

What thoughts or feedback do you have relating to Chapter 1?

Answered: 4

Skipped: 1

The most important aspect to me of this plan is that it establishes a vision of mobility that de-emphasizes car use and prepares the community for more walking, biking, and transit trips.

I'm glad that this issue is being reviewed methodically. As a long-time resident of the area in question, I would like to see the retail redevelopment of the Columbine Square shopping area, as well as an ongoing focus on the entire Belleview Corridor.

None.

While this is simply a basic outline I do think it is overly optimistic in scope, particularly since half the corridor is in Englewood.

What thoughts or feedback do you have relating to Chapter 2?

Answered: 4

Skipped: 1

Establishing infrastructure for our aging population is paramount. Wide sidewalks, safe crosswalks with minimized crossing distances between controlled intersections will be a great asset to the community.

This is a good historical over-view of the Belleview Avenue Corridor, which high-lights the changing nature of the community.

Interesting history.

I find the timeline incomplete. It ignores the roll of the horse track in the development of both the corridor being studied and the sustenance it brought to downtown Littleton. Further, the subdivision, Centennial Acres, was directly tied to the movement of Martin-Marietta to the Littleton area as it was the closest new housing available in 1956 when the first homes were occupied. There was a bridge across the river on Berry St that led directly to existing services in downtown--grocer, drugstore, library, movie theater, etc. Finally, how can you have a timeline of this area without including more

about the flood of 1965 that should forever alter what is possible. Is it that hard to review the local papers on microfilm for a few hours?

I find it arguable that the development of Southwest Plaza and Grant Ranch significantly affected development on the Littleton portion of the Belleview corridor. The growth to the west of Wadsworth, basically without much in the way of zoning restrictions was a more likely contributing factor. Retail development within Littleton does not have a wonderful success rate once Woodlawn shopping center was abandoned for other markets [like Cinderella City, which was a bigger draw].

It is also disturbing that Englewood and Littleton are allowing continuous development of multi family homes, and other types of housing, right on the riverbanks. Not only is this a flood plain, the increasing amounts of impervious surfaces contribute to heat islands, stormwater pollution, and more potential flooding from increasingly heavy downpours.

I do appreciate the reduction of the study boundary. The previous boundary was too far from Belleview to be a reasonable area for study or development.

What thoughts or feedback do you have relating to Chapter 3?

Answered: 5

Skipped: 0

improving mobility should automatically mean that roads ARE NOT widened for vehicle use, but that the existing right of way is reallocated for enhanced multimodal function. Wide, buffered sidewalks. Buffered or protected bike lanes, and frequent transit stops with shelters and benches should be abundant.

These are 5 important principles for the vision for our community. We need to balance our need for economic development, with a vision for the best quality of life for our residents.

Policy ID 1.2 Wayfinding - Why? Google, map-it, and numerous other navigation aids are available. Why do we need provide more at a cost to the citizens?

Policy MS 1.1 Sidewalk improvement. The only way to achieve this is to reduce traffic lanes for vehicles. If reduced traffic is the goal, why improve the corridor?

Policy MS 1.4 Transit connection. If the goal is to reduce traffic why add a bus line. How in the world would an East-West bus line improve access to the light rail or downtown area?

Policy R 1.3 Revitalization of adjacent areas. Hilarious!!! Englewood, clean yourself up, we don't like how you look!

Policy R 1.4 Vacant/underperforming spaces. This one is funny too! Nobody wants to shop there, maybe we can build more dwellings for people to live there.

Policy R 3.2 Housing. Multifamily mixed use does not work, It never has and it is short sighted. Don't believe me? Pick a stretch of Colfax Ave to drive down. Most of what is there started as multifamily mixed use. Drive down Brighton Blvd in Denver too. Multifamily, mixed use, mingled with microbreweries and doggie daycare places. Nothing attractive. Nothing for young families. Young families is what is needed to revitalize a city, not more of the same. Young families need space. Parks, yards, schools, churches, not high density mixed use properties.

Policy PFP 2.3 Temporary/seasonal uses. Food trucks compete with brick and mortar shops. Food trucks use roads and require parking. Food trucks don't pay much in taxes or revenues to the City of Littleton if they aren't required to be licenced or carry permits issued by the City. Why make improvements on Belleview for businesses if you wish to encourage food trucks?

1. The very idea of an identity for this area is almost absurd. Two jurisdictions with clearly different goals and ideas for the half mile leading to a totally residential area seems like a waste of time and resources. When Next Door started very few knew even the original neighborhood name, especially since one area changed names from cutesy to another identity with no history I know of, and I was here from the start. The area has always been disconnected from the City of Littleton, exacerbated when South Suburban was allowed to significantly reduce access to the town. You would do better to work to make the area PART of the City. Wayfinding seems redundant under the current mix of business as signs galore exist and there is nothing unique nor is there significant foot traffic.

a. Likewise investing in public art for what is a heavy auto traffic area seems useless until such time amenities that make walking feasible and a bit pleasant are in place--if ever. I am not hopeful about that after 60 years of extremely sporadic transportation options.

b. Streetscape could provide significant environmental benefits if done correctly--absorbing a significant amount of water and air pollution. The same applies to new building and site design. IF Low Impact Development principles are required; if impervious surfaces are limited; if there a

significant increase in pollution absorbing green trees and plants, there is a chance the corridor could become an amenity and a proper use of floodplain lands.

c. I do not know what monument signage means. But clearly it would require amendments to code.

2. Belleview is already heavily trafficked. Now Lowell is being used to avoid congestion on Santa Fe and Bowles and possibly even Wadsworth. Therefore there is an especially great need to sidewalk creation and improvements and more well-marked crosswalks with SIGNAGE at various points--like crossing to Willows and Harlow Park. Only 4 or 5 homes actually face Belleview and certainly suffer from the traffic. The extension of Federal from Belleview to Bowles was created with artificial curves, thus making foot crossing even more dangerous as people try to get to the ONLY full park and the elementary school on Berry. Well signed crossing AND caution lights are the minimum required.

a. I rarely see bicycles on the main streets probably because traffic is increasingly heavy and not neighborhood related.

b. I rarely see pedestrians except waling to the school or the tiny Berry Park. Harlow Park is almost entirely utilized by organized sports and does not serve as an ordinary park. It has no playground equipment or shade trees.

c. In all instances sidewalks would be helpful, at least for safety if nothing else.

3. It is hard to envision what compatibility means. The existing apartments bordering Federal, Berry and Irving have never been compatible and with the sharply curved road on Berry and very deep stormwater barrows are existing safety hazards for school children and automobiles. Altho the apartments seem to have adequate parking, there is significant overflow on Berry that, especially in heavy snow, can be a safety issue.

a. Arapaho Hills is one of the few areas in the metro area of basically unspoiled mid-century modern structure. It should be at least a preserved architectural district. It is old enough to be historic and I do not understand why it is taking so long.

b. I am not sure what neighborhood improvements and resources means. Most of the area was designed with the failed idea of expanded curb and gutter in lieu of sidewalks and that will be hard to change. Littleton code enforcement does a good job of taking care of problems. We all know a few neighbors but time is limited for the kind of partnerships envisioned. This may be a basically misconception about what is possible in the 21st century.

c. I am unaware of any significant crime problem in the single family areas of the neighborhood. If there is a problem in the existing apartments that presents an argument against further rental multi-family housing.

4. The conundrum in supporting existing retail and underutilized properties lies in the split jurisdiction of the corridor with seemingly very different visions. Englewood's record on improving access is terrible as most of those areas have suffered reduced access whenever redevelopment happens. Most of the vacant spaces are in Englewood. And who defines underperforming for the purposes of this effort?

a. Isn't infrastructure part of the obligation of the two cities involved? It should not need a special program to occur.

b. I am very concerned about the attracting retailer section in that the supporting documents seem to rely on very old-fashioned ESRI information. I have no answers but perhaps an actual close neighborhood surveys could uncover what businesses the neighborhood would support. I do not recommend market analysis for this small area in the rapid-changing retail market. I've seen too many failed business and do wonder how some stay in business.

c. Integrating multifamily housing does require a zoning change. The school is already overstressed, as are the local roads. Littleton has NO grocery store near the area and the closest liquor store is also in Englewood. The closest fast food is also Englewood although there is more about half mile down the unwalkable Belleview on the south side. This will be a hard sell in everyway since the City need tax revenue, not tax giveaway.

5. It is hard for me to consider the Mary Carter Greenway as part of this corridor. ALL access to the river from the corridor is hardscaped with either business or homes. I love the statement about not wanting to impact the floodway--all the homes and businesses east of Berry are in the floodplain and everything there and all the runoff generated impacts the floodway. Really, the only thing would be to STOP new development for both cities and require whenever possible retrofits for impervious surfaces and other drainage issue. And all those renters and owners ought to be informed about flood insurance.

When speaking with my neighbors the universal wish was for a park. Not going to happen because the City apparently buys into the owners inflated property value for the Columbine site. But green open space is the one thing that will be broadly and happily accepted. Giving O'Tooles an economic incentive to provide some of that may be possible. They should also receive funding for the very good landscaping they provide along Federal.

Easier and more efficient access to the Mary Carter Greenway would be much appreciated.

What thoughts or feedback do you have relating to Chapter 4?

Answered: 4

Skipped: 1

I applauded the desire to identify the areas for development and redevelopment, along the Belleview Avenue Corridor. I believe that our main focus, in the short term, should be focused on the retail redevelopment of the former Columbine Square Shopping Center. It has been vacant for far too long. I do not believe that it should be used for additional housing!

Why is everything pushed towards high density mixed occupancy use? Most of the models shown for what developments could look like all exclude vehicles or limit vehicle traffic and parking. How can the City of Littleton encourage growth and make plans for more growth that does not include or limits the use of personal vehicles?

Let's start broadly with the examples of infill/redevelopment. They are all inner big city examples probably not suitable for this tiny slice of a small town in suburbia. Looking at Map D one must be struck by the very limited green area in the "opportunity area." Much of it is golf course and limited narrow greenway. In fact the river "amenity" is clearly limited by so much "mixed use" that is impermeable surface businesses on both sides of the corridor. Note, this is not a "cutesy" area where pretty signs and paint jobs make the difference.

#1 Columbine Square MUST integrate with O'Tooles in a positive way as that is about the only thing that draws visitors from all over the area with the exception of the Christmas Shop and Angler's All in the tiny hard to reach area facing Santa Fe between Belleview and Prince. East-west connectivity is needed for more than bikes and peds--we desperately need more east-west roads as traffic is immovable at certain times of day. Existing successful uses could be worked into a plan without destroying those uses. That is called cooperation. The vision is lovely but unlikely given the current state of Littleton codes and the makeup of various governmental organizations and the examples given are just not appropriate for what is essentially a former shopping center in a low to moderate income neighborhood. Gentrification is not needed. And remember, this is a flood plain.

#2 is Englewood. Once again you have the dates wrong. This was first built BEFORE the 1965 flood and was basically wiped out by the flood. Personally I am tired of businesses being oriented to the NORTH. That guarantees icy entrances many days and nights of the year. I do not understand how planners fail to notice this. Further, the newly rebuilt King Soopers exemplifies every single access problem possible--very limited access and folks turning illegally across lanes of traffic and an almost impossible to negotiate too small parking lot. Add the pad infill on the corner with multiple businesses and you have a parking and traffic nightmare that cosmetics will not fix.

#3 appears to be fully occupied and usually chock a block with cars unable to follow the confusing lane configuration, exacerbated by the lines for drive-through coffee at Starbucks that blocks ingress and egress from and to Belleview. It is extremely dangerous. I am not sure what is not being utilized. I am there every day at very times during the day and all the lots seem quite full. Again, this is a floodplain full of impervious surfaces running pollution right in to the river. The one thing would be so somehow emphasize the access to the greenway with it's view across the river to the businesses fronting the highway. A real amenity requires bigger and better buffers. The center is already well-used and access is HORRIBLE. I am not sure where community events will actually fit.

#4 This is right up the street and I've used this center since it was built--first with a Safeway and full service drugstore supplemented most of the years with a dry cleaner, hair salon and barber. Once there was an excellent florist. I still utilize the hair salon and the part of the drugstore that is Walter's pizza. I use the convenience store that sell gas. I used to use the other gas station. The area could use some primping, but NOT at the cost of long-term tenants. These are the kind of small businesses Littleton should hope to retain. There are large stretches along Lowell on the east side with no sidewalks. Also, with the increased heavy traffic on Lowell avoiding Bowles, it is increasingly dangerous to try and cross Lowell to reach the child care or Harlow park. The entire traffic pattern needs to be addressed far beyond the narrow Belleview Corridor issue.

#5-7 This is all Englewood, the city that allows everything to be built right on the river banks. I don't hold out much hope although it would be nice to see the vast area around the bowling area better utilized. I was perhaps utilized when there was 24 hour bowling 50 years ago. But I have little faith in anything being done.

I love the idea of a mixed use development similar to what is on the former Elitch gardens site (labeled here as Highlands Garden Village) for the

Columbine Square redevelopment. Working with O'Toole's and US Bank if possible to create a grander vision and goal would be really cool.

What thoughts or feedback do you have relating to Chapter 5?

Answered: 5

Skipped: 0

priorities should be to fill sidewalk gaps, upgrade sidewalks that are bare minimum ADA compliant, and upgrading bike facilities to support and enable use for everyone between the ages of 8-80. The only bicyclists I see in this area are athletic road riders, or people riding by necessity to work. The infrastructure should support and encourage more multimodal trips.

I support these recommended Corridor Enhancements, as they will improve the quality of life, and foster a better feeling of community, for our residents.

Street enhancement and 5 foot wide sidewalks would require the elimination of traffic lanes. Contrary to enticing more people and businesses is limited access. Who is the genius that comes up with these plans?

I personally think "gateway signage" is nuts, little more than jargon. Neighborhood names, like Arapaho Hills and Centennial Acres make more sense. Oddly, with all the increased traffic on Lowell, Bellevue has too long green lights for what amounts to one lane of traffic in each direction. This slows down traffic on Lowell far too much. A better approach, since the cutoff to Federal is discouraged, would be a longer right turn lane from Lowell to Bellevue.

Your plan is confusing in describing the area going east from Lowell. Lowell is still a transition with basically non-elevation residential bordering Bellevue until Irving. Streetscaping would be a lovely amenity IF homeowners are not asked to pay. These homeowners have to cope with the traffic from Lowell primarily created by the build up of other east west corridors with stop and go traffic. You incorrectly list Linden as a feeder street from Lowell. There is strong signage and various traffic slowing devices to prevent that from happening and Linden is NOT useful at all going west. See above for improved right turn lane.

Irving is a real problem for the Centennial Acres neighborhood. The apartments on the south end of Irving, despite the deep barrows between

the units and Irving and Berry, line Irving with cars that sometimes make Irving a narrow street rather than a major egress from the neighborhood. That makes proposals for redevelopment of Columbine Square so critical. There is no more available street parking. There are sidewalk gaps. And there is a very real fear that whatever goes in will change the neighborhood for the worse. And it presents very serious issue for the already over crowded school on many levels. High density housing will increase that problem while, if urban renewal funds are used, depriving the school of needed revenue. There is no good solution on less awful solutions. And remember, this is a flood plain.

Federal needs safer pedestrian crossings. Apartments on the east side need to reach the school on the west side and that is a walk to be feared. It would be nice to have a safe vehicle crossing from Centennial Dr to south bound Federal. That would alleviate some traffic on Belleview and perhaps a bit on Bowles.

Habitat improvements for the Greenway require better and WIDER vegetated buffers. I have no idea how that can happen in this area where the river banks have essentially been sold for private profit, especially when Littleton chooses to NOT use eminent domain. The best the plan can do is help institute permeable pavement in redevelopment and perhaps some buffer requirement for full redevelopment. That does require changes in land use, planning and zoning regulations. I am pessimistic since it took almost 40 years for at least some cities to recognize better riverfront uses after the 1965 flood created a clean slate.

I like the concept of improving east west bike and pedestrian travel access. Sidewalk improvement for the north side of Belleview, east of Federal, would be really great.

I wouldn't consider signage to be a priority, but I can understand it's value.

What thoughts or feedback do you have relating to Chapter 6?

Answered: 5

Skipped: 0

thank you for this study.

These are important principles, which identify the Departments that will need to play a part in the redevelopment process.

I noticed that costs were carefully avoided. Give the estimated costs!

Principle 1 - any signage should recognize existing neighborhoods, not create some new thing. Work on South Platte Corridor should continue but there should be a recognition that development up to the river is NOT a river vision. Codifying land use and design requirements is an absolute necessity.

Principle 2 - updating existing plans is critical however I remain pessimistic about alternative transportation methods. As long as demand is the total driving factor in transportation availability it will not happen. We unfortunately better served by seeking more east-west and north south corridors to alleviate overloaded roads in the corridor.

Principle 3 - the outreach is inexpressibly important and it pretty much has to start door to door. It is hard to know just exactly what services and programs are available. It can also be hard to know what is acceptable and what is not in Centennial Acres, anyway, which isn't covenant controlled. Thus the City rules this and it is not always clear which department to contact.

I think that it would be very important to also consider improved traffic flow from Santa Fe to any new Columbine Square shopping center redevelopment. If the build becomes a coveted destination, traffic backflow along Belleview could become a problem for local residents.