and further believe there are state laws to insure sound physical conditions. Imposing rent restrictions on landlords may create further deterioration of property's condition.

Number: 5 Author: KCE Date: 9/15/2019 10:45:52 PM

### Page: 59

Number: 1 Author: KCE Date: 9/15/2019 11:05:09 PM

Why would we do this?

Number: 2 Author: KCE Date: 9/15/2019 11:08:43 PM

I', not certain what is intended or scope of a master plan, but would like to see an action whereby the library as a resource takes a bigger picture and more innovative strategy as a resource provider (i.e. central coordinator of services/outreach/support- volunteer connect as example)

Some more comments, here's the spirit of the request, edit and modify:

Economy and Tax Base. (I'm not sure this section is appropriately named). I think it's more Economic Development and Financial Sustainability.

Goal: A preference for and support of small business and entrepreneurial companies.

Policy - Review and constantly re-evaluate policies and procedures that impact a businesses ability to locate in Littleton, open up their doors, expand or promote their business. (Regulation should not unnecessarily impede business opportunity.)

Policy - Foster or seek out "small business friendly" through ED programs, zoning, and regulations that make it easier and less expensive for small businesses to locate to Littleton. I'd like to use stronger language that when a small business considers "where should I locate?" they should know it's Littleton. (I.e. some towns actually seek out a designation)

Action - Conduct business outreach survey for programming, events and marketing strategies that can draw more visitors, and consumers to Littleton.

Action - Audit and inventory sales tax leakage and gaps in services/retail/industry in Littleton.

Action - Assess and develop primary job creation goals, and implement into strategies to attract and retain through planning policy, transportation & mobility, services and or amenities.

Here's the next section :-). Generally and overall comment - this is very heavy recreation, and then only slight mention of other amenities. This needs to be a bit more balanced (I'm not suggesting 50:50 because I don't think the community sees it that way) but in reading through it, it seems we are just talking about parks.

**Recreation, Heritage and Tourism.** Let's rename the section to: Heritage, Arts, Recreation and Tourism (I.e. HART!!!!). Substantiation of why, Heritage is something that is distinctively Littleton in the region that many other communities can not replicate, we should own this and be bold about it. Art as we already have the elements we just need to tie them together better, Recreation is something that many associate with Littleton (but we are heavily reliant on SSPRD, and can't own solely to ourselves and why it shouldn't be the sole focus of this section) and Tourism...our growing presence and competitiveness in this space.

First paragraph should not start with Parks, open space and recreation. Please reorder this intro to start with the sentence that reads.."With it's unique...", as this is the most broadly stated statement that encompasses all this chapter is intended for.

Legacy of Past Planning, I think there are a few planning documents that could/should be considered here including Hudson Gardens Strategic Plan and Town Hall Arts Center. I'm not sure if the library or museum have one?

Key issues and considerations.

Separate bullet for event filled calendars, and community events. Currently getting lost at the end of the 3rd bullet.

Add bullet for considerations.

A number of well established cultural and entertainment amenities (unique destinations) including Alamo, Hudson Gardens, Breck Brew, THAC, Reinke, Tattered Cover Books, festivals (Paris Street Market, WWW, Criterium, Affordable Arts Show...)

Goal RHT 3 - I don't think this is about access but more about the right programming, and meeting the needs of our users, across generations. A general overarching issue (and maybe this belongs somewhere else). We get the young kids and then the older community but lose everyone in between. I hear this from the Library, museum and rec centers.

Action RHT 1 - We should replicate a similar action for funding of community and cultural infrastructure. Maybe it's something like, pursue and identify grants, sources of revenue (e.g. lodging tax, impact fees) to support and sustain assets such as museum, library, THAC, Depot and other entities we have a financial or physical stake in.

Action RHT 5 - Replicate for community and cultural arts programming....maybe through the Fine Arts and Museum Board, and other partners/organizations etc.

Action RHTXX - Develop an advisory committee to unify and promote cultural arts programming, creative industry development, and community events and resources to provide entertainment, economic development and educational opportunities.

Action RHT8 - either incorporate and specify heritage and cultural amenities or replicate bullet specifically for heritage and cultural amenities and organization.

And the most important one to "humanize" this plan

Goal: Have fun!

It could be intertwined into the preamble or very easily can be incorporated into each chapter.

I won't state the obvious in Rec chapter but examples in other areas....

Housing: it fits into the diversity that we see in our neighborhoods. Why not a pink house? Or a yellow door or a mural on an apartment building....funky art in the yard or the little book libraries that have sprung up. The goal allows us to say YES

Economy & Tax Base: Incentives or business targeting in the creative industries or recreational/experiential retail (I.e ax throwing or food hall/market place.

Environment: Make leaf recycling fun with a giant piles of leaves to jump into. Or promote the program Carolyn launched to mark manholes and storm drains with fun decals or paint.

Etc etc I think It would be a miss if we don't acknowledge how unifying Peter's message was. I saw it in EVERYONE in the audience. We shouldn't be silent on this and just

assume it will be so.



--

**Karina Elrod**

Council Member at Large

City Council

2255 West Berry Avenue

Littleton, Colorado 80120

303-362-3364

[littletongov.org](http://littletongov.org)

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----- Forwarded message -----

From: **Kathleen Eckel** <keckel@littletongov.org>

Date: Tue, Aug 20, 2019 at 5:53 AM

Subject: Comments regarding the Comprehensive Plan and Arts and Culture

To: Timothy Nimz <tnimz@littletongov.org>

Cc: Jennifer Hankinson <jhankinson@littletongov.org>, Carol Ackerman <cackerman@littletongov.org>, Carolyn Bradish <cbradish@littletongov.org>, Denise Weed <dweed@littletongov.org>, Jessica Mahaffey <jmahaffey@littletongov.org>, Juliana Barnard <jbarnard@littletongov.org>, Kathleen Eckel <keckel@littletongov.org>, Molly Blakley <mblakley@littletongov.org>, Kathleen Osher <kosher@littletongov.org>

Hi Tim and Kathleen,

During the last Fine Arts Board meeting we discussed the latest draft of the City's Comprehensive Plan. Our understanding is that Arts and Culture seem to be tucked under "Recreation, Heritage and Tourism." We would like to suggest that Fine Arts, Performing Arts and Culture be spelled out as part of the vision for Littleton. Our thoughts are that "Recreation" leans toward parks, sporting events, etc. Heritage addresses our history as a City. Tourism lends itself to targeting activities for those who do not live in Littleton. There has been some discussion from City Leaders (and comments from discussions held with the public) that we are and would like to continue to be a community with a strong Arts and Culture impact. We would like to see language around continuing to building a strong Arts and Culture Community in the Comprehensive plan.

The Fine Arts board is cc'd on this email and I encourage additional comments and thoughts around this.

Warm regards,

Kate Eckel

Chair, Littleton Fine Arts Board

----- Forwarded message -----

From: **Kurt Hulse** <kurt.hulse.hd38@gmail.com>

Date: Mon, Sep 16, 2019 at 4:12 PM

Subject: Comments on draft comp plan

To: Kathleen Osher <kosher@littletongov.org>

This email includes my comments and questions about the current draft of the city's Comprehensive Plan, and also specific comments pertaining to the Environment section.

**Comments and questions about draft comp plan:**

1) The plan has not gone through enough iterations of public feedback and city/consultant response. The document that the City Council and Planning Commission vote on in autumn 2019 should be considered "Draft #2" for further discussion and public comment. The comp plan is not ready to be finalized in its current form.

2) How frequently and how extensively may the plan be "amended from time to time to remain a living document"? How can we include language in the current draft plan to ensure that there will always be ample opportunities to reexamine and revise things?

3a) It is mentioned repeatedly in the document that regulations and codes should not delay or interfere unnecessarily with development. Has that kind of interference been a problem in the past? What are some examples of how it has been problematic? Is there a constituency in Littleton that believes interference with development HAS NOT been problematic in the past? How shall it be determined what kind of delay or interference is "unnecessary" in the future?

3b) Similarly, the comp plan mentions "alternative methods and provisions for promoting and achieving creative land development and redevelopment approaches other than through the traditional 'Planned Development' mechanism, which can be excessively time-consuming, costly and unpredictable..." What specifically have been the problems with the Planned Development mechanism? Are there constituencies that do not believe it has been problematic?

4) Does the comp plan's designation of a geographical area's "character" constitute a binding promise to developers regarding what regulations and restrictions may apply to that area in the future? If the city changes its designation of the character of a place and that forces changes to a developer's plans, does that make the city liable for damages? The plan should not "tie the city's hands" with regard to creating or changing its regulations in response to needs.

5) How will "cluster development" be defined with regard to Suburban Residential areas? What mechanisms will govern and regulate that type of development?

6) What latitude do the comp plan and transportation plan allow for sustainability policies the city might wish to enact in the future, such as:

- Requiring new commercial and multifamily development to include a certain percentage (e.g. 30%) of publicly accessible green space and meet new stormwater & ground permeability standards?
- Incentivizing development of car-free communities and neighborhoods?
- Dis-incentivizing creation of parking lots?
- Increasing opportunities for neighborhood-to-neighborhood neighborhood-to-hub transit?
- Creating infrastructure for electric vehicles?
- Incentivizing residential and commercial landscaping that requires less water?

7) What types of building would contain "Class A (high quality) office development"? Would it represent a departure from the types of buildings currently present?

### **Comments specifically about the Environment section**

- 1) It's great that the Environment section mentions the desire for an improved and integrated approach to solid waste management and waste reduction, recycling & composting.
- 2) It's great that the plan calls for Littleton to continue to be a leader in promoting and incentivizing wise water use, but it needs more specificity about targeted water users, conservation methods, outreach methods, etc.
- 3) The plan to encourage energy efficiency and other green building practices needs to be more specific in terms of objectives, types of residences and businesses addressed, mechanisms and metrics.
- 4) Opportunities to manage storm water through green infrastructure should be evaluated for privately owned properties in addition to city owned properties.
- 5) Air quality objectives should include targets for the city's overall greenhouse gas generation from all sources.

## **8/25/19 COMP PLAN COMMENTS**

### **MARK RUDNICKI**

#### **GENERAL:**

I LIKE THE DRAFT WITH SOME RAISED EYEBROWS, SOME EDITS, AND A FEW WHAT THE HECK? ESPECIALLY LIKE THE SPECIAL AREAS AND DESIGN SECTION:

- DOWNTOWN PARKING
- DOWNTOWN MASTER PLAN
- CORRIDOR PLANNING EFFORT
- ZONING DISTRICT FOR MIXED USE

CONCERN ABOUT THE WANT, WANT, WANT AND WHO PAYS, PAYS, PAYS.

BIGGEST CONCERN IS ABOUT THE HOUSING AND NEIGHBORHOOD SECTIONS:

INTIMATING THAT THE CITY CAN AND SHOULD SOLVE ALL HOUSING PROBLEMS INCLUDING AFFORDABILITY, HOUSING TYPES, HOMELESSNESS, RISING HOUSING VALUES. THE CITY IS NOT KING AND CANNOT DO ALL OF THIS NOR DOES IT HAVE THE MONEY.

WHAT THE CITY CAN MOSTLY DO IS:

(PAGE 47, H&N 8)

“SUPPORT THE QUALITY AND INTEGRITY OF CITY NEIGHBORHOODS BY USING PUBLIC INVESTMENTS IN STREETS, INFRASTRUCTURE, PARKS AND TRAILS, PEDESTRIAN/BICYCLE SAFETY MEASURES, REGULAR MAINTENANCE PRACTICES, AND EFFECTIVE CODE COMPLIANCE”.

DOCUMENT HAS SOME BROMIDES WITH FUZZY IDEAS THAT CAN BE INTERPRETED IN MANY DIFFERENT WAYS, NOT ALL GOOD.

6550 NEW HOUSING UNITS NEEDED TO ACCOMMODATE PROJECTED GROWTH IN LITTLETON.

WHERE DO ALL THESE UNITS GO WITHOUT MASSIVE UPZONING? WE ARE A SOON TO BE BUILT OUT CITY WITH ONLY REDEVELOPMENT POTENTIAL.

“A LIVING DOCUMENT” AND THE NEED TO HAVE A REGULAR SCHEDULE FOR UPDATES AND CORRECTIONS. I LIKE THIS.

A COMP PLAN THAT GOES HAND IN HAND WITH THE IMMEDIATE NEXT STEP OF UPDATING THE ZONING CODE AND ZONING MAP.

A WHIFF OF DISDAIN IN BOTH THE DRAFT COMP PLAN AND THE TMP THAT CARS ARE A BAD THING: “TRANSPORTATION NETWORK OVERLOADS FROM A LARGELY VEHICLE-DEPENDENT AND USE PATTERN”. HELLO, WE ARE A SUBURB.

#### **SPECIFICS NOT COVERED IN JOINT COUNCIL SESSION:**

Introduction pages 5 thru 9 well done, except for 6550 housing units noted above.

Key phrases on Page 12 very good and very Littleton:

“real thing” “nature and city living intersect” “fierce sense of stewardship”

“Maintained the integrity of its established neighborhoods and historic areas”

“Protected its cherished natural setting in harmony with new development and redevelopment”.

Page 42: “Concern for the loss of mountain views”. Not sure what we can do about this, other than perhaps view corridors from major landmarks, streets or parks.

Page 42: Policy L&C 4: What does the work “obstacles” mean? Change of zoning districts, change of density, or? Needs clarification. Not sure what “obtainable housing options” means. This is a bromide. If it is not obtainable, who steps in and \$\$\$?

Page 46, Key Issues and Considerations: “affordable housing options, reduce homelessness, gentrification”. Not sure how government can pay for this or stop this. Does the city wish to define, direct and demand what the market is responding to? Several of these 7 bulleted items smack of government wishful thinking.

Page 47, general: Once again most of the policies have the smell of government over-reaching its authority, ability to finance, and choosing winners and losers.

Page 47, Policy H&N 10: “direct actions that could cause people to be priced out.....” What does “direct actions” mean? Will you direct homeowners selling their property to take a low ball offer in order to preserve a preconceived idea of what the property is worth and what a neighborhood wishes to remain? This is an absurd platitude.

Page 48, Action H&N 5: add to the sentence “in areas designated for such in the future land use map or the zoning map”.

Throughout this entire section: The word affordable and affordability is tossed around with much careless ease. Does the market define affordability or does a committee? The cost of land, government fees and red tape, utility costs, cost of construction materials and labor, and buyers wanting more amenities and square feet defines what is affordable. It is not defined by a city or someone saying they want that, and is only willing to pay this. Someone’s wanting does not trump economic reality.

Page 58, Policy E&T 6: If we are talking private property, does this paragraph mean urban renewal or confiscation of private property? Does a modest, aging but thriving strip center suddenly become the target of non-invested public consensus? There is a whiff of private rights vs government intrusion here.

Page 66, Policy ENV8: Right to a view? NO. Again, he who demands a view must answer to the person who’s view he obscured when he developed his property.

Page 70-71: My favorite section, with doable goals without city over-reach.

----- Forwarded message -----

From: **Pam Chadbourne** <ChadboLittCO@ecentral.com>

Date: Mon, Sep 16, 2019 at 5:01 PM

Subject: Comp Plan, Future Land Use comments

To: <kosher@littletongov.org>

Cc: <ChadboLittCO@ecentral.com>

"Asks" regarding the proposed Comprehensive Plan and Transportation Master Plan.

1. Postpone both the Comprehensive Plan and the Transportation Master Plan, for at least one additional review cycle. I think there should be two more review cycles to be meaningful, and to meet professional standard-of-practice. Each review cycle should take 2 months:

release for review

series of meetings with neighborhoods with proposed changes

(1 or 2 neighborhoods per week? for 4 weeks?)

collection of inputs

release of integrated revision.

- So far, there has been only one 1-month cycle of review, during which inputs were given concurrently.

- Special meetings were held with Planning Commission, City Council and CCC, and their comments were taken with assurances that they would be incorporated. The public cannot know what those changes will be, while making our own reviews and comments. Actually, even the Boards and Council don't know what the next version would look like; their comments were not uniform or in agreement. That is why additional integration and review cycles are typically performed in this type of planning process, so that all of us can check the inputs and have a chance to influence the next integration if it falls short of our expectations, and to exchange more information which will build consensus.

- The proposed Future Land Use map shows significantly different Future Uses and Character, from the current Character and allowed Uses, specifically for neighborhoods on the northeast side of the City; east of the S Platte River, north of Caley. Council districts 1, east of the river, and District 2.

- So it is a fatal flaw that no meetings were held with these changed neighborhoods, to explain impacts of the proposed documents on them, and to get their (our) responses.

- Additionally, it is a fatal flaw that the green-grey-brown 'pie charts' for all the new proposed uses, are not included in the Aug 7 review copy. (They appeared to be promised to be provided later, in response to comments at the Planning Commission Study session 9/9, but aren't available for Public review prior to today's close of comment.)

These Use 'pie charts' are quantifiable and would be actionable if passed. Developers' and land speculators' lawyers could sue the City if the promised future Zoning codes do not provide as much 'structure' or as 'little' green as shown in the pie charts.

As these 'pie charts' are not available for our review, but would be actionable and would enact significant changes from current Character and Uses, these would be "takings" from current owners. WE have a right to expect changes base on current Zoning, and the pie charts indicate future Zoning parameters that would change that. The City does not have a right to perform this "Taking" from us.

- Therefore, postpone both documents to provide the needed additional review versions, and the essential outreach to neighborhoods with proposed Uses that are significantly different from the current Uses.

2. An alternative is to:

2a. Remove the proposed Future Land Use map from the Comprehensive Plan, replace with a page showing the schedule for additional needed communication and feedback with the changed neighborhoods.

or

2b. leave the proposed Future Land Use map in the Comprehensive Plan but mark it to indicate legally that it is not actionable. something like: "IN WORK", whatever would be legally uncontestable and indicate that the proposed Future Land Use map **shall not be used by land speculators or developers to claim any right to the new uses in it,** until the needed communication and feedback occurs with the neighborhoods.

For the proposed change neighborhoods:

- mail both owners and tenants at the addresses, of all properties in the Downtown and the northeast areas around Littleton Blvd, to notify them of the proposed changes of use of their properties.

- prepare and make presentations to the Downtown and east and northeast neighborhoods owners and tenants, so that we understand the possible impacts of the proposed changes.

- get our responses to the proposed changes; and incorporate them, release an integrated document for review, and have interactive discussion sessions with the public to discuss them.

- specifically, all properties in:

Urban Downtown Transition  
Urban Downtown Mixed Use  
Urban Downtown Main Street  
Mixed Character Core Neighborhood  
Residential Mix

- I think it's inarguable that these proposed Characters and Uses are different from current Character and Uses, and different from what's allowed on the majority of parcels in these areas. (There is a claim that CA zoning and a couple others allow what the proposed uses are. These are not the majority of property in these areas, and even if it was the majority, the City has no right to Take the rights of any of the rest of us, without information and consent.)

Specifically: downtown is propose to have 3 flavors of "Urban". Littleton downtown now is NOT urban. Most parcels are built with setbacks that assure greenery around the structures. If the CA zones allow more structures, then we should be working to correct that, not to spread it everywhere without knowledge or consent.

- The process the City has used, is "neighborhoods come to us", not "we go to neighborhoods". I guarantee you most neighbors in the downtown neighborhood, and almost no-one in the northeast neighborhoods, realizes what these proposed new land uses would allow.

- The process takes no response as "Yes" or agreement. Again, this is a Taking of property rights under the Current Zoning. All of us have a right to expect current zoning implementations, and the City has no right to take this expectation without explicit explanation and feedback from us.

3. The Comprehensive Plan needs stronger policy for outcomes that increase the City's future resiliency and robustness and quality.

a. no displacement of current residents/tenants. (no gentrification)

- need policies so that, when infill redevelopment displaces certain income residents, the new development will provide for the same number of same income units as were displaced.

b. energy efficiency of structures is the single most important thing these documents could provide for. Could combine with water efficiency too.

- specify new building requirements to meet minimum energy and water efficiency standards.

- explicitly deny any form of city incentives to any projects that are not built to the highest levels of energy and water efficiency. City incentives would not be given to the minimum efficiency standards.

c. housing must be integrated by income, race, culture.

d. specify what industries and commercial and office enterprises are desired by the City. a few examples:

- retrofit energy efficiency in existing structures.
- "new" agriculture: hydroponics, and restorative agriculture expertise
- green economy and transition from fossil fuels to renewable energy sources

e. must have specifications for expanding community gardens and shared spaces in the areas with planned increased densities.

f. put the circulator bus in tis.

g. Historic preservation is not ready for this plan. Get stronger hisitoric preservation needs first.

Pam Chadbourne  
district 1

# COMPREHENSIVE PLAN COMMENTS , DRAFT AUGUST 7, 2019

d Cronenberger

RC Notes	RC Subject:	Page	Subject	Comment
	Pres	13	UNIFYING VISION AND GUIDING PRINCIPLES: Values/Integrity	Add Historic Preservation after "Integrity". It is possible to celebrate our local history without retaining any historic buildings. That is what museums like the Littleton History Museum do. Need to say the words: <b>Historic Preservation</b> if we really want to save our built heritage.
<b>LAND USE AND COMMUNITY CHARACTER</b>				
		20	SUBURBAN RESIDENTIAL	The Coventry houses Photograph certainly does not represent all of Littleton built environment. I would suggest an additional photograph the house types in Littleton central between Littleton BLVD and Ridge Road.
	Pres	35	Characteristics	Replace "modernist Style" with" Mid Century Commercial Modernism" to better reflect the current recognition of the street.
	Pres	42	KEY ISSUES AND CONSIDERATIONS	Last bullet: " Littleton's heritage focus and the need to protect historical and cultural assets <b>(add) through historic Preservation.</b> Gary Mitchel had noted in the council discussion that citizens do not use the words Historic Preservation. If we want to protect our heritage, then we need to state up front how it will be done.
	Pres	44	POTENTIAL PARTNERS	Add Historic Littleton, Inc.
<b>HOUSING AND NEIGHBORHOODS</b>				
	Pres	46	First Paragraph	Second to last sentence: also add - historic and modern
	Pres	46	KEY ISSUES AND CONSIDERATIONS	add: Concern about radical changing of existing neighborhood character (through tear downs) and protection of existing and future historic neighborhoods.
		46	Policy H & N3	This is especially true with designated historic properties. Might add the words Rehabilitation and preservation.
	Pres	46	Policy H & N7	change the word "consistent" to compatible.
		46	Policy H&N8	add "sidewalks"
<b>TRANSPORTATION</b>				

		54	Policy I&S 6	This will cost money and the plan or city council needs to explain clearly the impacts of not doing this. State that deferring maintenance will significantly increase future cost.
		54	Action I&5	Describe the difference between geographical flood danger ( alone a stream or modified stream bed) and flooding caused by the built environment ( roofs, paving) that concentrate flooding is areas that normally would not have it.
<b>ECONOMY AND TAX BASE</b>				
	Pres	57	Goal E&T 4	Small business tend to move into older or historic structures. There needs to be more awareness of remodel requirements that may hinder small business renovations.
	trash	57	Policy E&T 1	One challenge is the ongoing damage caused by several trash trucks a week picking up residential trash, versus one company with one trip per week.
		58	Policy E&T 2	What is " Littleton's Unique Character"? Define what is unique. Gary Mitchel said one was the large amount of suburban housing. Another is the amount of Midcentury commercial architecture, a third is one of a oldest cities in the metro area.
		58	Capital Investments	Encourage historic preservation tourism.
				Add a Hotel tax!!!, and show where this significant amount of new money would be spent. Perhaps a grant program to help update our older commercial buildings, like the mid-century modern on Littleton Blvd. It is ridiculous we do not have this tax.
<b>RECREATION, HERITAGE AND TOURISM</b>				
	Pres	61	GOAL RHT 2	Littleton needs a strong, supported and proactive preservation board and support staff.
		61	GOAL RHT 3	The nutritional options could come from the pea patch program( community gardens). In the fall there is way to much food to consume by growers. Also some people just like to grow and give the extra food away.
	Pres	62	Policy RHT 2	delete the word "consensus". There will never be consensus with historic preservation. The need is to build support and awareness. Gary noted that Littletonits always talks about historic character and authenticity, but never mentioned the word "historic Preservation". If Littleton is going to do it, then it must say it.
	Pres	62	Action RHT5	add Historic Littleton, Inc. and History Museum exhibits.
<b>ENVIRONMENT</b>				
	trash	65	KEY ISSUES AND CONCIDERATIONS	ADD: garbage pickup and recycling

		66		ADD: increasing our tree canopy. There currently is more loss of canopy than replacement due to the droughts over the past two decades and people not wanting to water. It is amazing how many people do not understand that trees need to be watered in order to survive here.
		66	POLICIES	ADD: Light pollution. Littleton is one of the most intensively light areas in south Denver. Need much stronger regulation on minimizing light sources from shining on adjacent properties. The creation of cheap LED lights has resulted in brighter lights because they re cheaper to operate.
	trash	66	Policy ENV 6	One of the biggest sources of noise pollution is several trash trucks transferring each street several times a week. Increasing vegetation helps reduce noise pollution. So does pavement choices, and better coordination of traffic signals and movement.
		66	Action ENV 4	The City needs to Lobby the state to take action.
		67	Action ENV 8	Also need to enforce business to maintain the landscaping once it is installed. The majority of the time the landscape dies, thus this landscape mandate just wastes everyone's time and money.
<b>SPECIAL AREAS AND DESIGN</b>				
x	Pres		First paragraph.	COMMENT: Modernist style mentioned. Not just the commercial, also the amount of modernist residential architecture integrated throughout the suburban development.
	Pres	69	LEGACY OF PAST PLANNING	Add the following Studies: Historic Buildings Survey, Littleton Colorado 1997; ( Covers the Downtown Area) and Historic Buildings Survey, Littleton Colorado 2000-2001. (describes the annexation and growth of Littleton)
	Ped	70	GOAL 1	There needs to be more pedestrian access to Downtown from the east. This can be accomplished by constructing a trail through the Little Creeks culvert that spans the railroad tracks. This would be the most direct route from the east to downtown. Also free from car traffic.
	Ped	70	item 5	The 1/2 mile is standard language, but most people can walk it in less that 15 minutes. I would suggest expanding the distance to 3/4 mile. This is an easy 15 minute walk and would look much better on the maps.
x	Pres		Item 4	This also impacts historic residential areas.
	Pres	71	Regulations and Standards. 5	This would include Historic districts or conservation districts to protect character.

	Pres	71	More Targeted Planning 7	Need to mention "Historic Preservation" which is paramount to the downtown character, and currently codified. More attention needs to be given to the historic resources south of Alamo. The areas north of main street need to focus on the few historic buildings that remain, including the 4 midcentury modern , the early 1900 houses on Prince street and the few individually significant house that have not been torn down.
<b>IMPLEMENTATION</b>				
		73	ENGAGEMENT	In addition to the planning commission, I suggest listing the others as well. Historic Preservation for sure. All boards and commissions should be updated or informed on the status and updates of the complan. These people are technically city leaders and consulted by other citizens as informed members of the community.
	Pres	74	top section last line.	I suggest listing the Historic Preservation board along with the Planning Commission. HPB is also a land use board.
	Pres	77	Ongoing Community outreach	If preservation and authenticity are critical to Littleton's Identity, then add: The amount of Littleton's heritage preserved, and Landmarked.
<b>TRANSPORTATION MASTER PLAN</b>				
	trash	4	GLOSSARY	Is there a definition of vehicle miles/vehicle weight and damage to roads? This might be good information for citizens who do not understand the relationship of road wear and tear to the weight of vehicles.
	ped	9	LITTLETON'S MOBILITY FRAMEWORK	Add to late 1990's or early 2000's. The narrowing of Littleton BLVD, addition of sidewalks and assuming maintenance from the State Highway system. Also the (Confirm date) the reduction of the main street lanes from 3 to 2, widening of the sidewalks and creation of the pedestrian cross walks. This was a significant change for Downtown Littleton.
	ped	11	Common Themes - Pedestrian friendly	Add: identify new pedestrian only corridors, design sidewalks for people walking, by not having curb cuts and slopes extend across the sidewalks. It is dangerous to walk across a side slope.
		11	cut-through traffic	How much of the cut through traffic is really residents avoiding the main road?
	ped	11	Improve connections to light rail	Install a pedestrian access trail from Stern park through the Littles Creek culvert. This would significantly improve pedestrian access to Downtown, and without vehicle conflicts. Stern parkway could be formally designated as a pedestrian highway to downtown with feeder walks from neighboring streets. It would also serve as a bikeway. This would be a very pleasant walk to DT with minimal vehicle conflicts. The Alamo and Prince street bridges are not pedestrian friendly!!

	Pres	15	Introduction	Also add Littleton BLVD and its Mid-Century Commercial architecture. This recognition is expanding rapidly.
		16	MODE: Auto	Barriers: Add the Highline Canal.
		16	Picture of Main street.	Add to caption... but not on the side streets.
		18	Traffic Map	Is Littleton BLVD also a overused road? There is a lot of traffic, especially in the morning with school and evening rush hour.
	Ped	20	MODE: TRANSIT	<b>Lumping of Bowles Ave and Littleton BLVD.</b> These two road should be treated as separate entities. The only common element for noting them together is that the road alignment extends across the city. Otherwise they could not be more different, not only which what type and direction of traffic they have, but the buildings, residential access and public transportation. Buses do not travel from Littleton BLVD to Bowles. These are separate bus lines. Most of the cars traveling east and west on Bowles are coming from Santa Fe drive or Federal. All residential areas on Bowles are walled off from the road, while all residential and commercial property directly fronts Littleton BLVD. Lumping them together for planning actions will result in Littleton BLVD being minimized when it had some of the most important historic buildings in the city.
	ped	20	Connectivity Mineral	
	ped	22	Transit Usage	Bus 66. A lot of people will just walk from Broadway to DT. A average walker can do this in 30 minutes. This should be taken into account of frequency of service.
	ped	23	MODE: WALK	Add Littleton BLVD as well. A lot of people are always walking on this street.
	ped	23	Littleton can build upon...	Add: extending the walk connection from Stern park through the Littles Creek culvert to exit directly at the train station and connect to the little creek trail to the Mary Carter Greenway. This connection would divert a lot of people from the very pedestrian unfriendly Prince and Alamo bridges. This would significantly improve pedestrian access to DT.
		23	Picture of street	Suggest using a older (mature) neighborhood picture instead.
	trash		<b>FUNDING SOURCES</b>	Comment first paragraph. Having 5 to 10 trash truck trips per week per street does significant damage over a short period. This should be noted in the paragraph.
	trash	27		Perhaps have only one trash company, or if the citizens want choice, add a user tax to each residence for this choice, and target this funding to street maintenance. Everything comes with a price.
			<b>MISSION AND GOALS</b>	

	Pres	35	Alignment with Envision Littleton	Add <u>Historic Preservation</u> as a separate item. Local History is a separate item that is done by the History Museum. Preservation is the built environment. You can have lots of local history without having any historic buildings.
			<b>OBJECTIVES</b>	
	ped	37	Table	The related goals are too auto centric in their relation to the Objectives. If we want to be a more pedestrian oriented city, I suggest adding additional bullets to each of the following: Connected: 15 ; Healthy: 6, 7, 8, 15, 17 ; Inclusive: 14, 27; Prosperous: 16, 17, 18; and Sustainable: 16, 17, 18, 19, 22, 24, 25,
		39	<b>STREET TYPES</b>	
	Ped	40		Pedestrians walk all of these streets, so their needs should be addressed everywhere not just identified on Local street designations. Littleton BLVD has consistent very high pedestrian traffic. People walk both sides, more on the south side in the summer and more on the north side in the winter.
		40		Local street and connector streets would be more pleasant with more street trees.
	Ped	41		Commercial corridors would have more walkers and riders if the sidewalks and bike paths/lanes were separated from the street. Bellevue west of Santa fe is a good example.
		41	Commercial Corridors	Bikes paths should be totally separated from the roadway with a physical barrier. It is to dangerous for all but the most seasoned rider to be on the same street as cars an truck, and crazy to have kids riding in these areas, not to mention all the road debris that accumulated on these paths which are a hazard to bikers.
			<b>OVERLAYS</b>	
	Ped	42	Pedestrians	The City could identify pedestrian corridors that move through the residential neighborhoods on more local streets which are safer. In some way, the bikes lanes are doing this since they are wider and with a safer surface to walk on, but they were set up as if they were only used for comminuting, not general travel. For example, Stern parkway runs diagonally through the central suburban core, offering direct access to and from Downtown Littleton. The primary impediment is the railroad suppression. Constructing a connection through the Littles Creek culvert would reduce walking access time to the light rail and downtown from this area by over 7 minutes. This pedestrian trip takes one through some of the nicest and quietist areas of the city. It would also get more people walking through the oldest parts of the city.

	Ped	42	First mile connection	From the corner of Windermere and Caley, walking along the stern parkway is 1 mile from the light rail station, IF you could access the station through the little creek culvert. Other wise the trip is extend by almost 1/3 mile by detouring to cross the Alamo bridge and over 1/2 mile by detouring to cross the prince street bridge. The map on page 69 could not illustrate this situation more clearly.
		42		Reducing car traffic to slower speeds to accommodate bikes and walking also will significantly reduce the road noise created by higher speed traffic.
	Ped	44	Suburban	The plan states that the "City envisions detached or wider sidewalks with street trees." This will not happen due to the extreme cost of building the sidewalks. It would be better to identify pedestrian corridors that provide the direct walking point of access and devote the funds to promoting and maintaining them
		46	East-West Corridors	<b>Lumping of Bowles Ave and Littleton BLVD.</b> These two road should be treated as separate entities. The only common element for noting them together is that the road alignment extends across the city. Otherwise they could not be more different, not only which what type and direction of traffic they have, but the buildings, residential access and public transportation. Buses do not travel from Littleton BLVD to Bowles. These are separate bus lines. Most of the cars traveling east and west on Bowles are coming from Santa Fe drive or Federal. All residential areas on Bowles are walled off from the road, while all residential and commercial property directly fronts Littleton BLVD. Lumping them together for planning actions will result in Littleton BLVD being minimized when it had some of the most important historic buildings in the city.
	trash	47	Key issues and considerations	Add Noise: as congestion increases so does the noise levels, especially from large passenger vehicle and trucks. DT Littleton main street is almost unbearable during most of the day.
		48	Middle Paragraph	add noise increases after the word congestion
		52	forth bullet	It states that only 11 percent of Bowles traffic is destined for DT. Most of the traffic goes north. This is why Bowles and Littleton BLVD should not be lumped together as roadways.
		53	Barriers	add the Highline Canal
		57	First paragraph.	as volumes on roadways have increased..... also add: so has the background noise from the cars and trucks moving and accelerating.
	ped	57	Bullet 7	Make streets narrower, not wider. This automatically will slow down traffic. The bike lanes already prove this.

		58	ACTIONS Bullet 5	We need to be careful of following industry best practices. We are in this mess because we have followed past best practices. Most industry best practices are self serving! Lets start serving ourselves.
		59	Roundabouts	They will also significantly reduce car noise by minimizing acceleration. The nosiest areas in any neighborhood is at stop signs.
		59	CFI	This design is a major impediment to pedestrians.
		60	Operational Improvements	This is a big issue. For example at Federal and Bellevue traveling north on federal. You get the Federal green light and start driving north. The next light is 500 feet north from the King soopers parking lot. It turns red to let this traffic go, stopping the federal traffic. Sometimes the federal traffic gets backed up to Bellevue. Why should the king soopers traffic have priority? This is common at many commercial intersections and really slows down commuting traffic.
		60		ADD. How about more yellow caution left turn lights at more intersections. This would significantly speed up traffic. Of course there reasons not to do this at rush hour, but time the signals that during off peak time you can make a left turn and keep moving, instead of staring at an empty street. I am sure the technology can accommodate this!
	ped	63	2011 Pedestrian recommendations	Add the RRFB signals on Littleton BLVD. These have been very successful.
	ped		Key Issues existing Ped Infrastructure	The Littles Creek Culvert connection would significantly improve DT access and access to the Mary Carter Greenway from the east.
		64	Ped Level of traffic stress	Do these address the stress from traffic road noise???

	ped	65		The single worse pedestrian sidewalk in the City is the Alamo bridge connecting light rail to Littleton BLVD east. It is a PLTS 4 on steroids. It is used by everyone, because there is no alternative to this narrow and dirty constructed sidewalk. It is absolutely dark at night time, dangerous in the winter with sand, snow and ice buildup, dangerous with rainwater and snow plashing by cars, dangerous with accelerating cars and buses coming at you from behind. There is no bailout area. It is too narrow for people to pass. When people walk, they naturally hug the fence to get away from the road traffic. A separate pedestrian bridge needs to be constructed over the tracks adjacent to the bridge to safely move people to the light rail station. Fortunately, construction of VITA has blinded the east traveling vehicles resulting in slower traffic speeds which reduces noise levels as well with less stress on pedestrians. This needs to be a high priority, but could be minimized with the Little Creek Culvert trail connection.
	ped	67	Walksheds	The bike lanes are also used as walkways, since cars are not allowed to park in them, it is easier to walk on the wider surface for individuals and families.
	ped	67	Walkways	The second paragraph outlines the great for constructing a pedestrian trail through the Little Creek culvert. Littleton has three major trails that use culverts or bridges as pedestrian and bike trails to get under major roads. They are Lee Gulch trail, Little Creek Trail both under Santa Fe drive and the Big Dry Creek trail under Bellevue. Both Lee Gulch and Big dry creek have much larger watersheds than Little Creek, and when there are major rainstorms, these trails are flooded and unpassable until the water height recedes. There is no question that the Little Creek culvert is way over designed for the amount of water that flows through it. A raised bed of (6 or 8 inches of Concrete) would create a nice trail through the culvert. No railroad right of way issues would be affected. The west side can easily accommodate a walkway structure, set about 20 feet from the water outflow that could have stairs leading directly to the light rail station, and a trail graded ramp (1 in 20) switch back. I have done preliminary designs and this overall concept will fit. Lets just get on with it. The map on page 69 validates the issue just described.
	ped	72	Bike sheds	Create the Stern Parkway bike/walk highway and connect it to DT through the Little Creek Culvert. It would look good on the page 74 map.
		75	PEDESTRIAN NETWORK	Do not combine the Bowles and Littleton BLVD as a continuous street. They do not have anything in common such as use, destination, infrastructure and architecture.
	ped	75		The RRFB's work great on Littleton BLVD. It also slows the traffic down a bit just from anticipation they may be activated.

		77	BICYCLE NETWORK	Even if the Bicycle network is in place, if there are not secured facilities for parking or storing your bike at the RTD stations, this this goal cannot be met.
		79	OBJECTIVES - Table	The table appears to be auto centric, rather than bike and pedestrian. Getting off the streets is much more healthy. I suggest adding additional bullets to each of the following: Connected: 3,4,6,8, ; Healthy: 6, 8, 15 ; Inclusive: 6, 7, 21; Prosperous: 21,22,23; and Sustainable: 17, 18, 21, 22 24,
		81	Maintenance	Item 3: YES. And major pedestrian streets.
		83	Buffered Bike Lanes	I do not like these because cars are still crossing the bike lanes. They work great for commuters, but not for families or recreational riders.
	ped	86	Curb Extensions	These work great in Downtown Littleton. They provide better visibility of coming traffic and offer a place of refuge for turning vehicles that may cut the corner.
		87	RRFB	These work great. Add more
		95	Table	Objectives 1, 6, and 12 are also healthy.
	ped	96	POLICIES	Lets use the term Universal access. This terms covers more people and impaired walking, such as pushing a shopping cart or stroller.
		96		Add : Improve Pedestrian access to the RTD stations.
		96	Programs and Initiatives -1.	Use the shopping cart of increased commuter connections during rush hour for commuters living within 1 mile of the RTD stations. It could have 15 minute circular routes that do not cross our geography barriers. For example, using the shopping cart in the Broadmoor ketring area would drop people off near the Courthouse/ Buck center and not cross the bridges. It is faster to walk from this point to the Station than crossing into DT. Also the bus would be able to begin the next circuit much much faster.
		115	Critical Corridor	Do not combine the Bowles and Littleton BLVD as a continuous street. They do not have anything in common such as use, destination, infrastructure and architecture. The STRATEGIES AND PROJECTS SECTION primarily describes the Littleton BLVD section, so why include Bowles. The Bowles side can never be a "true Place. It is a walled off commuter street. Same comment for pages 46 and 20.
	Pres	115		Mention the great opportunities for tourism with the recognition and marketing of the Mid-Century Modern Commercial Architecture as an asset, and the need for Historic Preservation.

Robin Swartzbacker, Planning Commission Chair Pro Tem  
Thoughts on TMP  
Sept 4, 2019  
Thanks for all your hard work!

Remove the word “all” – As discussed in the joint meeting, while this document is aspirational, it is also practical. With around 48,000 people in Littleton it is not possible to meet all of everyone’s needs, even though the city will do its best.

- p. 10 ...transportation system that works for *all* users.  
...consider the needs of *all* potential users...
- p. 32 ...improved connections for *all* travelers.
- p. 33 ...abundant open spaces for *all* citizens.
- p. 34 ...mobility challenges of *all* people in Littleton.
- p. 62 ... people of *all* ages and abilities feel comfortable walking or bicycling.
- p. 79 ...*all* ages, abilities, and backgrounds...
- p. 89 ... *all* ages and abilities bicycle facility for every new bicycle project

p. 10 *The healthiest and most vibrant communities understand* that bicycling, walking and transit are critical components of the transportation system

This was brought up several times in meetings to remove/reword

p. 10 Although a multimodal approach can increase the overall person capacity of a roadway corridor, the impact on auto capacity is often a concern that must be addressed...

Reword: The impact on auto capacity is a concern that must be addressed...

Littleton residents greatest concern is traffic (p. 18 traffic is #1 public concern) and with 82% commuting by car.

p. 11 Complete streets/road diet/traffic calming where appropriate

Road diet is not a common theme in Littleton documents, especially considering the citizens greatest complaint is traffic (p. 18 traffic is #1 public concern)

Traffic calming is listed twice

p. 16 Congestion: Growth within and surrounding Littleton has resulted in increased congestion on many streets.

Add: The economic impact is vast. (p. 16 \$25 to 33 million per year) like under done under safety.

p. 22 According to RTD and INRIX, it can take anywhere from 33 to 57 minutes to drive from Mineral Station to downtown Denver, depending on traffic. By comparison, the same trip using light rail service takes between 29 and 33 minutes.

Told several times this would be removed as it is a misnomer. Google map the distance and it is 22 minutes via car, not a minimum of 33 minutes. Plus, the train time doesn’t include the time it takes to park, walk to the train and have buffer time. This is not presenting data on equal footing.

p. 23 Connectivity ...Another challenge identified is pedestrian connectivity to neighborhood parks

Been told that most neighborhoods in Littleton are within a ½ mile of a park, *if* that is accurate this seems inconsistent

Accessibility ... self-assessment has determined 4,000 locations that need improvement

A specific description of how self-assessment was done should be noted. What are the parameters, how was the 4,000 locations measured? For data to be meaningful, context must be understood.

49% Percent of Littleton sidewalks that are missing or too narrow on mobility focused streets.

Explain how 49% was obtained. Very concerned this is a misleading description of Littleton sidewalks. Reasons why are found on comments for p. 64 & 75 where the sidewalk methodology is mentioned in the TMP.

p. 29 Littleton's Transportation Master Plan (TMP) is a tactical approach to achieving the community's vision for a transportation network that moves people and goods while enhancing Littleton's unique character and identity. The goals, objectives and strategies introduced here are a response to more than a year of listening to citizens and stakeholders through a series of surveys, workshops, events, newsletters, and conversations. This is misleading, the residents were not asked specifically about the details that are presented in the TMP.

p. 31 Sustainable - Build and operate a financially and environmentally sustainable transportation system.  
Reword: Sustainable - Build and operate a financially and environmentally sustainable *and functional* transportation system.

p. 41 Commercial Corridor ... but should transition to include better pedestrian and transit facilities, with shared use paths for bicycles where appropriate

Reword: evaluate transition to include better pedestrian and transit facilities, with shared use paths for bicycles where appropriate...

Based on conversations in the joint policy meeting

p. 47 Complete streets/road diet/traffic calming where appropriate

Road diet is not a common theme in Littleton documents, especially considering the citizens greatest complaint is traffic (p. 18 traffic is #1 public concern)

Congestion: Growth within and surrounding Littleton has resulted in increased congestion on many streets.

Add: The economic impact is vast. (p. 16 \$25 to 33 million per year)

p. 48 Define each LOS, A-F.

Example: Level of Service A: Free-flow traffic with individual users virtually unaffected by the presence of others in the traffic stream.

p. 58 Develop and utilize a traffic operations and safety checklist of inexpensive operational and safety improvements that can be implemented as part of other infrastructure investments.

Remove: inexpensive

It is not defined. No other modalities require "inexpensive" fixes. When the city's priorities are set, it will decide what is best for the community.

5. Develop new street design standards for the new street classifications consistent with current industry best practices.

Reword: Evaluate current industry best practices. PW will know what is best for Littleton.

b. Littleton Boulevard – building on past planning and the vision of the corridor outlined in the Comprehensive Plan, Littleton Boulevard study should be conducted to evaluate opportunities for multimodal improvements.

Remove: – building on past planning and the vision of the corridor outlined in the Comprehensive Plan, Littleton Boulevard study should be conducted to evaluate opportunities for multimodal improvements.

This is inconsistent with the TMP which shows that Powers (p. 71) will provide multimodal opportunities not Littleton Blvd. For consistency it should listed like other streets such as Prince, Windemere etc

p. 62 Most recently, micromobility devices have become more popular including electric scooters, electric bikes, hoverboards, and electric skateboards.

Remove as not consistent with the topic on active transportation as they are electric and not active.

p. 62 Complete streets/road diet/traffic calming where appropriate

Road diet is not a common theme in Littleton documents, especially considering the citizens greatest complaint is roads and traffic (p. 18 traffic is #1 public concern)

Traffic calming is listed twice

p. 64 Oregon DOT Pedestrian Levels of Traffic Stress (PLTS)

This methodology came up at the Planning Commission meeting with several people unhappy with it. It may fit Oregon, but it does not fit Littleton. There is no consideration for the type of street. Broadway is considered the same as a local street in a neighborhood. In my neighborhood I watch kids walk and bike to school on the sidewalk without fear, daily. Yet this methodology labels my neighborhood (p. 66) as PLTS 3 and 4 – moderate stress and suitable for adults or high stress and only able-bodied adults. May be true for Broadway, but not my street. Remove the PLTS system and use a classification that works for Littleton.

p. 70 Proposed new low stress bicycle facilities

Identify projects, or where to find them

p. 75 Examining these areas more closely, pedestrian network gaps were identified as any sidewalk narrower than 5 feet wide.

Littleton is not a one size fits all. This needs to be Littletonized, it's too generic. There are places 5 feet is essential, such as a corridor. Neighborhoods with smaller sidewalks are not gaps. There are areas that need improvement and perhaps widening, but calling everything a gap is misleading. In places in my neighborhood there are 4 foot sidewalks. That is not a gap. Some places have 3 foot. Could it be widened? Absolutely, but that is not a gap. It is best to use proper descriptions to better understand the situation and context. Doing so can also help in prioritizing areas for upgrading.

p. 81 Update City Code to require residents/businesses to clear sidewalks within 24 hours; existing code states, "within a reasonable time after every snowfall"

Perhaps when the city has all the roads cleared away within 24 hours that can be asked of others... This does not take into account the differing circumstances of residents.

p. 82 Update street design standards to include best practices from National Association of City Transportation Officials (NACTO), Federal Highway Administration (FHWA), Manual on Uniform Traffic Control Devices (MUTCD), and American Association of State Highway and Transportation Officials (AASHTO)

Reword: evaluate best practices of (list organizations & manuals). Based on set priorities, PW will know what is best for Littleton.

p. 89 Several of the Denver region's municipalities have taken an even more proactive role in guiding transit service... City of Boulder.

Remove stuff on Denver and Boulder

Littleton is not Denver or Boulder and will develop its own philosophy based on resident's feedback

p. 90 Extension of light rail service along the southwest lines from Mineral & Sante Fe to a new Park n Ride station in Highlands Ranch at C-470 & Lucent Blvd.

This came up in the Mineral Station Area Framework. It should be noted in this bullet that RTD has no plans for this extension until 2040 at the earliest.

Resident Satisfaction & Usage: Transit services in Littleton receive generally high support from residents, but satisfaction with bus service has declined somewhat in recent years. Compared with other cities in the region, Littleton has a slightly higher rate of commuting via transit.

Reword for a better explanation: ...region. Littleton has a slightly higher rate of commuting via transit at 6.4 % (p. 20)

p. 92 Ratio of transit travel time vs. auto travel time at peak hour on key corridors

Concerned about the accuracy of transit travel time vs auto travel time considering the data provided on p. 22 noted above. For data collection to be productive, it has to be meaningful.

Coverage: Nearly all Littleton residents live within a half-mile of a bus or rail stop, and ridership is relatively strong on the C and D light rail lines, as well as the bus routes along Broadway and Littleton Boulevard.

Reword to use actual data: 88.6% of Littleton residents live within a half-mile of a bus or rail stop, and ridership is 4% on the C and D light rail lines, and 2% along the bus routes along Broadway and Littleton Boulevard. (Adjust transit percentages as necessary as these are only approximates based on data provided in the TMP)

Reliability: Littleton can improve speed and reliability of existing transit service by prioritizing the movement of buses along key segments and at certain intersections.

Expound upon how that will affect other transportation. If you prioritize buses (approximately 2% usage of commuters) over cars (approximately 82% usage of commuters) as we see in Denver, it will cause more congestion for the majority of Littleton residents (whose #1 concern is traffic). If a lane/priority is used for buses that same lane/priority could be used for cars.

p. 95 Prosperous: Transit-oriented development (TOD) can help Littleton work toward desired land-use and community character goals along key corridors such as Broadway and Littleton Boulevard.

Remove: TOD

TOD is not mentioned in the complan as a land use or community character goal. Anything here should be consistent with the complan.

Sustainable: Buses and trains offer significant reductions in greenhouse gas emissions on a per-person basis compared with cars. In addition, investments in high-capacity transit are associated with increased property values for nearby homes and businesses.

Remove: In addition, investments in high-capacity transit are associated with increased property values for nearby homes and businesses.

While there are studies that show increased property values, there are also studies that show decreased property values. Living next to transit is a mixed bag for property values. It may increase lower cost homes, but decrease higher cost homes. The nuisance effect can also lower property values.

Remove: significant reductions in greenhouse gases.

The 2019 Finnish study (backed up by the 2019 Japanese study) actually shows that anthropomorphic climate change is negligible. The change of greenhouse gases mentioned here would not be notable.

p. 97 Transit is evolving. Cities across the world are recognizing the potential for optimizing existing bus service and re-thinking the relationship between rapid transit (bus and rail) and land use.

Note that transit usage in most major areas is evolving by declining. “Despite significant investments in public transportation at the federal, state, and local levels, transit ridership has fallen in many of the top 50 transit markets. If strong gains in the New York area are excluded, ridership nationally declined by 7% over the past decade. This report examines the implications for federal transit policy of the current weakness and possible future changes in transit ridership.” Trends in Public Transportation Ridership: Implications for Federal Policy, March 2018, Congressional Research Service

Queue Bypass, Typical Cost: Negligible... \$300,000 per intersection

Remove: Negligible

\$300,000 per intersection is not negligible

p. 104 8. Develop and use a traffic operations and safety checklist of inexpensive operational and safety improvements that can be implemented as part of other infrastructure investments.

Remove: inexpensive

It is not defined. No other modalities require “inexpensive” fixes. When the city’s priorities are set, it will decide what is best for the community.

Sincerely,  
Robin

**TRANSPORTATION MASTER PLAN – DRAFT AUGUST 2019**

COMMENTS FROM G. STEVE LOWRY Aug 16, 2019

Page	Para.	Comment
		Overall: comprehensive and well put together. Thanks for the efforts. One recognizes that the people putting this report together were not able to get to all sites in the City, so input from residents regarding those areas not visited will hopefully be taken into consideration.
1		Normally would see on this page who authored the report – was it a consultant, city staff, committee, etc?
7		“Sharrows”, used in the report, is not defined. Please define.
18		The term “congestion” is not quantified. I would suggest adding the streets around Heritage High School (HHS) during morning and afternoon hours. There can be several hundred cars lined up on Rangeview, W Geddes Ave, Gallup, etc for up to 30 minutes. That adds up to thousands of hours over the course of the year. Cars are parked on S Gallup St off of Geddes waiting to pick up students and the line extends onto W Geddes, interfering with traffic and creating unsafe conditions. The backed up traffic also prevents, or delays, homeowners from exiting their driveways (student drivers are not known for stopping to allow cars to enter a line of traffic).
20	2	Mineral RTD Parking: Additional parking east of the RR and north or Mineral could be established with minimal cost. Land is available. Access from Jackass Hill or Mineral Ave could be established. <b>See attached exhibit.</b>
26,73, 78, 109		There are currently reasonable N-S bike paths on Prince, Windermere and Elati. However, there is no E-W connection at the southern end of these paths that would serve HHS. Since HHS should be a destination for cyclists (Bike to School), consider making Rangeview and West Geddes Ave part of the bike system. This will also provide improved access to Damon Runyon Elementary School on Elati. Students often ride on the sidewalks on West Geddes and Elati, which I recall, has been shown to be more dangerous when crossing intersections than if they ride in the street in a bike lane/shared lane. Riding on sidewalks also results in pedestrian conflicts.
47, 51		Pg 47 lists the following two key takeaways: “Decrease cut-through traffic in residential areas” and “Improve road connections to key destinations...” Accordingly pg 51 shows Windermere St being extended from W Geddes/Rangeview through to W Dry Creek Road as a Neighborhood Connector. This proposal has been brought to the City’s attention several times over the years and implementing is expected to improve traffic flow while meeting the two takeaways noted above. <b>See attached</b> for a 2018 proposal that covers extending Windermere St, as well as extending S Gallup St north of HHS to allow for dropping off of students. Both modifications would reduce times needed to get students

		to HHS while relieving the congestion on W Geddes, Rangeview, Elati and Windermere. Neighborhood opposition is largely based on false claims (some instituted by former Council members) about the extent of modifications needed to the roadway system (such as Windermere needing to be widened to 4 lanes), increased cut-through traffic, decrease in property values, etc. The City should look at the impact on the larger neighborhood rather than the perceived negative impact on a very few, but vocal, home owners.
52	1	Origin – Destination Analysis – did this analysis get down to the level of looking at where HHS students live and the routes they take to get to HHS? Several hundred trips are made each day. This analysis would be relatively simple as HHS has the information on where students live and how they get to school (~80% by vehicle)
53	8	Bike crashes at Jackass Hill and Mineral Ave are shown as 3 times any other location – but no mention is given to improving this intersection. Some description of the cause, the severity, and proposed mitigation would seem to be warranted. Pedestrian crashes are also high at this intersection.  (on a personal note, I would question the accuracy of the bike crash numbers, as I was hit by a car, and injured, on Windermere at Littleton Blvd in June of 2016 and although the police responded, no police report was ever filed. I am aware of one other incident like this in Littleton, which lends support to the idea that accidents involving cyclists are intentionally under reported. )
72		The Bike Shed for HHS should include homes along Rangeview, Shadycroft, etc that are within ½ mile of HHS. Include the homes along W Dry Creek as they have access from the designated bike path on Windermere that crosses the Highline Canal.

# Mineral Station Area Plan

(initial comment made August 2016)

The Master Plan/ Envision Plan should be looking at near term, mid-term and long term issues.

The biggest issues at present is the lack of parking during the week. All of the lots are full by 7:00 a.m. M - Th, and by 7:30 on most Fridays. The proposed alternatives do not add a significant amount of parking, and during construction of a parking garage in the same area as the main parking lot, the parking will be severely impacted.

There is an easy solution to this. The area to the east of Santa Fe and north of Mineral is undeveloped. The area is relatively flat and at least 5 acres. At 120 spaces/acre this area would accommodate 600 spaces. If this was developed as a gravel surfaced lot, like the west side of the current parking, it would be done with a minimum amount of earthwork and materials. The entry would be off of Jackass Hill and Mineral Ave. The egress would be onto Jackass Hill Rd or from the existing railroad access and on to Sunset Road.

For people living east of Jackass Hill this solution would save at least 10 minutes each trip as it would avoid having to navigate the Jackass Hill Road/Mineral intersection and the Mineral / Santa Fe intersection.

At the last open house for the Master Plan I discussed this alternative with several of the residents, and marked it up on several of the plots that were left on the table, and presented a printout of the concept to the City Planner and to the PUMA representatives. There was significant support from residents. The issue of blocking the view from people along Dry Creek is a false issue, as the homes sit high and the parking lot would not block views. Increase traffic could result, but that is a result of the general population growth and can't be avoided..

Submitted by: G Steve Lowry 823 W Geddes Ave email: stevelowry@yahoo.com

# MINERAL AVENUE PARK-n-RIDE PROPOSED PARKING ON EAST SIDE OF SANTA FE





Area, 5 ac, 500  
- 600 spaces

Google earth

39°34'49.13" N 105°01'26.24" W elev 5420 ft eye alt 6703 ft

1937

© 2016 Google

**EXHIBIT RE WINDERMERE AND S GALLUP ST EXTENSIONS**

**HERITAGE HIGH SCHOOL – A PROPOSAL TO REDUCE TRAFFIC & LITTER IMPACTS**

**D R A F T REV 01**

**TO:**

COUNCIL MEMBERS:

PEGGY COLE, KYLE SCHLACHTER, CAROL FEY, KARINA ELROD

CHIEF OF POLICE

DOUG STEPHENS

CITY MANAGER

MARK RELPH

DEPUTY CITY MANAGER

RANDY YOUNG

DIRECTOR OF PUBLIC WORKS

KEITH REESTER

**FROM:**

STEVE LOWRY

823 WEST GEDDES AVE

EMAIL: [stevelowry@yahoo.com](mailto:stevelowry@yahoo.com) TEL: 720.839.4132

**DATE:** JULY 11, 2018 Rev 01 July 23, 2018

**BACKGROUND.** Heritage High School (HHS) was completed in 1972. The current student population is about 1730 in grades 9 thru 12. There have been significant changes in the configuration of streets, traffic patterns and traffic volumes since HHS opened. When constructed, the vast majority of students either walked, were driven by parents, or were bused to school. In the early years, students generally remained on campus during the school day. This policy was changed to allow students to travel off-campus during lunch and breaks. In the last few years, students from outside the traditional limits were permitted to attend HHS and most of these students are either driven by parents or drive themselves. Given the significant changes and the resulting impacts it is time to have a comprehensive look again by the city and the Littleton Public Schools (LPS).

The impacts of HHS on the neighborhood and potential solutions have been the subject of several reports over the years. These reports include, but are not limited to, the following:

- COMPLAN, Neighborhood Analysis, 1968. Mineral Ave and Jackass Hill did not exist in the area at this time. The Elati St and W Geddes Ave intersection was identified as a traffic accident area. HHS was still in the planning stages.
- Littleton Unlimited, 1975. This city-wide effort did not address traffic issues in the HHS area.
- COMPLAN 1977 - Heritage Neighborhood Information. Mineral Ave was not yet connected to Santa Fe. Under Planning Issues, extension of Windermere to Mineral was proposed by the City, and by Arapahoe County, with a requirement for separate street systems for residential and industrial traffic (pg 13). Extension of Gallup St to HHS was discussed with pros and cons. It was noted that HHS was intended to be a “walk-in” type school with limited auto access. The necessary ROW to extend Gallup St was provided when the Briar Ridge subdivision north of HHS

was dedicated (pg 13). Noted that traffic on Ridge Road will be reduced when Mineral Ave is put through to Santa Fe (pg 14). Jackass Hill was not expected to be connected to Mineral due to complications related to utilities (pg 14).

- COMPLAN, 1981. Policy 5: Extend Gallup Street to HHS for additional access. Also, “Geddes is a residential street which is overloaded with traffic going to the school. This has been a priority in the neighborhood plan. Caution should be taken to design this facility so that through traffic will be discouraged” (pg 23). Transportation policies (pg 53) – 1. Access to HHS via Gallup Street, City should undertake feasibility studies – 3. limit the number of student drivers – 4. Intensify police patrols to discourage speeders.
- COMPLAN, 2000 reprinted 2005. Transportation Policy – 4 Extend Gallup Street to HHS (pg 14). Neighborhood Transportation Policies: 1 – provide HHS access from Gallup, City to do feasibility studies (pg 36); 3 – increase police patrols re speeders; 5 – North/south streets and connections will be limited and separate from nonresidential traffic (pg 37); 6 – use of alternatives to private automobiles should be encouraged.
- COMPLAN Littleton Envision 2030, 2007. High level planning document that did not get down to level of HHS issues.
- COMPLAN updated 2016. Goal 5 : “Improve transportation facilities... but not to an extent which would encourage through traffic” (pg 16).

In reviewing these documents, it is clear that the extension of both Windermere St and Gallup St has been an issue for a long time. Any feasibility studies related to HHS traffic have not been located or reviewed. The issue of HHS traffic seems to have been dropped in the latest COMPLAN without explanation.

Technology has also changed since the traffic at HHS became an issue. There are viable systems in place to restrict traffic through neighborhoods to authorized users. There has been no mention of such systems in any of the reports reviewed or in the limited discussions to date with City staff or Council members.

School start times will change in the fall of 2018. HHS will start at 8:30 and the two nearby elementary schools will be starting at 8:00. In looking at the LPS website there is no mention of any traffic modeling study having been completed to estimate the impacts of this change.

**IMPACTS.** The direct impacts of traffic related to HHS identified in 2018 include the following:

- Disproportionately heavy traffic on the two main routes to HHS,
  - Route 1: from the east off of Broadway to W. Fremont Ave to Easter Ave to W. Fremont Dr to Elati to W Geddes Ave, or Ridge Road to Elati to W Geddes Ave
  - Route 2: from the north, south and west via Prince/Jackass Hill/Rangeview or Ridge Rd /Windermere St to W Geddes Ave
- Traffic congestion during the morning hours, historically 6:30 to 7:15 a.m. and less so in the afternoon when school lets out
- Traffic conflicts with Damon Runyon Elementary on Elati St and with Ralph Moody on Windermere St
- Speeding, in some cases excessive, especially during breaks during the school day increasing risk of serious accidents
- Restricted access by local residents along the two main routes when they cannot get out of driveways due to the constant stream of traffic in the morning and afternoon

- Reduced reaction time for emergency vehicles during times of congestion (more significant with the aging population along the main routes)
- Litter during the day, consisting largely of fast food packaging
- Vandalism of residents' cars parked along the main routes from items tossed out of cars
- Property damage – at least one case of a student driver losing control and crashing into a vehicle parked in a driveway, resulting in total loss of the parked vehicle
- Traffic noise generated by cars, school buses and trucks decelerating, accelerating and the bouncing of loads on trailers over the numerous speed humps (8 on the eastern route, 2 on the western route)

**PROPOSAL.** This proposal includes two road modifications to address congestion:

1. Extension of Windermere Street from the current southern terminus south to W Dry Creek, requiring about 170 feet of two-lane asphalt roadway with sidewalk and bike lane. Installation of equipment, such as RFID or license plate recognition technology, to restrict access to vehicles that have been authorized to use this extension. Appropriate signage, public relations and an increasing fine schedule would prevent pass-through traffic. See Exhibit 1.
2. Extension of Gallup Street about 400 feet from Bradbury Lane south to just north of Lee Gulch and construction of a 120 foot diameter drop-off circle (Option 2A) or extension into the parking area at HHS with construction of a bridge over Lee Gulch that does not impact the floodway (Option 2B). Traffic on the extension would be restricted to authorized school users, as noted above. See Exhibits 2A and 2B.

This proposal also suggests increased law enforcement to control speeding and littering. The “No Littering” signage should be restored and fines levied to violators. Further suggestions have been made to permit food trucks at the school in order to reduce traffic off-campus and litter and to organize cleanup days with students and residents.

The string of COMPLANS all contain language to encourage alternative transportation, such as walking, cycling, car pooling, school buses, etc. However, there is no mention as to what measures the City or LPS has taken in this area.

**DISCUSSION.** The following points for and against this proposal have been extracted from talks with residents and responses posted on the Next Door Neighborhood web site ([nextdoor.com](http://nextdoor.com)) for the Heritage neighborhood. Please note that the NextDoor.com Heritage area does not include any of the residents east of Elati Street who are on one of the main routes.

**Opposition:** The primary concern with respect to extending Windermere St has been an increase in through traffic from Highlands Ranch or other areas south of HHS who want to shortcut the bottleneck on Mineral and Santa Fe. The primary concern with extending Gallup St has also been increased traffic. Other concerns with extending Gallup St are the loss of green space, and if a bridge is required there reportedly could be an impact on the floodplain. Some of the opposition has taken the position that people who purchased homes along the main route knew of the issue when they purchased the homes (this is incorrect in many cases, as home sales in the summer or during school breaks do not present the opportunity for buyers to experience the traffic and litter impacts). Some opponents have mentioned a reduction in property values due to increased traffic. Pedestrian/vehicle conflicts at the Highline Canal Trail or the Lee Gulch have also been mentioned.

**Proponents:** Increasing the number of access points would reduce the impacts on the two current overloaded routes. For instance, school traffic from the Southbridge area could utilize the Windermere St extension and would not need to access Mineral/Jackass Hill/Rangeview to get to HHS, thereby reducing congestion on these streets. Similarly, students and parents coming from the north could access Gallup St from Ridge Road and avoid the delays of using Elati St or Windermere St. In both cases travel times for these groups would be reduced while at the same time reducing congestion on the main routes.

Reducing the daily congestion would permit residents easier access from their driveways during the peak rush times. Residents on S. Gallup Way have been particularly impacted.

The infrastructure required to extend Windermere and Gallup is relatively minor. The technology (RFID, license plate recognition, etc) to restrict traffic to authorized users exists and has been used in many applications at relatively minor costs. This technology is used on roads (E-470, C-470 tollway), on parking garages, on gated communities, etc. The consultant, FHU, currently studying the Federal / Bowles intersection would be a resource to provide further detail.

The current traffic configuration is not equitable. A quick count of homes directly fronting the two main routes to HHS shows 113 homes impacted, not counting homes on the side streets that feed the two main routes that are also impacted. The number of homes that would see some impact from the extensions of the streets appears to be about 15.

Pedestrian / vehicle impacts at the trail crossings is already an issue at Elati St (Lee Gulch) and Windermere St (Highline Canal) but does not seem to cause significant issues. The proposal may shift some users to another trail crossing, but not increase the overall problem. Signage and increased site distance at the proposed extensions would largely mitigate this concern.

**NEXT STEPS.** In the original nextdoor.com posting it was envisioned that an informal community meeting of interested residents at a private home could be addressed by City staff in the middle of July. Of the approximately 50 responses, 12 people expressed a desire to be at such a meeting. However, since the original posting it has become apparent that this issue has been discussed several times over the years so it seems premature to have a community meeting before evaluating this proposal further with City staff and possibly bringing forth a new approach. I would suggest that a meeting with two or three of the residents and City representatives would be appropriate at this time. If there is enough interest, then this proposal could be developed further and presented to the community at that time.

I understand that the COMPLAN is continuously under review to take account of changes that are always occurring in a dynamic city like Littleton. If this proposal is seen to have merit then it could be included in the update of the COMPLAN.

To properly evaluate this proposal, a comprehensive traffic study of the area coupled with a schematic design and cost estimate would provide a sound basis for making decisions on the road extensions and traffic control alternatives. Discussions with school staff and law enforcement could reduce traffic (car pooling, alternative transport such as cycling and walking, use of school buses) and litter.

EXHIBIT 1. WINDERMERE EXTENSION TO W DRY CREEK RD



Signage and RFID station / license plate reader not shown.

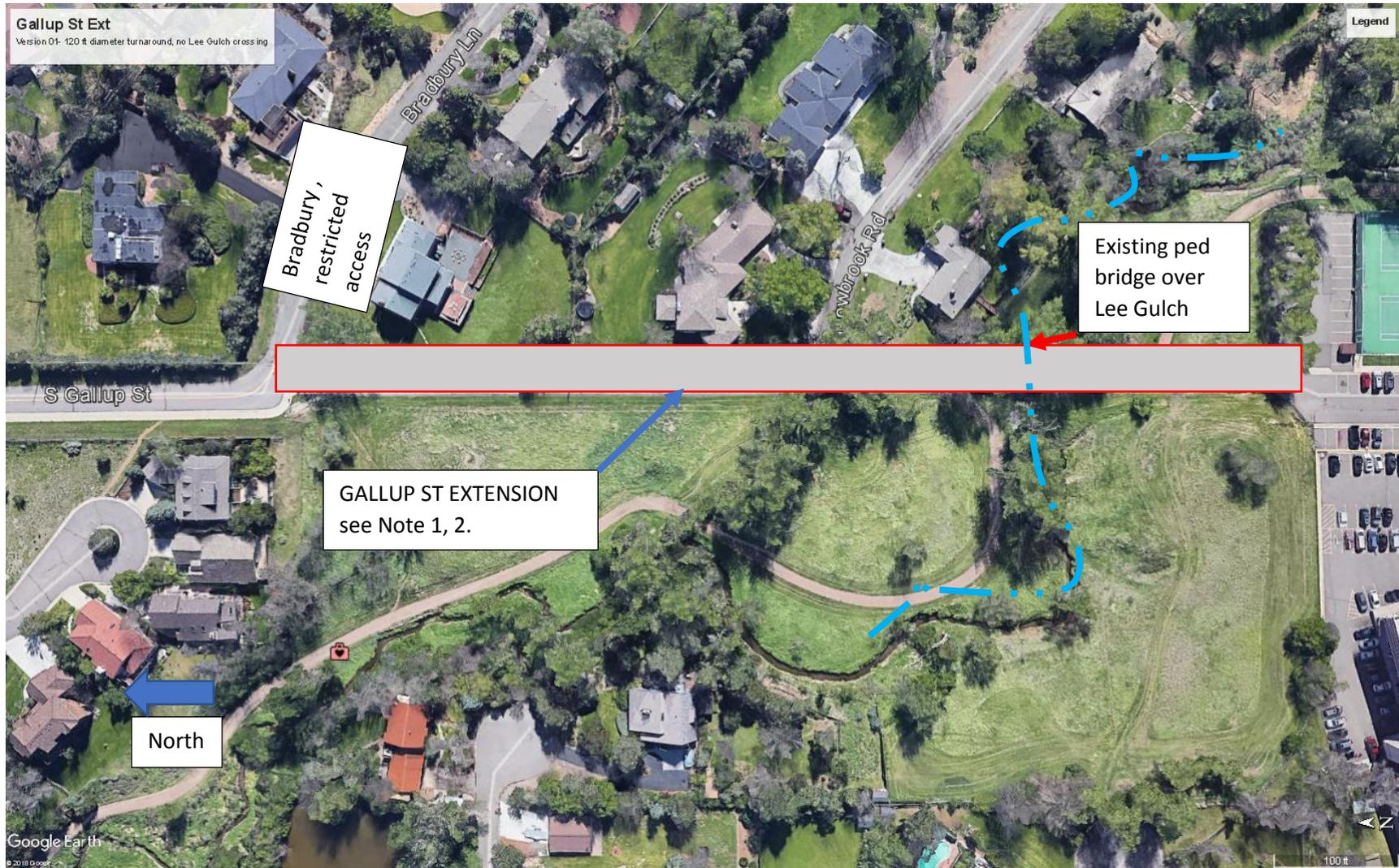
EXHIBIT 2A. GALLUP STREET EXTENSION – DROP OFF CIRCLE



Notes:

1. Centerpiece: Revolving art pieces by HHS art students and / or environmental education exhibits.

EXHIBIT 2B. GALLUP STREET EXTENSION ACROSS LEE GULCH.



- Notes: 1. Two lanes plus bike/hike path. Use restricted by chip or license plate recognition technology.  
2. Option A: route to be used by staff only. Option B: route to be used by staff, students, parent drivers.  
3. Bridge over Lee Gulch to comply with floodplain regulations, ped bridge to be upgraded to reduce flood impacts