

WELCOME!

ABOUT THE PROCESS

In the fall of 2017, the City of Littleton, with support from a consultant team, embarked on a process to create a plan for the Belleview Avenue corridor. This process was initiated with the intent of:

- Engaging area stakeholders and the community at large in a facilitated discussion about the future of the Belleview Avenue corridor; and
- Establishing a vision and supporting policies/recommendations for the corridor as a tool to guide future development and reinvestment over the next five to ten years.

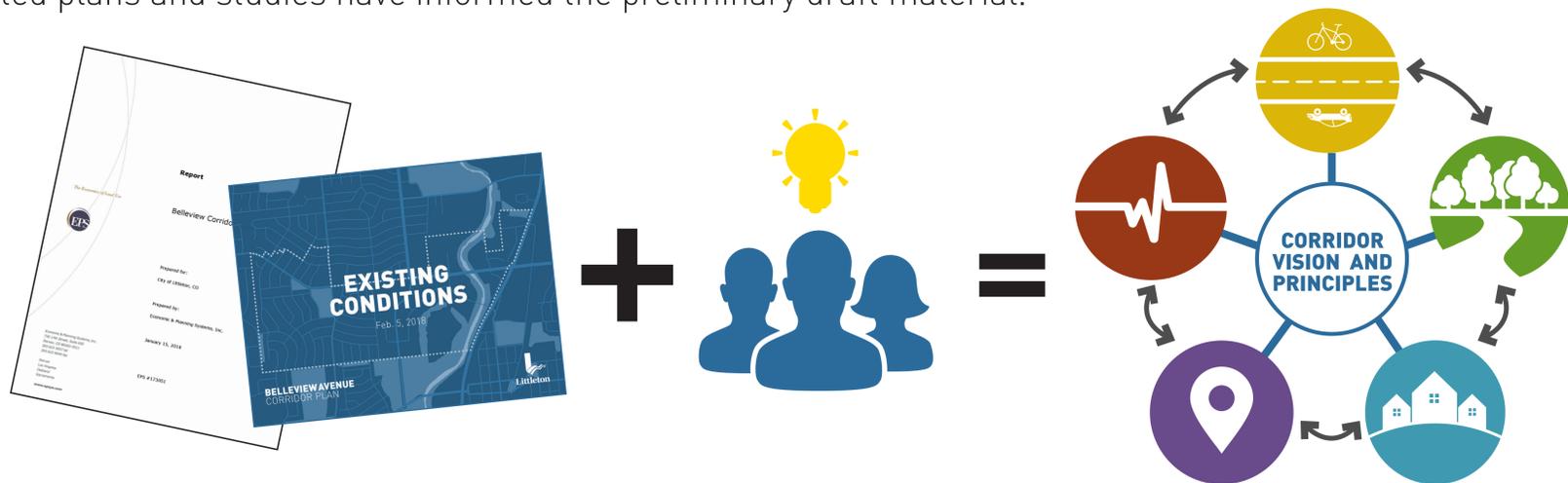
The plan process is expected to be completed later this spring.

HOW WILL THE PLAN BE USED?

The Belleview Avenue Corridor Plan will serve as a reference for City staff, the Planning Commission, and City Council in the review and consideration of proposed improvements or development proposals in the corridor. In addition, the plan will serve as a reference for property owners and developers seeking an understanding of the types of uses and development characteristics the community would like to see in the corridor.

COMMUNITY INPUT TO DATE

In October-November 2017, the City of Littleton conducted a series of initial community engagement activities to seek input from residents about the future of the Belleview Avenue corridor. Activities were facilitated as part of the City's "Littleton Listens" program, as well as online through the "Open Littleton" portal. In all, nearly 90 people participated in these two initial events. This community input, coupled with a series of stakeholder interviews, an analysis of existing corridor conditions, and a review of related plans and studies have informed the preliminary draft material.



WE WANT TO HEAR FROM YOU!

Before a complete draft Belleview Avenue Corridor Plan is released for review, the City and project team are seeking input on preliminary drafts of some of the core components of the plan: Existing Conditions, Corridor Vision and Principles, Opportunity Areas, and Corridor Enhancements. Your input will be used to help shape the draft plan. Thank you for your participation!

PLEASE USE THE COMMENT FORM PROVIDED TO RECORD YOUR THOUGHTS/SUGGESTIONS AS YOU MOVE THROUGH THE STATIONS. DON'T FORGET TO RETURN YOUR COMPLETED FORM BEFORE YOU LEAVE!

YOU CAN ALSO PULL ALL OF THE MATERIALS FOR THIS MEETING FROM LITTLETONPLANS.ORG. ALL INFORMATION PRESENTED AND QUESTIONS ASKED IN TONIGHT'S MEETING WILL BE MADE AVAILABLE ONLINE AT WWW.OPENLITTLETON.ORG ON FEBRUARY 6TH.

THE COMMENT PERIOD WILL CLOSE ON [FEBRUARY 27TH](#). PLEASE ENCOURAGE YOUR FRIENDS AND NEIGHBORS TO LOG ON AND SHARE THEIR INPUT!



EXISTING CORRIDOR CONDITIONS

BACKGROUND

As a first step in the planning process, existing corridor conditions were evaluated to:

- Establish a baseline inventory of current conditions;
- Identify key issues and opportunities to be addressed;
- Serve as a foundation for discussions with property owners, businesses, residents, City officials, and other key stakeholders in the area; and
- Inform plan recommendations.

Information presented draws from mapping and other data for the corridor, related plans and studies, and numerous site visits. It also reflects input received as part of initial community and stakeholder engagement efforts.

Please review highlights from the draft existing conditions report for each topic and record your feedback on the comment form provided. Information is grouped into four topics:

LAND USE + DEVELOPMENT

TRANSPORTATION + MOBILITY

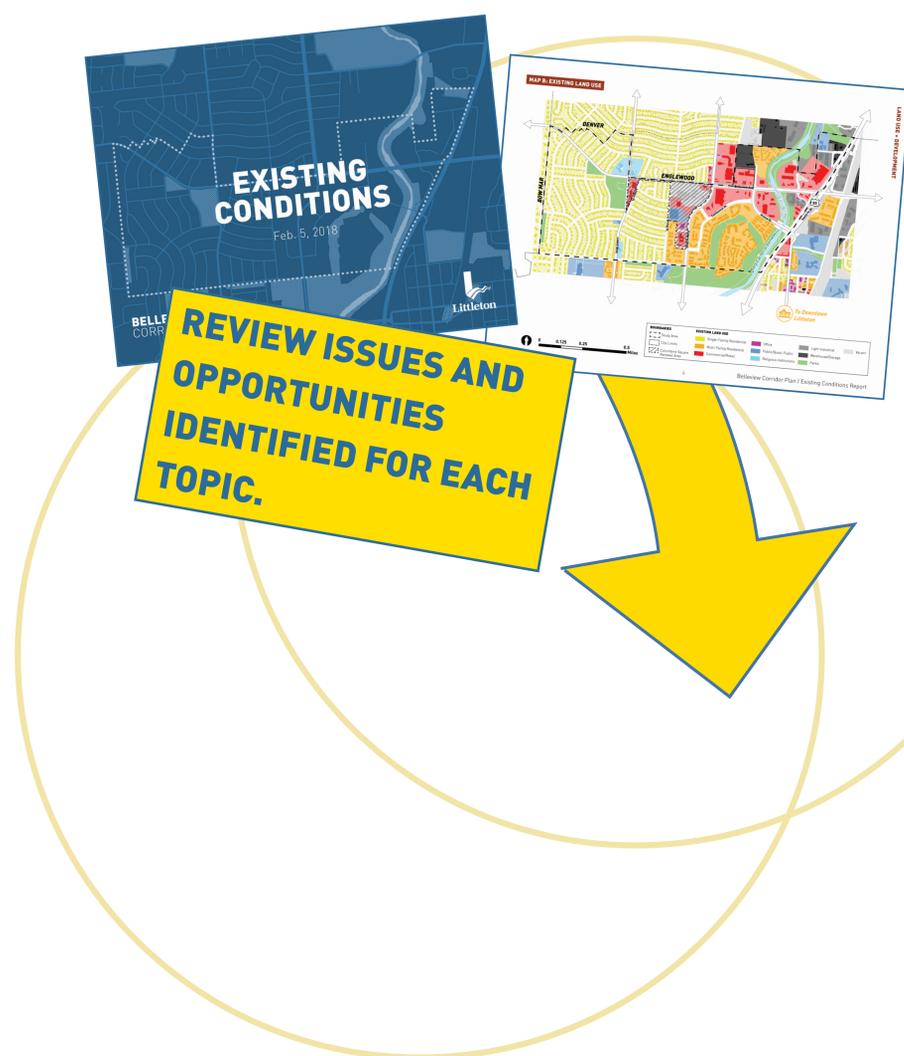
PARKS, RECREATION, AND ENVIRONMENTAL RESOURCES

CHARACTER + IDENTITY

Q1: How well do the issues and opportunities identified for each topic reflect your impressions of the Belleview Avenue Corridor? Do you have others you would add? If so, please explain on your comment form?



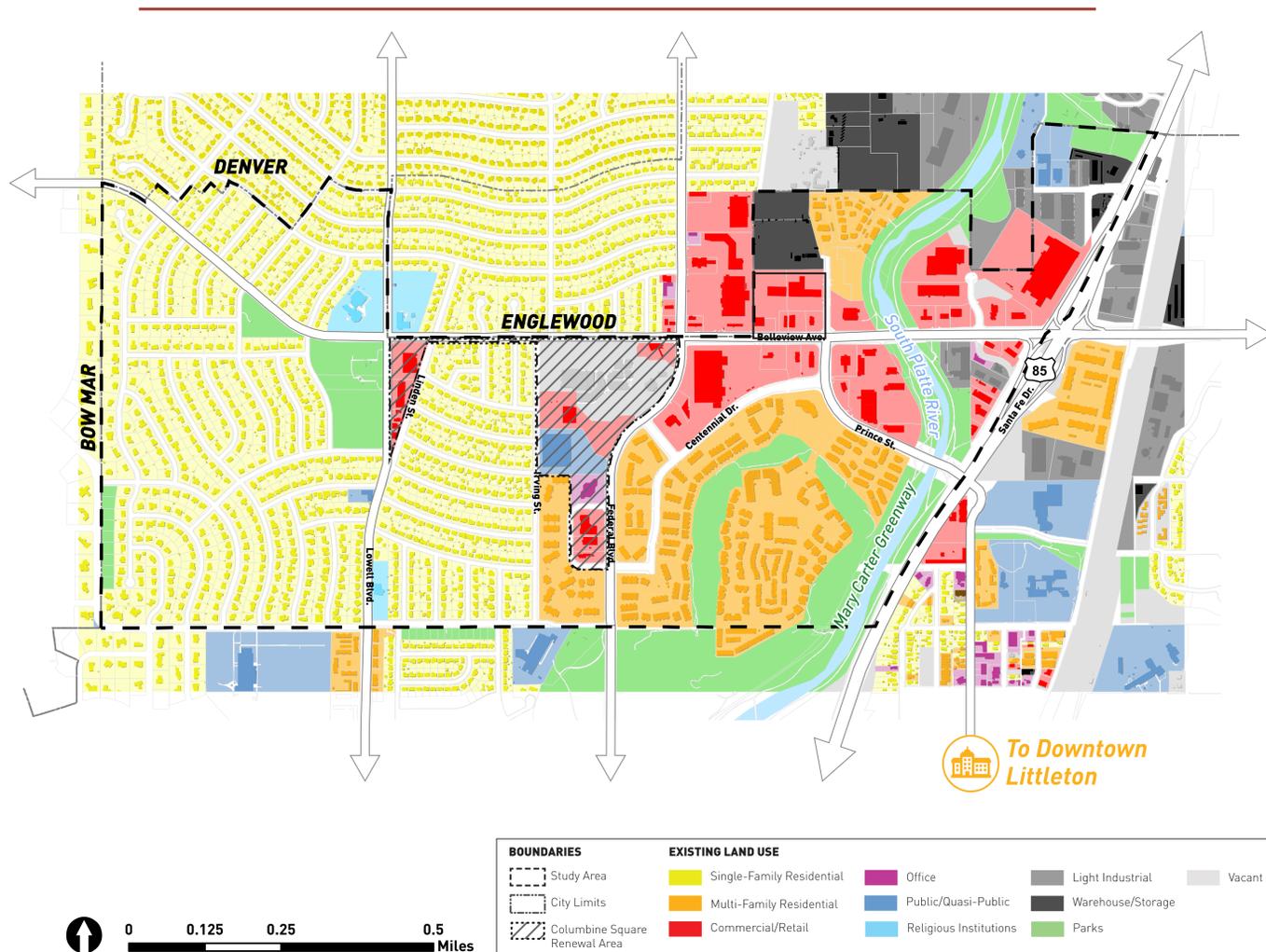
Q2: Do you have comments/suggestions related to the inventory maps provided? If so, please document on a sticky note and place it on the applicable map. Feel free to make additional notes on your comment form.



EXISTING CORRIDOR CONDITIONS

LAND USE + DEVELOPMENT

EXISTING LAND USE



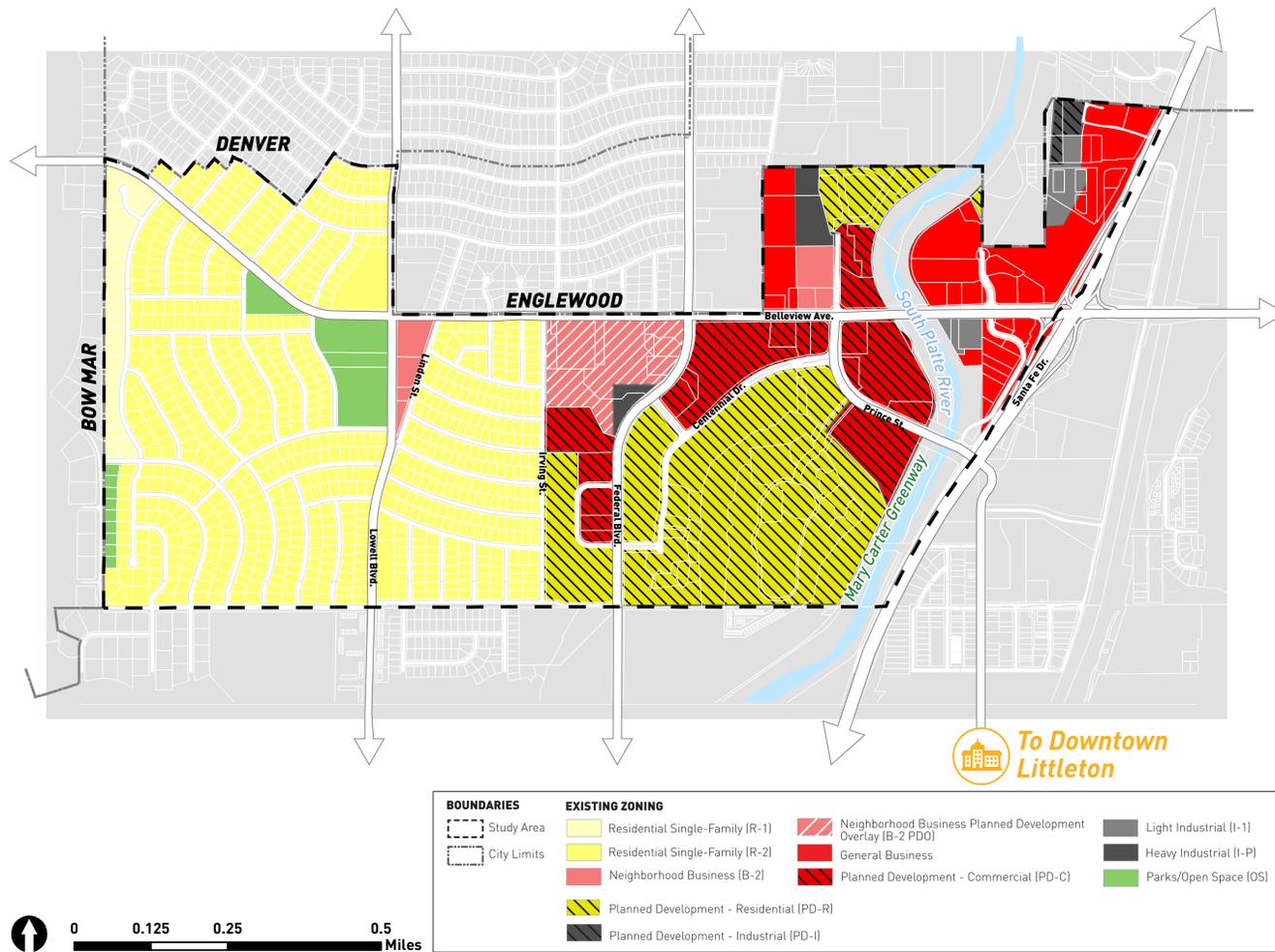
ISSUES

- **Land Supply.** There is little vacant land remaining within the study area. Future development will occur primarily through reinvestment in existing properties or through redevelopment.
- **Retail Anchors.** Most of the national retailers that could anchor or occupy larger spaces are already located close to the corridor, limiting opportunities for attracting additional retail anchors or big/mid-box retail.
- **Development Pattern.** The retail trade area around the corridor is largely built-out and there is limited potential for additional households to drive additional retail demand. The auto-dependent land use pattern is less conducive to small scale retail and retail demand is driven in large part by major big box retailers (King Soopers, Lowe's, and Home Depot).
- **Zoning.** Current zoning in the eastern-half of the corridor doesn't match with the current market or more recent development trends, requiring rezoning for redevelopment to occur. The political and timing risks make rezoning unattractive to the development community.
- **Infrastructure.** Multiple sewer and other districts operate within the study area, in some cases on the same site, and serve as a barrier to redevelopment.

EXISTING CORRIDOR CONDITIONS

LAND USE + DEVELOPMENT

CURRENT ZONING



OPPORTUNITIES

- **River Frontage.** The South Platte River and Mary Carter Greenway are significant amenities for corridor residents that can be marketed to attract reinvestment along the corridor or retailers hoping to target users of the regional trail system.
- **Housing Demand.** There has been recent interest in multi-family housing types in the corridor, including apartments and townhomes which can help drive additional demand for smaller-scale, neighborhood-oriented retailers that the community desires.
- **Retail Demand.** Demand for retail is expected to grow over the next ten years. New demand will increase the amount of retail space supportable in the area by approximately 209,000 square feet by 2027. There is likely current and future demand for neighborhood-oriented convenience retail, small or specialty food stores, furniture or home furnishing stores, sports and recreation stores, and local/neighborhood restaurants and bars.
- **Major Retail Anchors.** The Belleview Corridor has a number of well-performing retailers such as Home Depot, Lowe's, O'Toole's Garden Center, Walgreens, and King Soopers (in Englewood). These retailers draw a significant

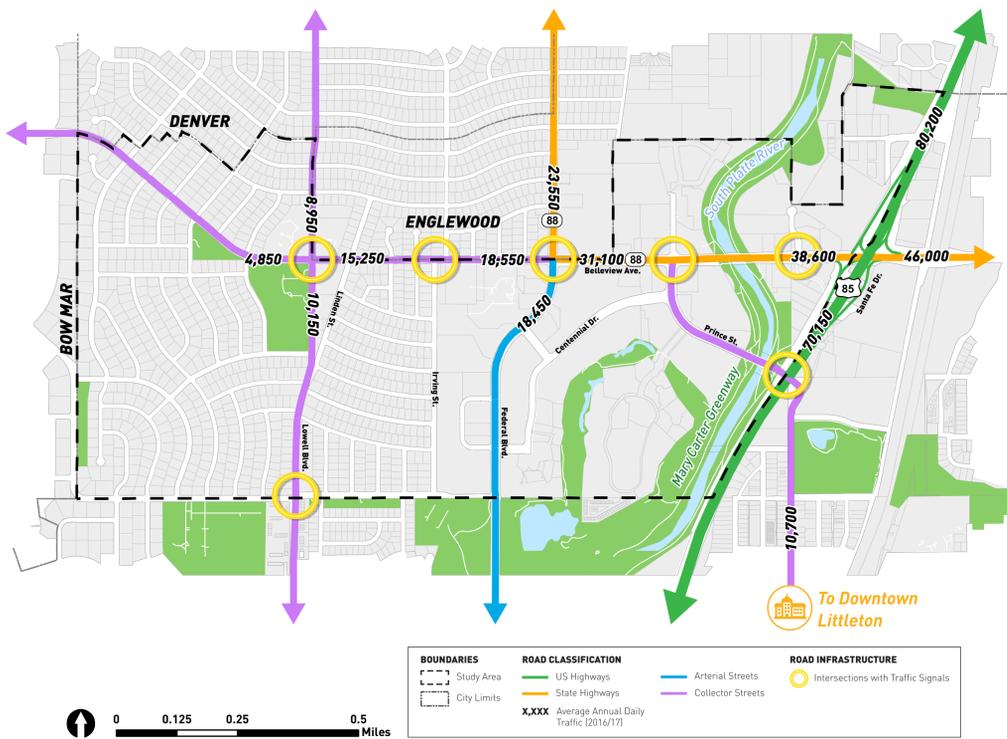
amount of traffic to the area and make proximity and visibility along Belleview an attractive asset to other potential retailers.

- **Visibility + Access.** Belleview Avenue is the primary east-west connection to the Denver Tech Center while Santa Fe Drive and Federal Boulevard are major north-south arterials connecting the Belleview Corridor to Englewood and Denver. These connections make businesses located along the corridor highly visible and accessible to residents who live to the north, east, and south.
- **Revitalization of Underutilized Sites.** The recent redevelopment of the King Soopers Marketplace (located in the City of Englewood) is drawing new interest to the corridor. Reinvestment in the Centennial Square and Columbine Square shopping centers is planned, presenting opportunities to capture new retailers to the corridor.
- **Urban Renewal Area.** A portion of the study area is located within Columbine Square Urban Renewal Area. If the City Council chooses to use it, and the community supports it—the Columbine Square Urban Renewal Plan could be used to facilitate redevelopment.

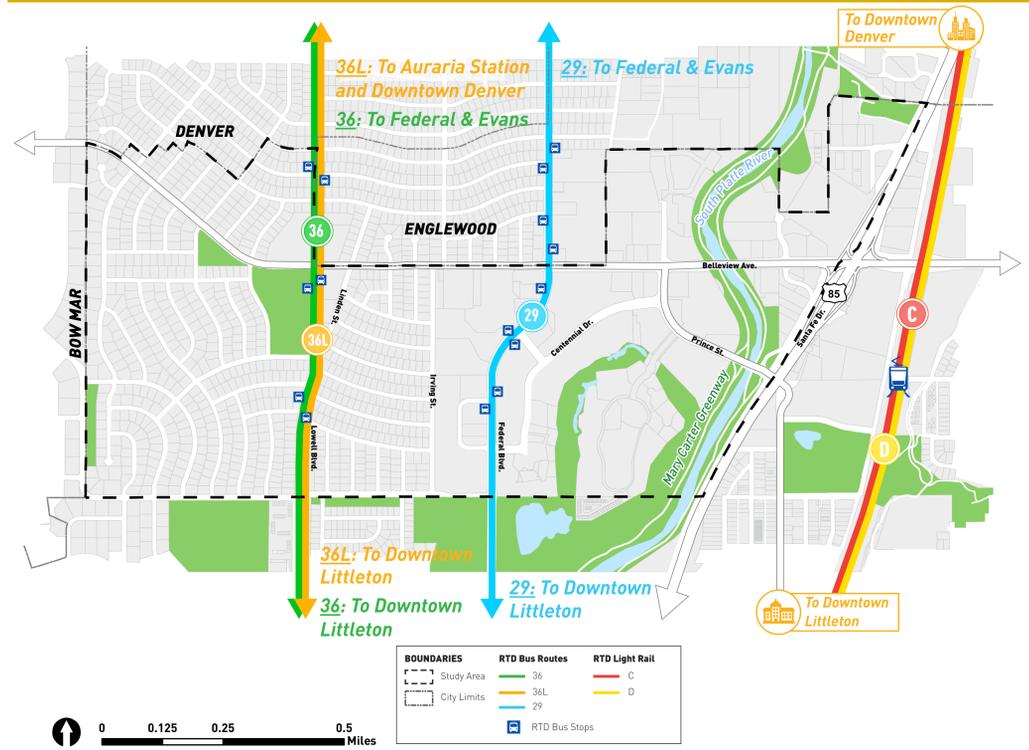
EXISTING CORRIDOR CONDITIONS

TRANSPORTATION + MOBILITY

MAJOR ROADWAYS + TRAFFIC



EXISTING TRANSIT SYSTEMS



ISSUES

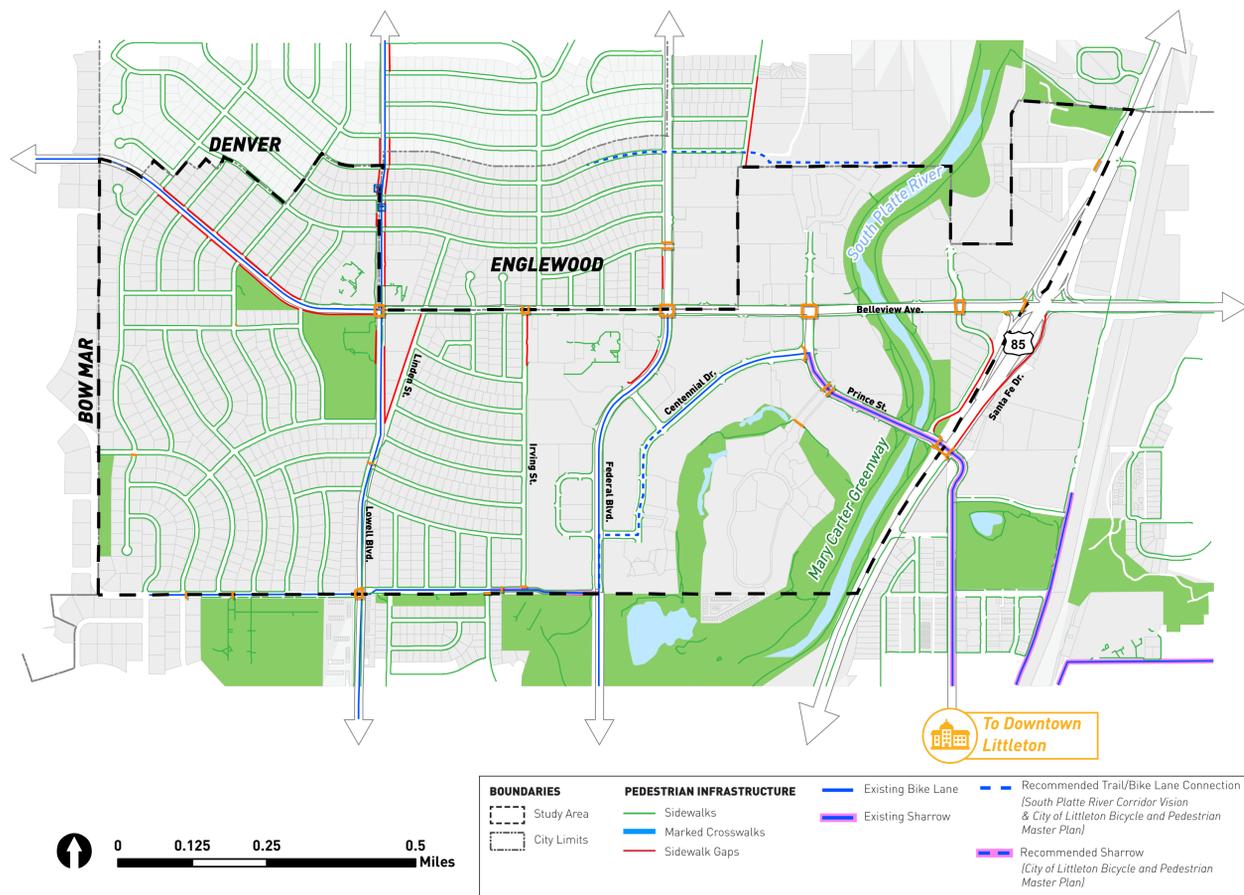
- **Pedestrian/Bicycle Safety and Comfort.** Gaps in the sidewalk network; narrow, attached sidewalks; a lack of connections within and between uses along Belleview Avenue; and the sheer volume of traffic along Belleview Avenue all contribute to an uncomfortable environment for pedestrians and bicycles and the potential for conflicts with vehicles.
- **Pedestrian Crossings.** Although signalized, marked crossings exist at major intersections along Belleview Avenue, pedestrians must cross 7 lanes of traffic (90' wide) in a single signal cycle at the corridor's widest points (Prince Street and Federal Boulevard), with no refuge island. Marked crossings are lacking altogether in other locations, such as at Federal Boulevard and Centennial Drive, Prince Street and Centennial Drive, and between Harlow Park and the shopping center at Belleview and Lowell.

- **North-South Connectivity.** Prince Street dead-ends north of Belleview Avenue, limiting direct access to properties in the area from Prince Street, as well as to the City of Englewood and Centennial Park to the north. This lack of connectivity also limits access to riverfront properties in the area, thereby limiting their redevelopment potential.
- **Access Management.** Many older shopping centers within the study area have multiple, stop-controlled access points, particularly along Belleview Avenue east of Lowell Boulevard. This impacts traffic flow and creates more potential conflict points for pedestrians and vehicles.
- **Multimodal Transportation Policies and Regulations.** While the City has a Bicycle and Pedestrian Master Plan used to guide short-term projects, there is no long-range multimodal transportation plan in place to address the system as a whole. Furthermore, current street standards provide limited guidance with regard to pedestrians and bicycle considerations.

EXISTING CORRIDOR CONDITIONS

TRANSPORTATION + MOBILITY

EXISTING PEDESTRIAN/BICYCLE INFRASTRUCTURE



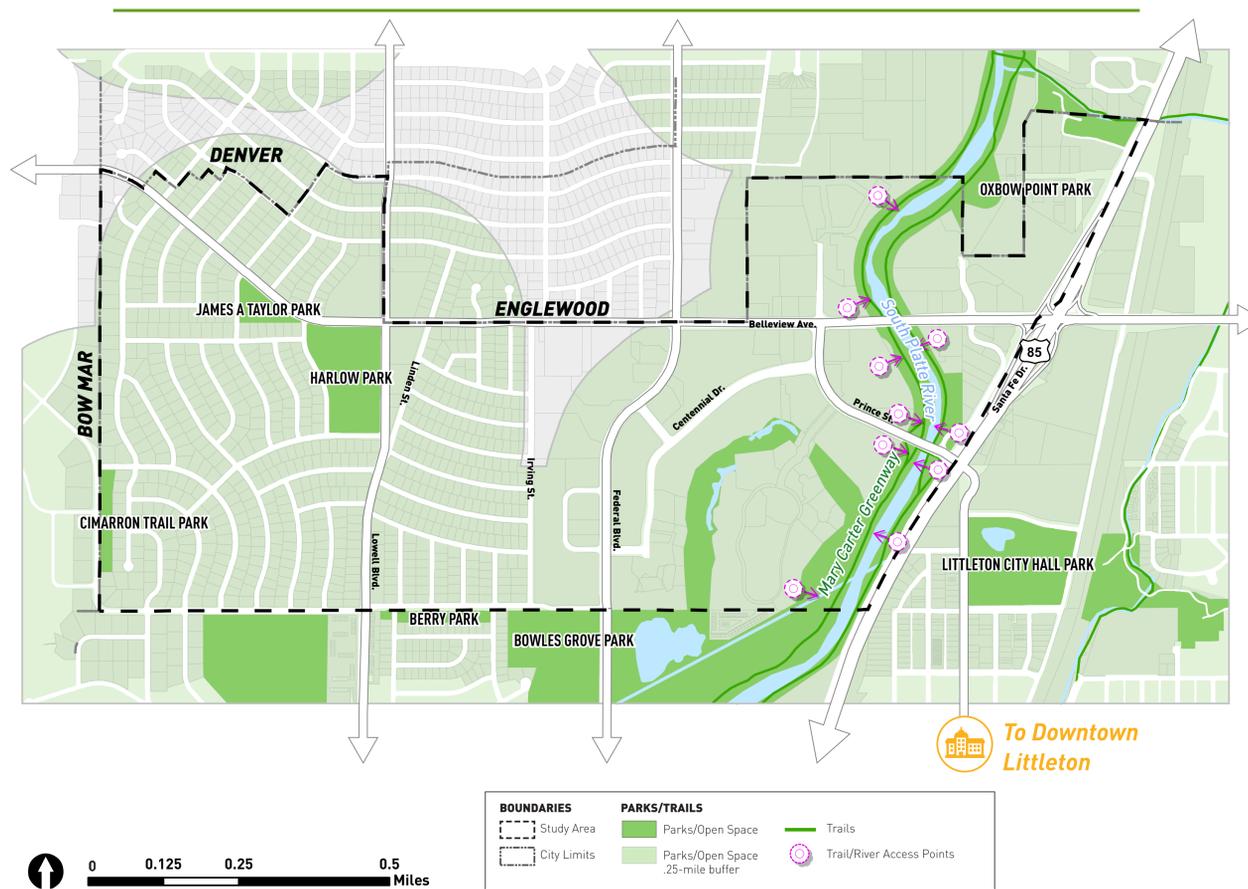
OPPORTUNITIES

- **Future Connection to Union Avenue.** Ownership or use transitions, and/or future redevelopment proposals may present an opportunity to extend Prince Street (or another street) through to West Union Avenue which will require close coordination with the City of Englewood.
- **Incremental Pedestrian/Bicycle Improvements.** Opportunities for incremental improvements to pedestrian and bicycle facilities in the study area (e.g., filling sidewalk gaps, addressing access issues, and formalizing bicycle routes) will arise as infill/redevelopment or the adaptive reuse of existing sites occurs, as part of routine street maintenance or improvement projects, and regional partnerships. An enhanced crossing is anticipated along Federal Blvd. and Berry Ave.
- **Multimodal Transportation Master Plan.** The City's Public Works and Traffic Department is seeking to initiate a Transportation Master Plan process within the next one to two years. This process will provide an opportunity for more detailed analysis of transportation systems and policies for the City as a whole, and consideration of how to prioritize needed improvements based on available resources.

EXISTING CORRIDOR CONDITIONS

PARKS, RECREATION, AND ENVIRONMENTAL RESOURCES

PARKS + TRAILS



ISSUES

- **Accessibility.** Sidewalk gaps and widths. Although sidewalks exist in most portions of the study area, gaps do exist in several key locations along Belleview Avenue, Lowell and Federal Boulevards, and Irving Street. In addition, sidewalk width along portions of these corridors are less than 5' in width in many locations.
- **Greenway Access from Private Properties.** Informal dirt pathways between the greenway trail and adjacent private properties are visible in a number of locations. In addition to being unsightly, these pathways contribute to erosion and the degradation of vegetation along the river. Currently, the City does not have a requirement in place to ensure linkages between private properties and the greenway occur as infill and redevelopment occurs.
- **Existing Uses and Development Patterns.** Many of the existing uses that line the Mary Carter Greenway "turn their backs" to the river, rather than take advantage of the views, connections to a regional trail system, and other benefits this amenity provides.
- **Industrial Uses/Surface Parking.** Industrial uses and surface parking that abut the greenway within the study area, as well as the Englewood Waste Transfer Facility just to the north of the study area, detract from the natural character of the greenway and may not reflect the highest and best use of these properties in the future. In addition, the impact of untreated or undertreated runoff on water quality in the river was identified as an issue of general concern as part of the South Platte Corridor Vision.

OPPORTUNITIES

- **Future Harlow Park Improvements.** SSPRD is exploring the need for upgrades to the fields and bathhouse at Harlow Park. Improvements are anticipated to occur within the next five years.
- **Enhanced Access to River Corridor.** SSPRD is kicking off a process in early 2018 focused on improving access to the river corridor from surrounding areas that will be useful in helping to inform future pedestrian and bicycle improvements within the study area other parts of the City. SSPRD's 2013 vision for the river corridor proposes a new trail connection along an existing easement from the north side of the AMF Belleview Lanes property in Englewood (just west of the study area boundary) east to the river (on the north edge of the Green Leaf Riverside Apartments). The vision also recommends widening of all sidewalks along Belleview Avenue to a minimum of 5' in width, consistent with the City's 2011 Pedestrian and Bicycle Plan.
- **Visibility.** In 2017, SSPRD estimated that more than 500,000 people use the Mary Carter Greenway Trail annually. Opportunities to draw trail users to existing study area businesses and encourage additional businesses that cater to active trail users to locate along the greenway should be explored.
- **Riverfront Properties.** As the adaptive reuse or redevelopment of existing uses occurs over time, building orientation and site planning techniques should maximize views and access to the river.

EXISTING CORRIDOR CONDITIONS

CHARACTER + IDENTITY

CHARACTER AREAS



ISSUES

- **Lack of Identity Along Corridor.** The Belleview Avenue streetscape lacks a distinctive character or brand, and most uses east of Federal Boulevard are typical of other commercial corridors found in the region and throughout the country. The juxtaposition of jurisdictional boundaries in the study area vicinity (Littleton, Englewood, Bow Mar, and Denver) further reinforces the lack of identity in this area.
- **Regulatory Tools.** The City has limited regulatory tools in place to address the design and character of future development, and typically relies on the Planned Development (PD) process to address building and site design considerations. In addition, no standards or guidelines are in place for portions of the Platte River frontage that lie within the study area, for infill development in residential neighborhoods (outside of Downtown Littleton), or for streetscape design.
- **Wayfinding.** Wayfinding signage that exists in the study area is geared toward the Mary Carter Greenway. Although some of this signage is located at street level the size and placement of this signage is oriented toward pedestrians and bicyclists, making wayfinding for motorists seeking to access similar destinations from the study area (e.g., Downtown Littleton) less clear.
- **Single-Family Neighborhoods.** Residents value the distinct character of their single-family neighborhoods. Although the area has seen little, if any, pressure to date for residential “tear-downs,” neighborhoods to the west in Bow Mar are seeing significant redevelopment activity. The large lot sizes and older, smaller housing stock characteristic of study area neighborhoods may make them more susceptible to redevelopment pressure in the future.

OPPORTUNITIES

- **New Unique Destinations/Gathering Places.** As underutilized properties within the study area are revitalized, opportunity exists to build on the area’s existing assets—such as O’Toole’s Garden Center, and the South Platte River—to create additional destinations/community gathering places that benefit area residents, and help draw people from outside the area to local businesses.
- **Residential Design Standards/Guidelines.** While guidelines for the Arapaho Hills Historic District were recently completed, an opportunity exists to explore whether residents would like to establish parameters for infill/redevelopment in other single-family neighborhoods within the study area.
- **Support for Local Businesses.** Ongoing efforts by the City’s Economic Development staff to provide support to local businesses within the study area, and actively seek to attract new local businesses to the corridor are essential.
- **Branding/Enhanced Wayfinding.** Opportunities exist to expand the use of wayfinding signage beyond the Mary Carter Greenway to other parts of the study area, and to define a distinct brand for Belleview Avenue that can be reflected in future streetscape, gateway, or other improvements in the right-of-way. Signage could also be used to more clearly distinguish Littleton neighborhoods from adjacent neighborhoods in Englewood and Denver.