



BELLEVIEW AVENUE CORRIDOR PLAN

June 6, 2018

DRAFT



Littleton



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CHAPTER 1: INTRODUCTION



PURPOSE OF THIS PLAN

In the fall of 2017, the City of Littleton, with support from a consultant team, embarked on a planning process for the Belleview Avenue Corridor. This resulting Corridor Plan:

- **Provides guidance on future land use decisions and investment within the Belleview Avenue Corridor over the next ten to fifteen years.** The plan is to be used as a reference when reviewing and considering proposed improvements, development proposals, zoning map and code amendments, and other land use decisions.
- **Supports other adopted plans.** This plan complements all studies and previously adopted plans that give policy guidance for the Belleview Avenue Corridor. These related studies and plans are listed below.
- **Provides insight and guidance for future planning efforts.** Future planning efforts, including revisions to adopted neighborhood plans, will look to this Corridor Plan for insight as current policies are updated and new policies are introduced.

RELATED PLANS AND STUDIES

The following studies and plans helped guide this planning process and its recommendations:

- Amended Columbine Square Urban Renewal Plan, City of Littleton, 2015
- Arapahoe County Bicycle/Pedestrian Master Plan, 2017
- Arapaho Hills Historic Preservation Guidelines, City of Littleton, 2016
- Centennial and Goddard Neighborhood Plans, 2016
- Citywide Plan, 2014
- City of Littleton Bicycle and Pedestrian Master Plan, 2011
- City of Littleton Parks, Recreation, and Trails Master Plan, 2016
- South Suburban Parks and Recreation Master Plan, 2017
- South Platte River Corridor Vision, Arapahoe County, 2013



COMMUNITY AND STAKEHOLDER ENGAGEMENT

A key objective for this planning process was to engage area stakeholders and the community at-large in a discussion about the future of the Belleview Avenue Corridor. Opportunities for participation were provided at key points during the process:

October–November 2017: Issues and Opportunities

The City of Littleton hired Clarion Associates and their sub-consultant, Economic and Planning Systems, Inc. to assist with the plan. Consultant team members interviewed representatives from South Suburban Parks and Recreation; the South Platte Working Group; and the City of Englewood; as well as the State of Colorado South Platte River Program Coordinator; several major property owners; current and former District 1 City Council members; City of Littleton Public Works, Economic Development, and Community Development staff; Senior Services - Aging Well Resource Center staff, and the City Attorney.

Concurrent with the interviews, the consultants prepared an existing conditions report, provided here as Appendix A, and a retail analysis for the corridor, included as Appendix B. The retail analysis reviewed the market trend and conditions; analyzed the demographics, retail expenditure potential, and the retail market potentials for the corridor; and provided a set of retail-related findings and recommendations for the Corridor.

As a companion to the stakeholder interviews, the City of Littleton conducted a series of community engagement activities to seek input from study area residents about existing conditions and the future of the Belleview Avenue Corridor. Activities were facilitated using the

City’s “Littleton Listens” process. The community engagement process was initiated with a community meeting on October 24, 2017. This event was advertised specifically to area residents. An on-line participation opportunity hosted on the City’s Open Littleton platform was advertised more broadly to the community-at-large. Comments were received on-line for three weeks following the community meeting. In all, nearly 90 people participated in these initial events.

February 2018: Preliminary Recommendations

In February 2018, a second round of community engagement activities presented and sought comments on the preliminary recommendations. Over 150 people participated in a February 5 open house, and an additional 100 people logged-in to the City’s Open Littleton platform to review the preliminary recommendations. Following the open house, a work session with Planning Commission was held on February 26.

Comments received as part of these February activities were used in the revisions to the preliminary recommendations.

March-May 2018: Public Draft

A draft plan, dated March 14, incorporated the February revisions. This draft was presented at a March 22, 2018 open house and on-line, again using the City’s Open Littleton platform. Comments from the open house, Planning Commission and Open Littleton were consolidated with staff comments and will be presented to the Planning Commission at a May 14 study session and at a Planning City Council study session on May 22.

KEY TAKE AWAYS

Some of the key initial takeaways from stakeholder and community engagement activities are summarized below:

Issues

- Commercial portions of the Corridor lack a distinct identity and several existing retail centers are dated and in need of reinvestment
- Pedestrian and bicycle safety and comfort is a concern, particularly along Belleview Avenue and Federal Boulevard
- East-west connectivity is limited east of Irving Street
- Existing neighborhoods are sensitive to the density and intensity of future development in adjacent commercial areas, as well as to potential increases in traffic volumes

Opportunities

- Support reinvestment in existing neighborhoods and retail centers
- Strengthen neighborhood identity and connections to the rest of Littleton
- Improve pedestrian and bicycle access to the Mary Carter Greenway, as well as to other destinations or gathering places in the Corridor
- Retain unique, local businesses (e.g., O’Toole’s), as well as strong retail anchors (e.g., Home Depot, Lowes, and King Soopers)
- Maintain a diversity of housing options at a range of prices—single-family detached homes, duplex/townhomes, and multi-family apartments/condominiums

A more detailed discussion of issues and opportunities is provided in Appendix A: Existing Conditions Report and Appendix B: Belleview Avenue Corridor Retail Analysis.



Open House Community Meeting

PLAN ELEMENTS

In addition to this introductory chapter, the Plan contains the following chapters and appendices:

CHAPTER	CONTENTS
2: About The Corridor	Provides an overview of the Corridor, including the boundaries, local and regional context, neighborhoods, history, and demographics.
3: Corridor Vision and Principles	Articulates a desired future for the Corridor through a vision statement and five accompanying principles. Each of the five principles is supported by a set of goals that articulate more specific directions or desired outcomes, and policies intended to help the City and its partners achieve those goals through specific actions.
4: Opportunity Areas	Identifies sites with the greatest need for, and potential for, revitalization or redevelopment in the near-term, as well as sites with the potential to help enhance the overall functionality and vitality of the Belleview Avenue Corridor over the long-term.
5: Corridor Enhancements	Identifies physical improvements recommended to enhance the safety and comfort of pedestrians and bicyclists, improve connectivity, and establish a more distinctive identity for the Corridor.
6: Implementation	Identifies specific actions to be taken by the City of Littleton, either alone, or in collaboration with one of its many partners in the region—CDOT, the South Platte Working Group, the City of Englewood, Littleton Public Schools, or others—to help implement the Belleview Avenue Corridor Plan.
Appendix A: Existing Conditions Report	Includes a baseline inventory of current conditions in the Corridor for land use and development; parks, recreation, and environmental resources; transportation and mobility; and character and identity. It also contains a summary of key issues and opportunities in each topical area.
Appendix B: Retail Analysis	Includes an analysis of market trends and conditions in the Corridor, and estimates retail demand for the Corridor based on an assessment of competitive trade area demographics.

HOW TO USE THE PLAN

What kind of place would we like the Belleview Avenue Corridor to be in the future?

CORRIDOR VISION AND PRINCIPLES

GOALS

POLICIES

What types of growth and reinvestment would be compatible with the community's Vision?

OPPORTUNITY AREAS

What types of physical improvements are needed to support the community's Vision?

CORRIDOR ENHANCEMENTS

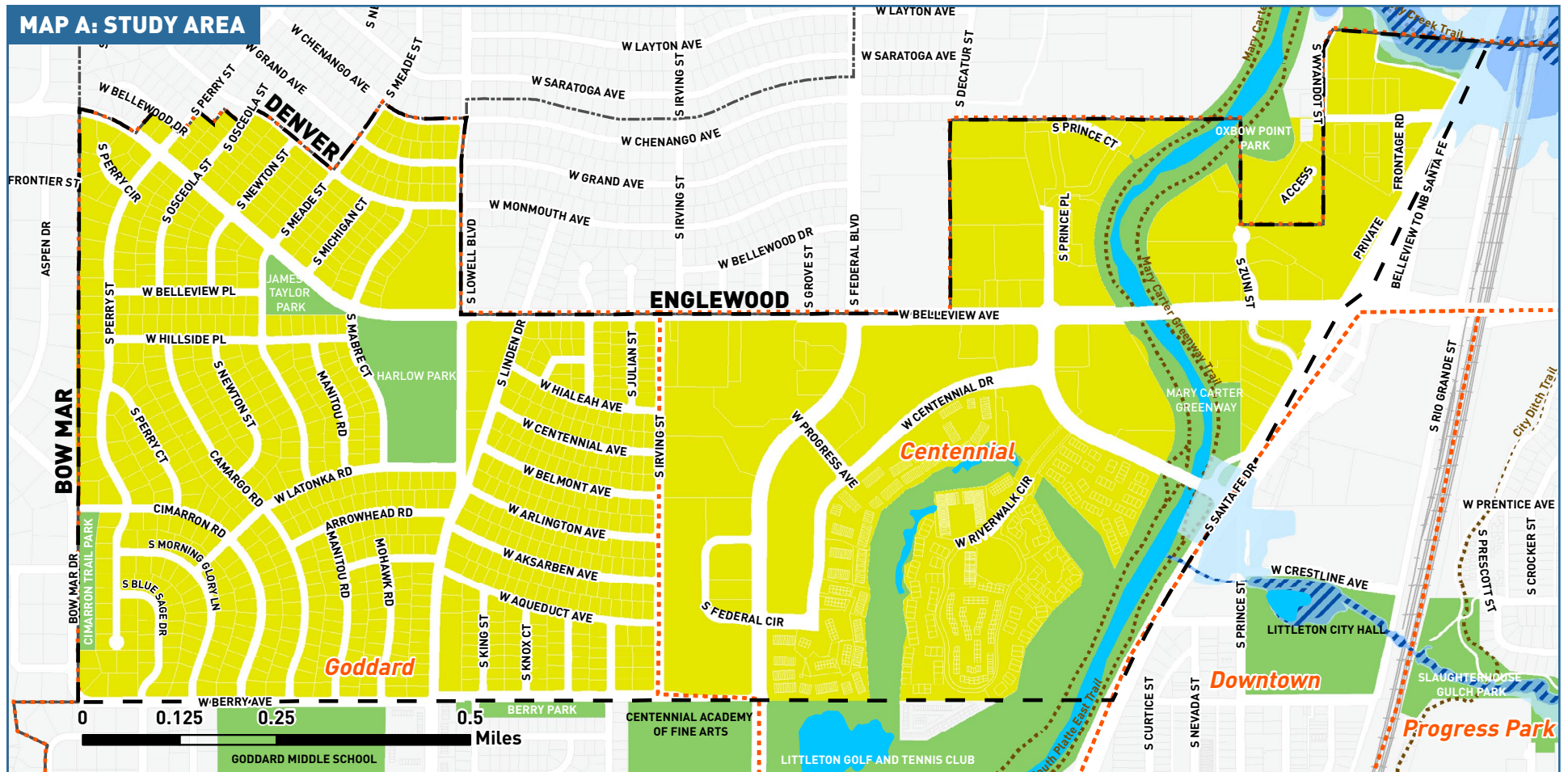
What steps will the City of Littleton take, either alone or in partnership with others, to help implement the community's Vision?

IMPLEMENTATION

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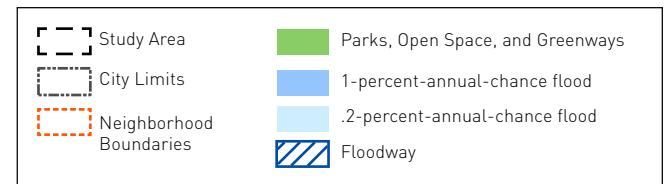
CHAPTER 2: ABOUT THE CORRIDOR

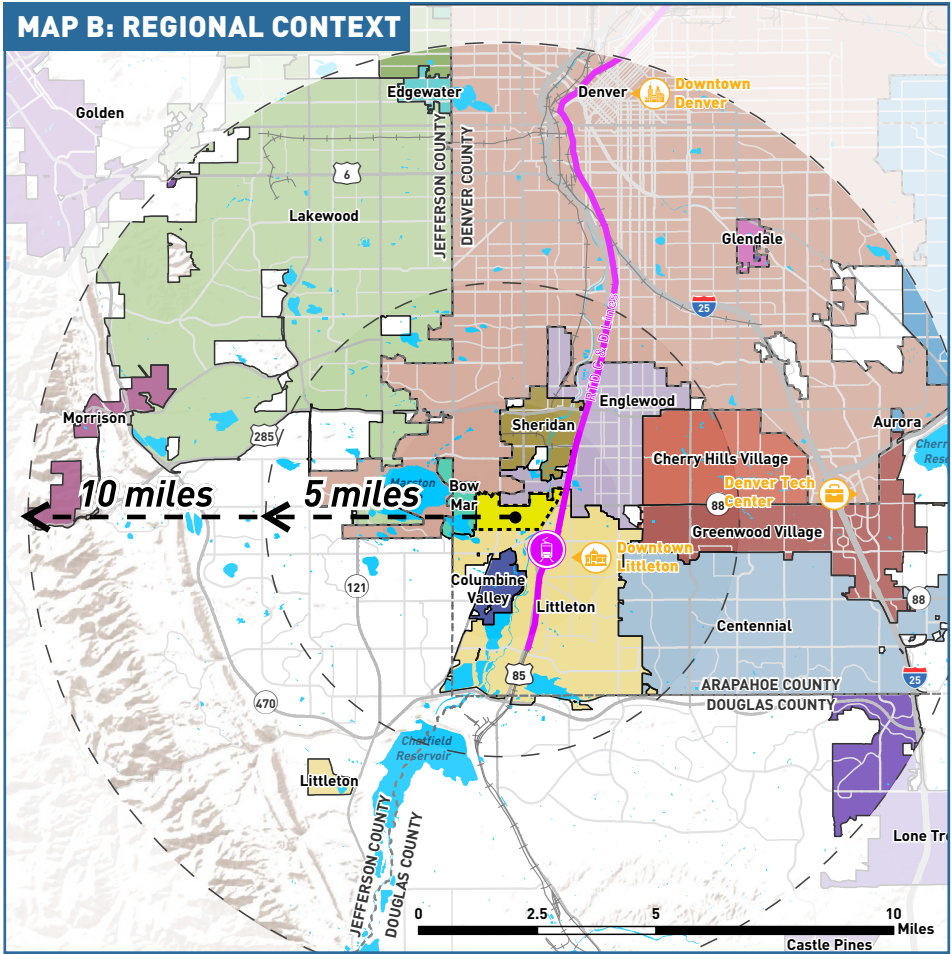




STUDY AREA BOUNDARY

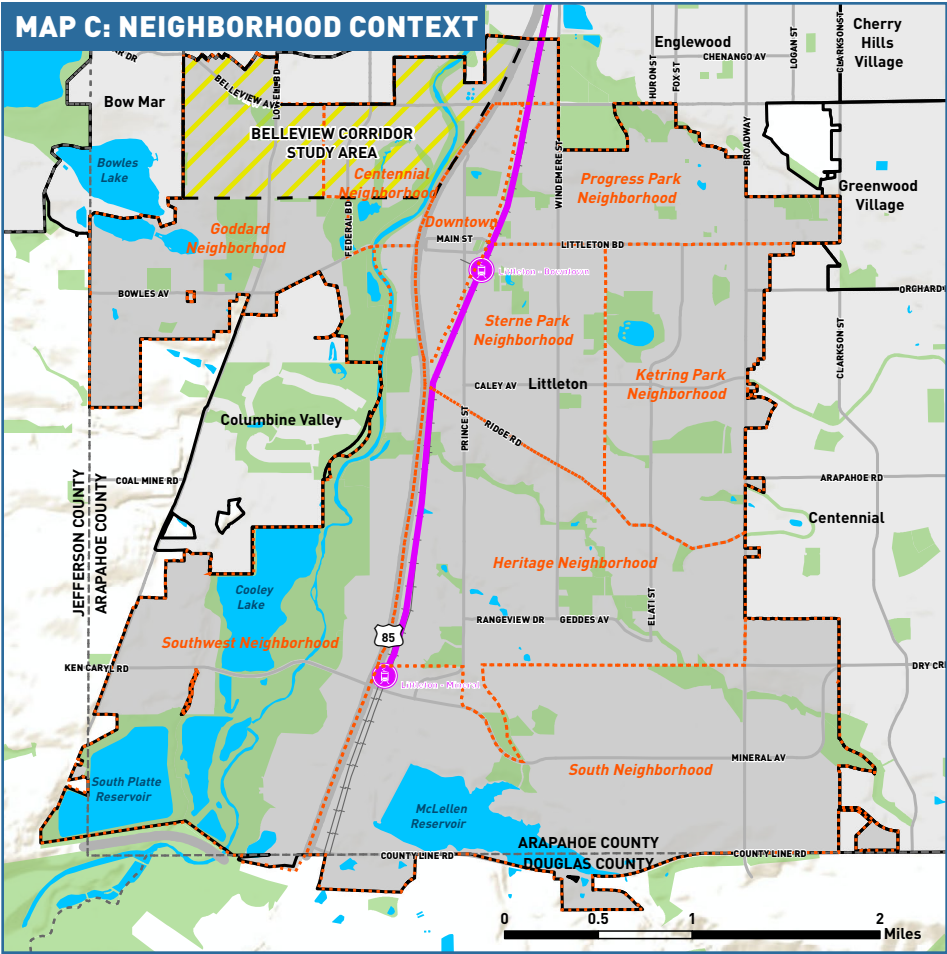
The Corridor study area is located in the northwest part of the City of Littleton and is bordered by three neighboring municipalities: Bow Mar on the west and Denver and Englewood on the north. It is bounded on the east by Santa Fe Drive and on the south by Berry Avenue and includes portions of the Centennial and Goddard neighborhoods. The study area also recognizes that an area of influence extends beyond the city’s north boundary into the City of Englewood. The Corridor study area encompasses approximately one-square-mile, or seven percent, of the total area in the City of Littleton.





REGIONAL CONTEXT

Most locations within the Corridor are within one-mile of Downtown Littleton. The study area is connected to other parts of the City and region via Belleview Avenue, US 85/Santa Fe Drive, Federal Boulevard, Lowell Boulevard, and Prince Street. Belleview serves as a major east-west connection between the southwest metro area and the Denver Tech Center, located approximately six miles to the east. Despite its significance as it extends to the east, Belleview narrows to a small neighborhood street at the City’s west boundary with the Town of Bow Mar. The street pattern to the west limits vehicular access to and from the areas west of the study area. The Mary Carter Greenway, which parallels the South Platte River, provides regional pedestrian and bicycle access.

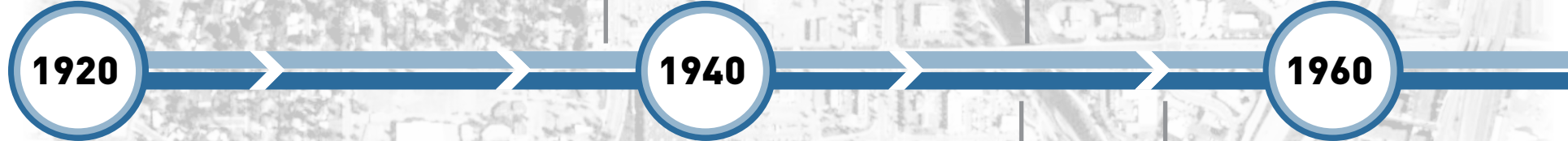


NEIGHBORHOOD CONTEXT

The Corridor includes portions of the Goddard and Centennial neighborhoods in Littleton. These neighborhoods are located in the northwestern portion of the city and, along with the Southwest portion of the city, are separated from Downtown Littleton and the rest of Littleton by US 85/Santa Fe Drive.

CORRIDOR TIMELINE

The character of the Belleview Avenue Corridor has changed dramatically over the past one hundred years. This timeline highlights major milestones in the Corridor's evolution.



1937

Agriculture is the predominant industry for the City of Littleton and the Corridor. Irrigated cropland along the South Platte River supports numerous dairies and vegetable farms.



1950

Centennial Race Track opens for horse racing, dubbed by its owners as the Santa Anita of the Rockies.



1920

1940

1960



The Hazard Ranch, south of Belleview Avenue, is sold for \$160,000 to the future owners of the Centennial Race Track.

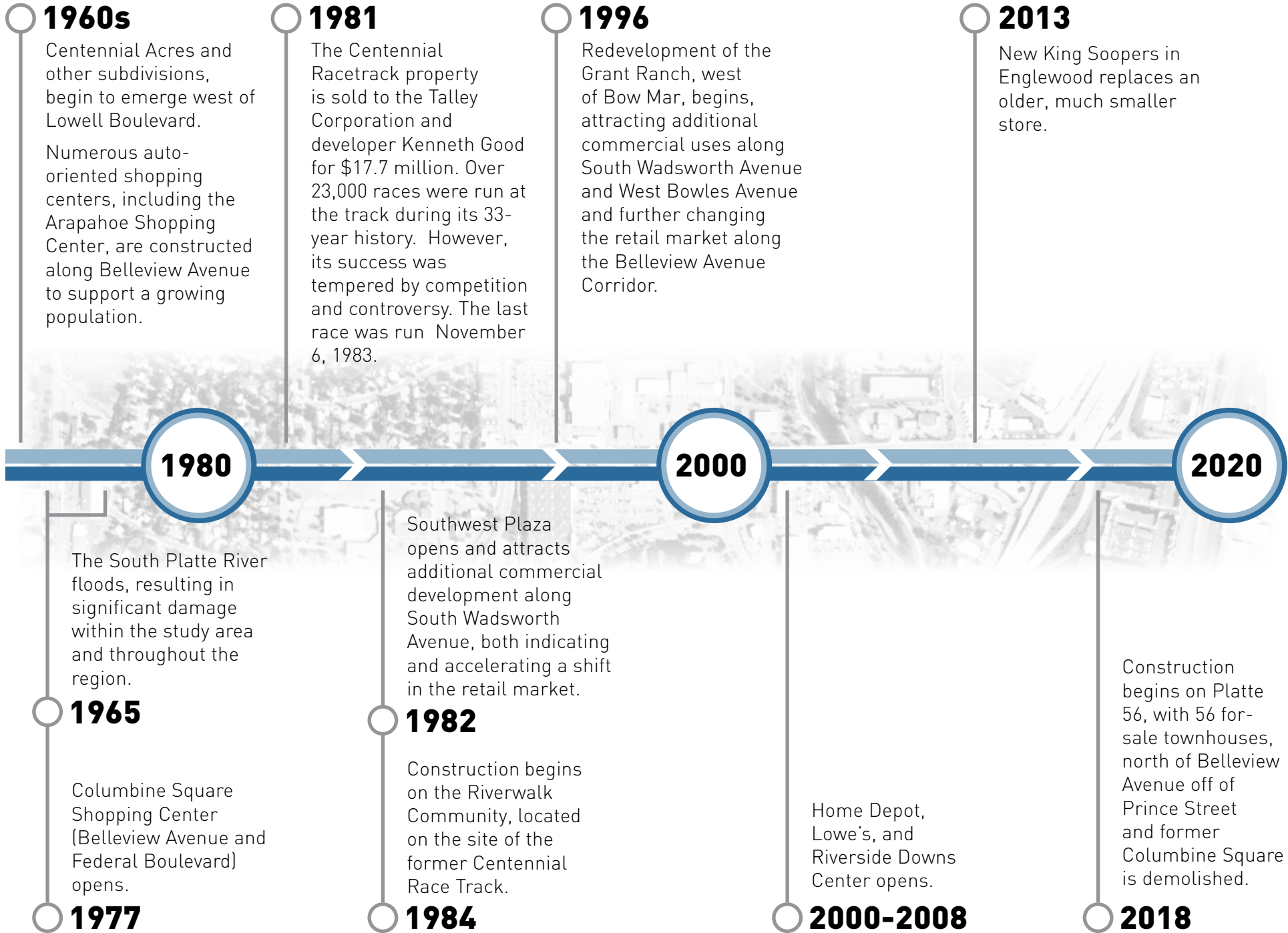


Subdivision plat is filed for Arapaho Hills.

1949

1955

Photographs courtesy of the Littleton Museum

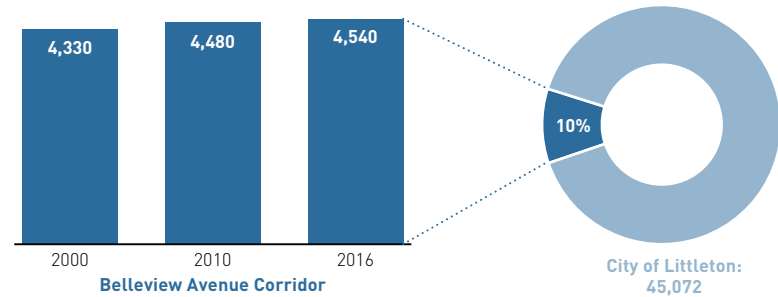


POPULATION AND DEMOGRAPHICS

POPULATION

The population of the Corridor was estimated at 4,540 in 2016. Residents living within the Belleview Avenue Corridor represent approximately 10% of the population of the City of Littleton (see **Fig. 1**). The Corridor's estimated population increased by about 200 between 2000 and 2016

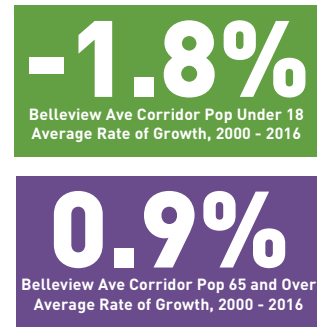
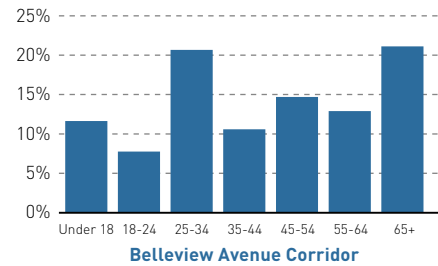
Fig. 1: Population
2000, 2010, and 2016



AGE POPULATION

The largest cohort of residents in the study area in 2016 was those residents 65-years old and older, followed closely by the group of residents who are 25-34 (see **Fig. 2**). These age groups, combined with residents between the ages of 55 and 64, have continued to grow at a faster rate than the Corridor's population as a whole. The percentage of Corridor residents under the age of 18 has declined since 2000, while the percentage of residents over 65, has increased by 0.9 percent annually (faster than the Corridor population as a whole).

Fig. 2: Age Distribution
2016



RACE AND ETHNICITY

Residents of the Belleview Avenue Corridor study area are predominantly white (see **Fig. 3**). In 2016, 83% of the residents in the study area identified as white, 11% of residents identified as being of Hispanic or Latino origin, and another 6% identified as all other races.

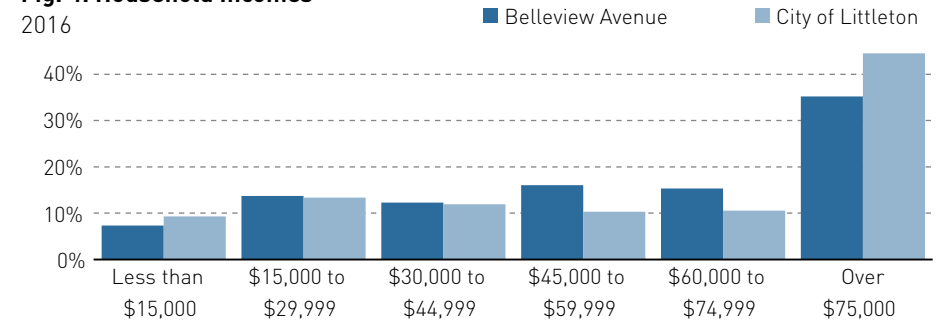
Fig. 3: Race and Ethnicity
2016



HOUSEHOLD INCOME

The composition of household income within the Corridor is similar to that of Littleton as a whole. In 2016, the largest cohort of households living within the Belleview Avenue Corridor earned over \$75,000 per year (see **Fig. 4**). The Belleview Avenue Corridor had more residents earning \$45,000 - \$74,999 than did Littleton as a whole.

Fig. 4: Household Incomes
2016



CHAPTER 3: CORRIDOR VISION AND PRINCIPLES



A desired future for the Bellevue Avenue Corridor is articulated through the vision statement and accompanying principles. The vision and principles provide context for the recommendations in this plan. The vision sets a direction for the future that will be achieved incrementally over time. The five principles reflect major themes, or areas of focus, for achieving the desired vision, that emerged based on an inventory and analysis of existing conditions and trends in the Corridor and from input by area stakeholders. Principles are of equal

importance - progress must be made in all five areas to achieve the corridor vision. Each of the five guiding principles is supported by a set of goals and policies that articulate more specific directions or desired outcomes, and will be used to guide public and private investment in the Corridor. Goals and policies are supported by the location-specific recommendations provided in Chapter 4: Opportunity Areas and Chapter 5: Corridor Enhancements.

CORRIDOR VISION

“The Bellevue Avenue Corridor will be a safe, multimodal corridor where neighbors know each other, regionally and locally owned businesses thrive, and outdoor gathering areas and recreational opportunities are easily accessible.”



PRINCIPLE 1: CREATE A MORE DISTINCT IDENTITY FOR BELLEVIEW AVENUE



PRINCIPLE 2: IMPROVE MOBILITY AND SAFETY



PRINCIPLE 3: PROTECT AND REINVEST IN CORRIDOR NEIGHBORHOODS



PRINCIPLE 4: SUPPORT EXISTING BUSINESSES AND REVITALIZE UNDERUTILIZED PROPERTIES



PRINCIPLE 5: CREATE MORE GATHERING PLACES FOR PEOPLE



PRINCIPLE 1: CREATE A MORE DISTINCT IDENTITY FOR BELLEVIEW AVENUE (ID)

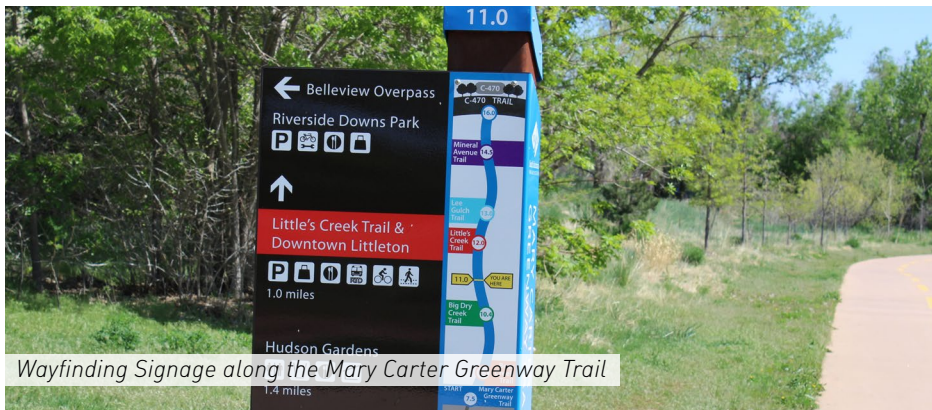
Belleview Avenue functions as the central gateway through the Corridor and connects to surrounding neighborhoods to the north, south, and west; but lacks a memorable character. Goals and policies seek to establish a more distinctive identity for the public realm along Belleview Avenue by creating a more inviting streetscape character; ensuring future changes reflect the established east-west transition of land uses; incorporating wayfinding signage and branding/gateway elements in key locations; and incorporating character-defining features as part of future infill and redevelopment that draw from the Corridor's history and assets.

Goal ID-1: Establish West Belleview Avenue as a more distinct destination within the City of Littleton.

- **Policy ID-1.1: Branding.** Encourage the use of distinctive urban design elements, banners, and other features as part of future revitalization and redevelopment efforts to help orient people and provide a recognizable identity that draws on the Corridor's history and assets.
- **Policy ID-1.2: Wayfinding.** Expand wayfinding signage used along the Mary Carter Greenway to other key locations along the Corridor to direct vehicles, pedestrians, and bicyclists to adjacent businesses, nearby destinations, and the Mary Carter Greenway. Update wayfinding signage used in other areas of the city, such as Downtown Littleton, to provide direction to the Belleview Avenue Corridor from these locations.

Goal ID-2: Improve the appearance of Belleview Avenue as new public and private investments are made.

- **Policy ID-2.1: Streetscape Character.** Incorporate detached sidewalks, street trees, landscaping, and other streetscape elements as part of future revitalization and redevelopment efforts or street improvements to create a more cohesive and inviting streetscape character east of Federal Boulevard. Improvements should reinforce the east-west transition from residential to commercial uses along Belleview Avenue, while maintaining visibility for commercial businesses.
- **Policy ID-2.2: Gateways/Medians.** Explore the feasibility of incorporating monuments and/or public art to help define key gateways and create a sense of arrival in the Corridor.
- **Policy ID-2.3: Building and Site Design.** Support revitalization and redevelopment efforts that respect the context of the adjacent neighborhoods, enhance the appearance of the public realm, and draw from the character-defining features that exist in the Corridor today, or from the Corridor's history. A good example is Riverside Downs, which incorporated the area's race track history into its property features. Other character-defining features of the Corridor, such as the prevalence of red/orange-toned brick, are described in Appendix A (See pages 17-20).
- **Policy ID-2.4: Signage.** Maintain the consistent use of monument signage for businesses with frontage along Belleview Avenue to continue to be one of the defining features of the Corridor.



Wayfinding Signage along the Mary Carter Greenway Trail



PRINCIPLE 2: IMPROVE MOBILITY AND SAFETY (MS)

The function of Belleview Avenue as a major regional east-west connection and in providing connectivity to Santa Fe Drive, the surrounding neighborhoods, and the Mary Carter Greenway, are important attributes that support businesses and make the Corridor a desirable place to live. Goals and policies seek to enhance pedestrian and bicycle connections to services, amenities (particularly east-west connections), and community gathering spaces within the Corridor; and to maintain the functionality of Belleview Avenue as a major vehicular artery while creating a safer, more comfortable environment for all users.

Goal MS-1: Make traveling along Belleview Avenue, Federal Boulevard, Prince Street, and Lowell Boulevard safer for all pedestrians, bicyclists, and drivers.

- **Policy MS-1.1: Sidewalk Improvements.** Require detached sidewalks with landscaped buffers along Belleview Avenue, Federal Boulevard, Prince Street, and Lowell Boulevard as part of future redevelopment projects to separate pedestrians from heavy traffic and make walking along these streets safer and more enjoyable.
- **Policy MS-1.2: Crossings.** Explore potential improvements to existing intersection configurations to make crossings safer for pedestrians and bicycles, and more visible to drivers.
- **Policy MS-1.3: Access Management.** Consolidate curb cuts as part of future redevelopment projects—consistent with the Colorado Department of Transportation and City of Littleton requirements—as applicable, to help maintain traffic flows along Belleview Avenue, Federal Boulevard, Prince Street, and Lowell Boulevard; calm traffic; and to reduce conflicts between pedestrians and vehicles.
- **Policy MS-1.4: Transit Connection.** Explore the feasibility of establishing east-west bus service along Belleview Avenue as an option to improve connections to Downtown Littleton and the light rail station, and reduce vehicle trips.

Goal MS-2: Enhance pedestrian and bicycle connections from surrounding neighborhoods to services and amenities along Belleview Avenue, as well as to Downtown Littleton, and the Mary Carter Greenway.

- **Policy MS-2.1: East-west Connections.** Seek opportunities to create safer east-west pedestrian and bicycle connections across Federal Boulevard south of Belleview Avenue, along Lowell Boulevard, and on Prince Street.
- **Policy MS-2.2: Sidewalk Gaps/Widths.** Complete gaps in the sidewalk network and widen existing sidewalks where needed along Belleview Avenue, Lowell and Federal Boulevards, as well as in other locations identified.
- **Policy MS-2.3: Regional Bike Network.** Enhance existing regional bike connections within the Corridor and work with the South Platte Working Group and other partners to implement a second east-west connection between Federal Boulevard and the Mary Carter Greenway.



Mary Carter Greenway Trail

PRINCIPLE 3: PROTECT AND REINVEST IN CORRIDOR NEIGHBORHOODS (NR)



The Goddard and Centennial neighborhoods are integral to the Belleview Corridor. Corridor residents value the strong sense of community, diverse housing options, distinct neighborhood character, parks, and access to amenities and services that these neighborhoods offer. Neighborhood residents also support businesses in the Corridor. Goals and policies seek to protect and enhance the character and stability of these established neighborhoods as redevelopment occurs.

Goal NR-1: Protect the character of established neighborhoods in the Corridor.

- **Policy NR-1.1: Neighborhood Compatibility.** Ensure that residential infill and redevelopment is compatible with the existing character, density, and scale of adjacent homes, respecting established setbacks, building heights, and massing. This includes future development and redevelopment to transition building heights and massing of new projects to fit into the Corridor.
- **Policy NR-1.2: Historic Preservation Design Guidelines.** Increase awareness of, and encourage the use of, voluntary historic preservation design guidelines for the Arapaho Hills National Historic District as a resource for homeowners, realtors, and developers. Encourage future development and redevelopment to incorporate design elements that are found in nearby well-established properties in the study area.
- **Policy NR-1.3: Arapaho Hills National Historic District.** Encourage the designation of Arapaho Hills as a local Littleton historic district to provide more protection and oversight for future alterations and demolitions of existing homes within the district.
- **Policy NR-1.4: Neighborhood Improvements.** Work with neighborhood residents and other partners to identify and address deficiencies in neighborhood infrastructure (e.g., lighting and sidewalks).



Riverwalk Community

Goal NR-2: Nurture the strong sense of community that exists in the Corridor neighborhoods.

- **Policy NR-2.1: Neighborhood Resources.** Increase awareness of—and encourage the use of—the City’s resources to access assistance for elderly/disabled residents, mediation services, neighborhood block party grants, and other community-based initiatives.
- **Policy NR-2.2: Neighborhood Partnerships.** Collaborate with neighborhood groups on efforts to organize volunteer initiatives, implement neighborhood improvements, host neighborhood events, and engage Corridor residents.
- **Policy NR-2.3: Crime Prevention.** Continue to work with property managers—through programs such as the Crime Free Multi-Housing Program—to reduce criminal activity in Corridor neighborhoods.



Single-family home in the Goddard Neighborhood



PRINCIPLE 4: SUPPORT EXISTING BUSINESSES AND REVITALIZE UNDERUTILIZED PROPERTIES (R)

The Corridor's location, traffic volumes, and regional retail anchors are significant assets that can be leveraged to attract new investment and uses to underutilized properties. Goals and policies are intended to support the retention of existing regional and locally owned businesses, promote reinvestment in and revitalization of vacant/underutilized properties and centers, encourage a broader mix of uses and more neighborhood-serving uses, and enhance the economic vitality of the Corridor and the City of Littleton as a whole.

Goal R-1: Support the revitalization of vacant and underutilized properties.

- **Policy R-1.1: Economic Development.** Utilize available economic development tools, programs, and incentives as may be available to support the revitalization of key Opportunity Areas within the Corridor.
- **Policy R-1.2: Connectivity.** Improve east-west vehicular connections for properties on the north side of Belleview Avenue (between Federal Boulevard and Mary Carter Greenway) and explore opportunities to establish a mid-Corridor north-south vehicular connection between the study area and Long-term Opportunity Areas in Englewood as a long-term strategy.
- **Policy R-1.3: Revitalization of Adjacent Areas.** Work with the City of Englewood and the South Platte Working Group to encourage the redevelopment of industrial/storage uses along the northern edge of the Corridor, and on other adjacent sites as changes in ownership or other opportunities arise.
- **Policy R-1.4: Vacant/Underperforming Spaces.** Continue to work with existing shopping center owners to infill vacant pad sites or reposition underperforming pad sites with other uses (e.g. multi-family residential); and to reconfigure existing site layouts for greater visibility and efficient use of space.
- **Policy R-1.5: Infrastructure and Services.** Ensure that necessary infrastructure and services are in place to support revitalization in the Belleview Avenue Corridor. Work with service providers (e.g. Public Works, Xcel Energy, and sewer districts) and property owners to address any deficiencies in service or in the capacity of existing infrastructure when such needs are identified.

Goal R-2: Support the retention of existing retailers and the attraction of new retailers.

- **Policy R-2.1: Existing Business Support.** Continue to utilize the City's business resources; economic development tools, such as façade enhancement grants; and other programs as may be available to support the retention and enhancement of existing businesses in the Corridor.
- **Policy R-2.2: Business Attraction Incentives.** Consider to use the City's existing economic development tools and consider the use of additional tools, such as fee waivers, sales tax share backs, public improvement fees, and other incentives to help attract desired businesses to the Corridor.

Goal R-3: Maintain/enhance the mix of uses within the Corridor.

- **Policy R-3.1: Neighborhood-oriented Businesses.** Support the retention of existing neighborhood-oriented businesses and actively seek opportunities to attract new ones. Place a particular focus on attracting restaurants, specialty food stores, sports and recreation-oriented tenants, and other neighborhood-serving retailers that complement existing retail anchors.
- **Policy R-3.2: Housing.** Encourage the integration of multifamily housing in mixed-use portions of the Corridor (east of Irving Street, and particularly within key Opportunity Areas) as a means to expand housing options and increase foot-traffic for local businesses, while ensuring that the Belleview Avenue frontage retains a commercial focus.

PRINCIPLE 5: CREATE MORE GATHERING PLACES FOR PEOPLE (PFP)



Residents of the Corridor value the ability to frequent local businesses, recreate, and gather with friends and neighbors within close proximity of their homes. Goals and policies support the enhancement of existing Corridor assets—parks and recreational opportunities, the river, and local businesses—and the creation of new “people-oriented” destinations, amenities, and gathering spaces that contribute to the Corridor’s sense of place and vibrancy.

Goal PFP-1: Activate the river’s edge and the Mary Carter Greenway Trail.

- **Policy PFP-1.1: Active Uses.** Encourage concentrations of active uses, such as restaurants, plazas, recreational amenities, and outdoor seating areas along the river’s edge and on private properties that abut the Mary Carter Greenway. Place a particular emphasis on uses that will help leverage improvements made through the continued implementation of the *South Platte River Corridor Vision*.
- **Policy PFP-1.2: Connections.** Encourage direct pedestrian/bicycle linkages from private development along the river to the Mary Carter Greenway trail so long as doing so does not add or remove fill from the South Platte River, or otherwise negatively impact the floodway, and is supported by SSPRD and Denver Water.
- **Policy PFP-1.3: Building and Site Design.** Orient new development and redevelopment along the river’s edge to maximize views of the Platte River and Mary Carter Greenway. Avoid blank walls and surface parking lots in this location.
- **Policy PFP-1.4: Greenway Corridor Enhancements.** Support the continued implementation of the *South Platte River Corridor Vision* in collaboration with the South Platte Working Group and other regional partners.



Access point along the Mary Carter Greenway

Goal PFP-2: Foster the enhancement and creation of community destinations and gathering places.

- **Policy PFP-2.1: Outdoor Gathering Spaces.** Incorporate outdoor seating and dining areas, plazas, fountains, and other amenities into future redevelopment and development to encourage pedestrian activity and provide recognizable public gathering spaces within the Corridor.
- **Policy PFP-2.2: Public/Civic Amenities.** Seek opportunities to integrate public/civic uses and amenities, such as community centers, performance spaces, recreational facilities, or similar public/civic amenities in the Corridor as part of new development and redevelopment.
- **Policy PFP-2.3: Temporary/Seasonal Uses.** Activate underutilized surface parking lots and outdoor gathering spaces along the Mary Carter Greenway, by accommodating food trucks, recreational rentals, or other temporary/seasonal uses.



Harlow Pool and Park

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CHAPTER 4: OPPORTUNITY AREAS



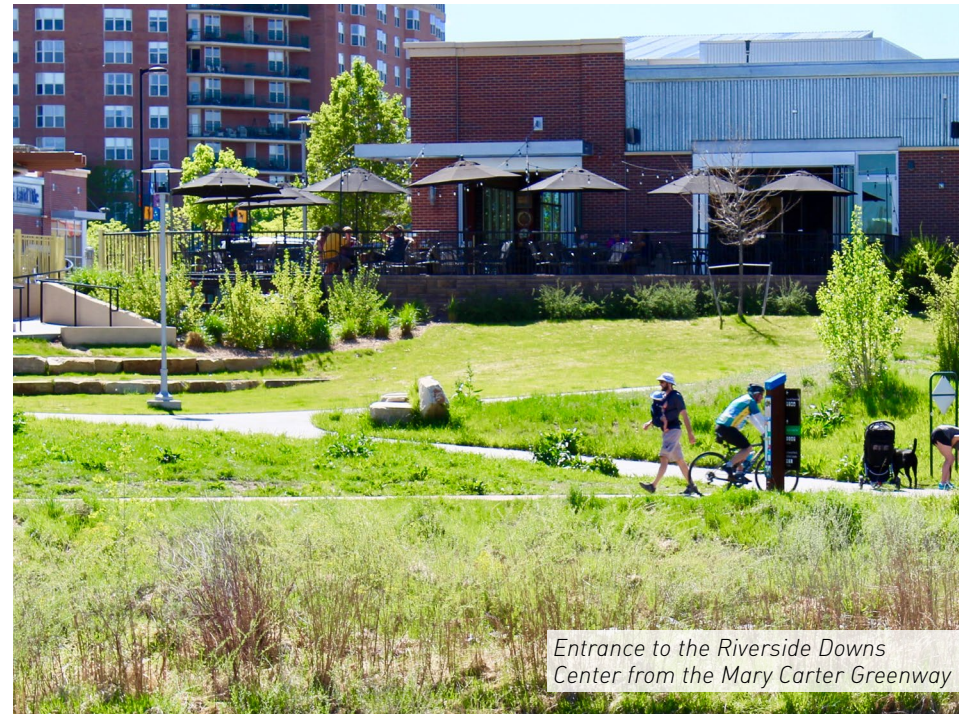
Opportunity Areas are places within the Corridor that have the greatest potential for (or need for) changes in land use and/or reinvestment in the future. This chapter provides recommendations for specific Opportunity Areas to support the vision and principles outlined in Chapter 3. Two types of areas are identified on Map D and described in this chapter:

- **Near-term Opportunity Areas** – sites with the greatest need for, and potential for, revitalization or redevelopment within the five years (e.g., the former Columbine Square Shopping Center).
- **Long-term Opportunity Areas** – sites identified as having long-term potential to help enhance the overall functionality and vitality of the Belleview Avenue Corridor over the longer-term (more than five years down the road). Long-term opportunity areas include sites in Littleton as well as within Englewood (north of Belleview Avenue). The geographic extent of these long-term opportunity areas reinforces the fact that future improvements outside of the City - whether on adjacent sites in Englewood, or along the Mary Carter Greenway north and south of the Corridor - have the potential to benefit Littleton businesses and residents and help strengthen the vitality of the Corridor overall

Outside of the Opportunity Areas identified, significant changes in land use are not anticipated. Any infill/redevelopment proposed outside the Opportunity Areas should be consistent with the land use categories reflected on Map D and the goals and policies contained in Chapter 3: Corridor Vision and Principles.

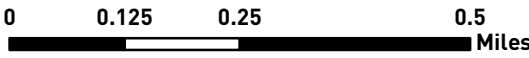
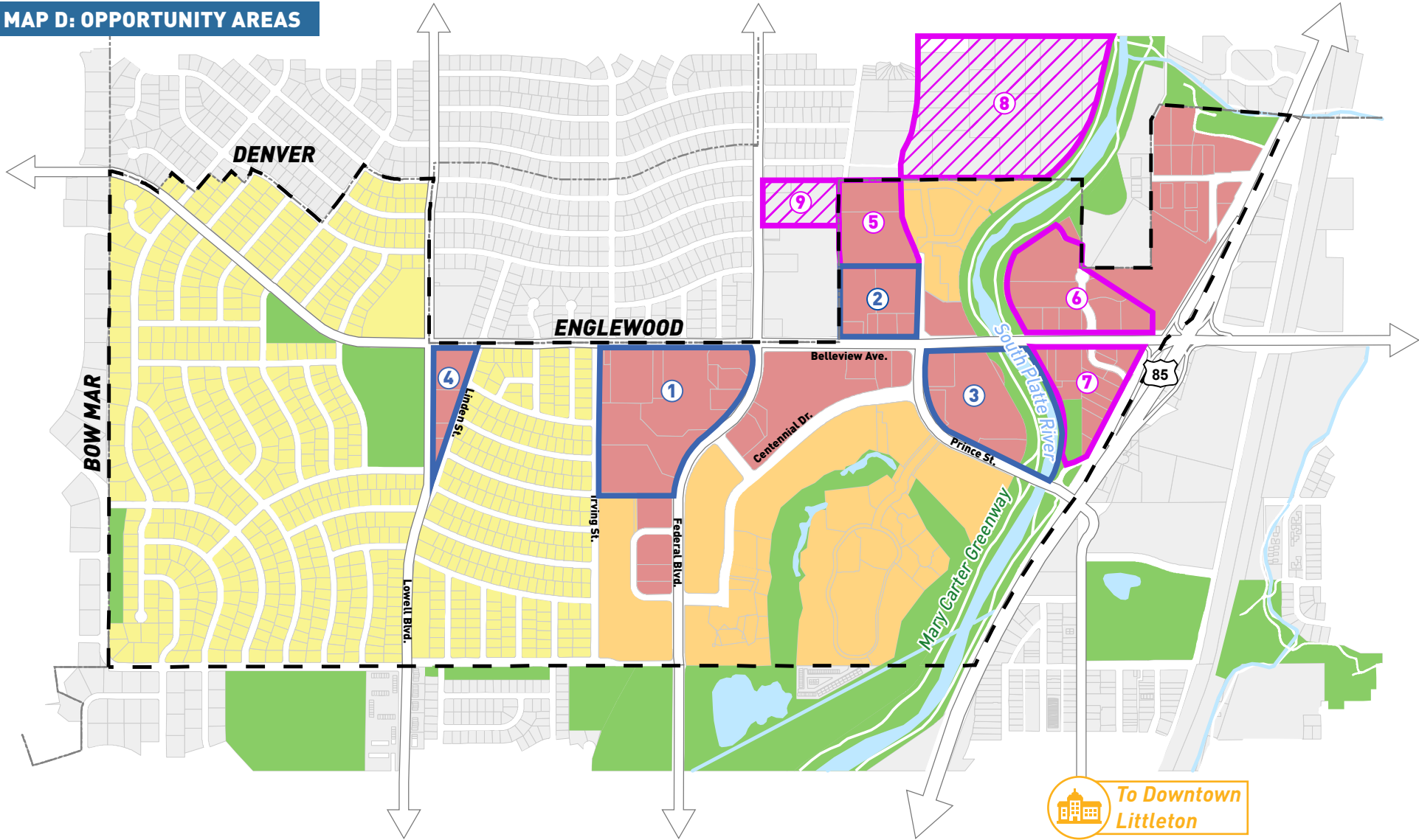


Demolition of former Columbine Square Shopping Center



Entrance to the Riverside Downs Center from the Mary Carter Greenway

MAP D: OPPORTUNITY AREAS



BOUNDARIES		OPPORTUNITY AREAS			
	Study Area		Near-term Opportunity Area		Long-term Opportunity Area (Littleton)
	City Limits		Columbine Square Shopping Center (former)		Centennial Storage
			Centennial Square Shopping Center		South Zuni Street Light Industrial Uses
			Riverside Downs Center		South Santa Fe Drive Commercial/Light Industrial Uses
			Arapahoe Center and Centennial Plaza Shops		Denver South Metro Waste Management Facility and other Industrial Uses (Englewood)
			Belleview Lanes/Centennial Shopping Center (Englewood)		Belleview Lanes/Centennial Shopping Center (Englewood)
FUTURE LAND USE					
	Single-family Neighborhoods		Multi-family Neighborhoods		Mixed-use (commercial and industrial)
					Long-term Opportunity Area (Englewood)



OPPORTUNITY AREA #1: COLUMBINE SQUARE SHOPPING CENTER (FORMER)



Site Description

The Columbine Square Shopping Center closed in 2014 and at the time of this plan has recently been demolished. The 7-acre site is centrally located within the Corridor on the south side of Belleview Avenue between Irving Street and Federal Boulevard. O'Toole's Garden Center (a popular destination in the Corridor and region) occupies the parcel just to the south of the center, and just to the south of O'Toole's is an older warehouse and office building owned by Arapahoe County. A US Bank branch (still operating) occupies the pad site immediately northeast of the property. The site of the now-demolished shopping center, along with several parcels further south on Federal Boulevard and the Arapahoe Shopping Center, are located within the Columbine Square Urban Renewal Area. The site's size and location offer a unique opportunity to help create a more distinct identity for the Corridor and integrate many of the place-making characteristics articulated as part of the principles, goals, and policies in Chapter 3 (e.g., restaurants, plazas, fountains).

Key Issues and Opportunities

- **Neighborhood Nuisance.** After closing in 2014, the former center sat vacant for several years, raising concerns about the site's condition and its undesired consequences (e.g. trespassing, loitering). As a result, the buildings on site were demolished.
- **Sewer Districts.** The site is served by multiple sewer districts, which could make redevelopment a more complex, and potentially time-consuming process.

- **Visibility.** The former shopping center's orientation to Belleview Avenue made it less visible and accessible to the "going home" traffic that is desirable to retailers. This consideration will make the positioning, orientation, and access to Federal Boulevard critical to any new retail included in future development of the site.
- **Pedestrian/Bicycle Access.** No formal pedestrian crossing/bicycle access to and throughout the site exist from the residential neighborhoods west (across Irving Street) or east (across Federal Boulevard) of the site.

Short-Term Opportunities

- **Neighborhood-serving Uses/Gathering Places.** Neighborhood-oriented retail and restaurants, as well as public/civic amenities that could function as a gathering place and destination in the Corridor and community should be incorporated as part of the overall mix of uses. In particular, consider opportunities for outdoor dining areas, active plaza spaces, and pocket parks.
- **Mix of Housing Options.** Opportunities should be explored for a mix of housing - price, type, and height/intensity - that complements the scale of the adjacent neighborhoods. This includes the single-family residences to the west and the multi-family properties south of Columbine Square.
- **Integration of O'Toole's.** Mutually beneficial opportunities to include O'Toole's Garden Center as part of the overall plan should be explored with the business owner to leverage shared parking and access, and help create a more cohesive destination within the Corridor.
- **East-west Connectivity.** A new east-west connection for pedestrians and bicycles should be provided through the site to provide direct access to neighborhood-serving uses from adjacent neighborhoods.
- **Urban Renewal Plan.** The Columbine Urban Renewal District could be used to stimulate growth and investment within the area and facilitate a desirable redevelopment project for this site.

Long-Term Opportunities

- **Property Consolidation.** Although potentially not feasible under current ownership, opportunities to consolidate the O'Toole's Garden Center site, the Arapahoe County Election facility, and the US Bank site and integrate with future uses with the overall redevelopment plan, should continue to be explored.

INFILL AND REDEVELOPMENT GUIDELINES FOR COLUMBINE SQUARE SHOPPING CENTER (FORMER)

Future proposals should be consistent with the infill and redevelopment guidelines provided below, in addition to the policies contained in Chapter 3:

- **Mix of Uses.** Provide a mix of residential and commercial uses. Concentrate commercial uses on the east and residential uses in the center and on the west side of the site in order to respond to site opportunities and constraints. Ensure a comfortable transition between the uses on the site and between those on and adjacent to the site.
- **Housing.** Incorporate a range of housing options at a variety of price points, such as patio homes, duplexes, townhouses, and multifamily apartments or condominiums.
- **Building Form/Mass.** Ensure that the height and form of new development are compatible with adjacent residential uses and create a comfortable street edge, inviting gathering places, and welcoming connections, both internal to the site and with the adjoining commercial and residential areas. Decrease the intensity of activity and development around the north and west

edges in order to help ensure that appropriate transitions are made where neighboring residential uses. Because the site has strong edges on the north (Bellevue Avenue) and west (South Irving Street and the backyards of the houses that face onto South Julian Street), these transitions to the adjoining single family neighborhoods could include medium density housing, such as patio homes, townhomes, or duplexes.

- **Public Realm.** Incorporate public spaces that encourage informal gathering and social activity. Using building form, signage, lighting, furnishings, landscaping, and other design elements, to create comfortable, distinctive, and attractive public places.
- **Connectivity.** Provide direct connections throughout the site and provide seamless connections to surrounding neighborhoods. Safer connections to adjacent neighborhoods can be encouraged by providing more frequent crossings along Federal Boulevard and Irving Street. Key areas of crosswalk enhancements can be found in Map E: Corridor Enhancements.



Example: Compatible transitions. Transitions between infill/redevelopment projects and existing single-family neighborhoods can be accomplished by controlling the building height, form, and use along the outer edges of these infill/redevelopment projects. This is demonstrated by the photo above, where a mix of townhomes (left) serve as a transition to an existing single-family neighborhood (right).



Example: Housing mix/public realm. The orientation of these attached and detached homes and layout of the pedestrian paths are organized together to create an inviting space for residents of the neighborhood. These internal network of pedestrian pathways continue to extend to the edge of the lot, providing direct connections to adjacent neighborhood commercial uses and parks.

EXAMPLES OF MIXED-USE NEIGHBORHOOD CENTERS IN ESTABLISHED NEIGHBORHOODS



This 27-acre development along 38th Avenue in Northwest Denver is a similar size and includes a mix of apartment, townhome, and single-family residences, as well as a Sprouts, and other small neighborhood-serving retail and office uses. The project also includes community gardens, and other community amenities, as well as the historic Elitch Theatre and Carousel building, which serve as community gathering spaces.

<http://www.highlandsgardenvillage.net/>



This innovative redevelopment project features a local garden center as an anchor in a six-acre pedestrian-oriented, mixed-use development. The project includes a mix of townhomes, live-work units, and retail/office buildings.

<https://pds.cityofboise.org/innovative-development/projects/36thstgardencenter/>



The intensity and activity of the infill development decreases as it moves further away from the West 38th Avenue commercial corridor and closer to adjacent residential uses to the south.



Appropriate transitions are provided to adjacent single-family homes through the use of appropriate setbacks, screenings, and building heights in the 36th Street Garden Center.

OPPORTUNITY AREA #2: REVITALIZATION OF CENTENNIAL SQUARE SHOPPING CENTER



Site Description

The Centennial Square Shopping Center was built in 1978. The center is located on the north side of Bellevue Avenue, just west of Prince Street. The center is flanked by a Walgreens and the new Platte 56 townhomes to the east and by King Soopers to the west (Note: King Soopers is located in the City of Englewood). To the north is Centennial Storage, a large RV and boat storage facility and the Green Leaf Riverside apartments. Vehicular access to the center is available from both Bellevue Avenue and Prince Street. A new owner recently purchased the center and has plans for incremental rehabilitation.



Centennial Square Shopping Center

Key Issues

- **Dated Appearance and Configuration.** Due to the age and current condition, the center is in need of reinvestment to attract new retailers.
- **Circulation and Access.** Pedestrian and vehicular circulation within the center, as well as to the adjacent King Soopers shopping center, is awkward and confusing to navigate. The new owner has plans to improve the circulation.
- **North/South Connectivity.** From the south, Prince Street dead-ends at the Green Leaf Riverside apartments just north of Centennial Square. From the north, Decatur Street dead-ends at Centennial Storage. Chenango Avenue dead-ends into Decatur Street just north of Centennial Storage. As a result of this street pattern, there is only indirect access to the center from the north.

Short-Term Opportunities

- **Enhance the Visual Appeal and Functionality of the Center.** Support future efforts to enhance the visual appeal of the center and Bellevue Avenue streetscape, rework existing on-site circulation and parking, and improve connections to the adjacent King Soopers shopping center (in Englewood). As part of these efforts, a more direct pedestrian connection from the Bellevue Avenue/Prince Street intersection to interior uses should be established
- **Reconfigure Existing Space/Construct New Space.** Support future efforts to reconfigure the center and attract new tenants.

Long-Term Opportunities

- **Re-orient the Center.** Modifications to the center's orientation (e.g., providing access and some orientation to the north) and enhanced north/south street connections could make future redevelopment of the existing storage and industrial uses to the north more attractive.

OPPORTUNITY AREA #3: RIVERSIDE DOWNS CENTER



Site Description

The Riverside Downs Center was built in 2007. The center is anchored by 24-Hour Fitness and includes a collection of quick service and full service restaurants, and an assortment of sports and recreation-oriented tenants. The center has vehicular access from Prince Street to the south and west, and Belleview Avenue to the north. The center is also accessible to pedestrians and bicyclists from the Mary Carter Greenway trail, which runs the length of the center's eastern boundary. The eastern edge of the site includes several gathering spaces—an outdoor plaza, outdoor dining areas, and recreational amenities—all of which are designed to maximize views of the river. An outdoor plaza/amphitheater is one of many public improvements made through the efforts of the South Platte Working Group to help activate and enhance this stretch of the river. The center is part of the Centennial Neighborhood, which includes the highest concentration of residents in the Corridor. The center incorporated historical elements of the area's former racetrack into its name, signage, building design, and site.

Key Issues

- **Visibility and Connectivity.** Interior portions of the center (along the Mary Carter Greenway and Prince Street) have struggled to maintain retail uses due to the lack of visibility from Belleview Avenue. The center also lacks the interior wayfinding necessary to help navigate visitors to the various retail services within the center.

- **Underutilized River Frontage.** Surface parking for the center is concentrated on the interior of the site, along the Mary Carter Greenway trail. Due to current vacancies much of this parking is not being utilized during peak hours of operation.

Short-Term Opportunities

- **Marketing.** The City's Economic Development Department can assist with attracting additional quick service and full service restaurants, and/or sports and recreation-oriented tenants that will build on its existing tenant mix and location. The center's location and proximity to the river is a key asset.
- **Activate Parking Lots.** Encourage active, temporary, or seasonal uses (e.g., bicycle rentals, food trucks) along the eastern edge of the parking lot to help attract more visitors to the center, particularly pedestrians and bicyclists traveling through the corridor along the Mary Carter Greenway trail, and to leverage public investments along the river's edge.

Long-Term Opportunities

- **Infill Development.** Future opportunities to infill underutilized surface parking with outdoor gathering areas and/or residential or mixed-use development (e.g., residential or office over retail) should be explored, provided sufficient parking exists or can be added to support new and existing uses.
- **Activate East Side of River/Improve Connections.** Explore long-term opportunities to strengthen linkages to the east side of the river and encourage reinvestment/redevelopment that will help activate the east side of the river and complement uses and investments made on the west side of the river.
- **Recreational Opportunities.** Work with the South Platte Working Group and other partners to explore the feasibility of establishing additional improvements along the South Platte River to make it more accessible and provide further opportunities for active uses such as canoeing and kayaking. A good example of a possible improvement would be a low-water impoundment, such as an inflatable dam - a concept implemented in Bend, Oregon.

OPPORTUNITY AREA #4: ARAPAHOE CENTER AND CENTENNIAL PLAZA SHOPS



Site Description

This parcel contains two separate shopping centers, Centennial Plaza on the north (built in 1961), and Arapahoe Center on the south (built in 1962). Today, the centers contain a mix of neighborhood-oriented services. Vehicular access is provided from Lowell Boulevard to the West, Bellevue Avenue to the North, and Linden Drive to the east. The centers are easily walkable and bikeable from surrounding neighborhoods. Both centers are included in the Columbine Square Urban Renewal Area and Plan; however, they are viable in their current configuration for the near-term and are unlikely to redevelop within the 5 to 10 year planning horizon.

Key Issues

- **Connectivity.** The centers lack the appropriate infrastructure (e.g. sidewalks, crosswalks) needed to encourage safe pedestrian/bicycle access to and passage across the site. The three-pointed intersection of Linden Drive, Lowell Boulevard, and Arlington Avenue at the south end of the shops also presents a unique challenge for pedestrian access and vehicular movement.

Short-Term Opportunities

- **Encourage Reinvestment in Existing Buildings and Infrastructure.** Continue to work with owners of the existing centers on façade and site improvements (e.g., pedestrian circulation, reconfiguration of

the parking lot, landscaping, and outdoor dining areas) to enhance the appearance, functionality, and viability of these centers. Consider on-street parking as a means to offset onsite parking needs and free up room for other site enhancements.

- **Improve Off-site Pedestrian Connections.** Establish pedestrian crossings to the site, from Harlow Park and the Goddard Neighborhood to the west across Lowell Boulevard, and from the Centennial Neighborhood to the east across Linden Drive. Consider on-street parking as a means to offset on-site parking needs and free up room for other site enhancements.
- **Improve Vehicular Access.** Consolidate the large number of driveways that exist along Lowell Boulevard and Linden Drive to improve access, safety for motorists and pedestrians, and the potential for landscaping along the perimeter of the site.

Long-Term Opportunities

- **Redevelopment.** Work with property owners to explore long-term redevelopment opportunities of the site(s) as the opportunity to do so becomes desirable/viable in the future.

INFILL AND REDEVELOPMENT GUIDELINES

While not likely in the 5 to 10 year planning horizon, the shops' location and proximity to Harlow Park may make redevelopment desirable in the future. Proposals should be consistent with the guidelines below, and the policies in Chapter 3:

1. **Transitions.** The height and massing of future infill/redevelopment should "step-down" along the Linden Drive frontage to provide a more gradual transition to adjacent single-family homes.
2. **Relationship to the Park.** Building and active uses (e.g., outdoor dining or gathering spaces) should be oriented to complement and strengthen connections to Harlow Park.
3. **Circulation and Access.** Curb cuts should be consolidated and a continuous network of inviting sidewalks and pedestrian walkways should be provided along Linden Drive, Lowell Boulevard, and Bellevue Avenue and internal to the site.

OPPORTUNITY AREAS #5-9: LONG-TERM OPPORTUNITY AREAS



The following Opportunity Areas are identified as having long-term potential to help enhance the overall functionality and vitality of the Belleview Avenue Corridor. The City should work with the City of Englewood and property owners in these areas to explore ways to improve north/south and east/west street connectivity, and facilitate the transition of industrial uses as redevelopment opportunities arise. These future connections will improve access to Belleview Avenue which will help strengthen the vitality of businesses within the Corridor. General locations for these connections can be found in Map E: Corridor Enhancements.

IN THE CITY OF LITTLETON:

5) Centennial Storage

Centennial Storage is a large RV and boat storage facility located just north of the Centennial Square Shopping Center. The site is 9.1 acres and abuts the City of Englewood boundary to the north and west. The site is only accessible from Prince Street north of Belleview Avenue.

6) South Zuni Street Light Industrial Uses

This area includes light industrial uses that occupy a total of 14 acres south and west of Lowe's. Surface parking fronts the Mary Carter Greenway Trail, but no trail access is currently provided from these properties.

7) South Santa Fe Drive Commercial/Light Industrial Uses

This area includes light industrial and commercial uses that occupy a total of 8 acres. Businesses in this area are expected to remain viable in the near-term, but opportunities to leverage the river frontage and river, trail, and mountain views should be explored in the future.

IN THE CITY OF ENGLEWOOD:

8) Denver South Metro Waste Management Facility and Other Industrial Uses

This area is located north of Centennial Storage in the City of Englewood and occupies 40.7 acres. It includes a variety of industrial/outdoor storage uses, including the Denver South Metro Waste Management Facility, which occupies the entire South Platte River frontage from just north of Green Leaf Riverside all the way to Union Avenue. Long-term opportunities associated with the Waste Management Facility are identified as part of the *South Platte Corridor Vision*. In addition, the City of Englewood's Comprehensive Plan Envisions the opportunity for live-work uses west of the Waste Management Facility.

9) Belleview Lanes/Centennial Shopping Center

Just north of the King Soopers shopping center (in the City of Englewood), and just west of the Belleview Avenue Corridor boundary, this area includes the Centennial Shopping Center (built in 1978), and the Belleview Lanes bowling alley. Together the two properties occupy 5.2 acres.

CHAPTER 5: CORRIDOR ENHANCEMENTS



A variety of physical improvements are recommended within the Corridor to enhance the safety and comfort of pedestrians and bicyclists, improve connectivity, and capitalize on the area's river-related assets. Collectively, these improvements will also help establish a more distinctive identity and cohesive character for the Corridor. A majority of the recommendations for corridor enhancements are depicted on Map E: Corridor Enhancements, and described throughout the chapter as they relate to roadways within the Corridor as well as the South Platte River/Mary Carter Greenway. More generalized recommendations that pertain to the whole roadway or greenway (particularly along Belleview Avenue) are not presented on the map.

Recommendations will be implemented incrementally as resources become available or opportunities arise as part of future redevelopment. The implementation of many of the recommendations will require close coordination with CDOT, the City of Englewood, the South Platte Working Group, and other local and regional partners.

Recommendations are organized by corridor as follows:

1. Belleview Avenue
2. Lowell Boulevard
3. Linden Street
4. Irving Street
5. Federal Boulevard
6. Prince Street
7. Centennial Drive
8. West Berry Avenue
9. South Platte River/ Mary Carter Greenway Trail



Bicyclist along Belleview Avenue

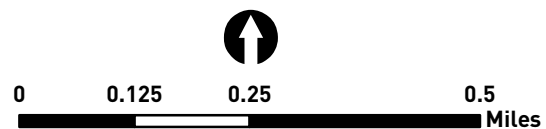


Looking west along Belleview Avenue

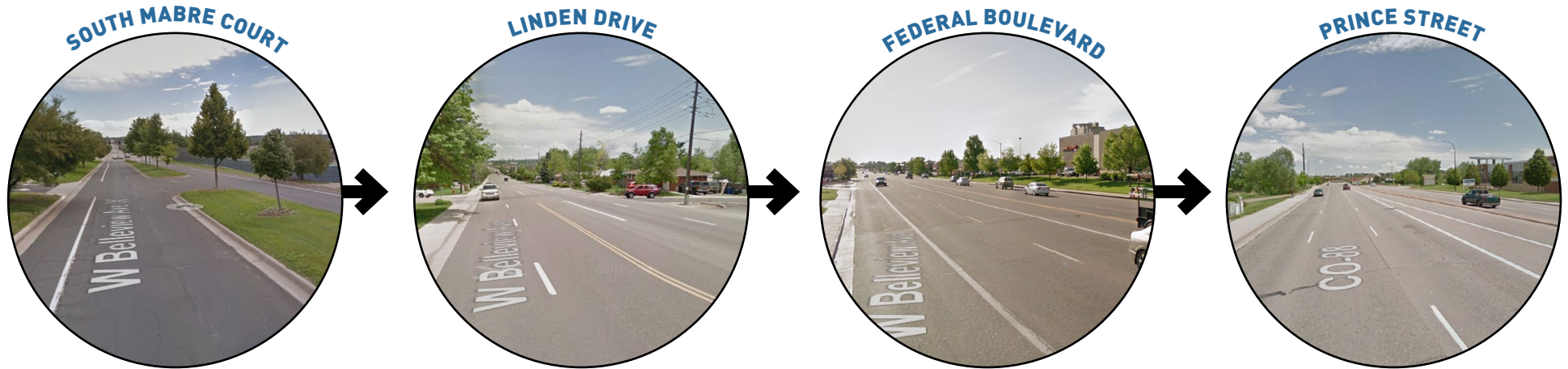
MAP E: CORRIDOR ENHANCEMENTS



Recommendations will be implemented incrementally as resources become available or opportunities arise as part of future redevelopment efforts. Many will require close coordination with CDOT, the City of Englewood, the South Platte Working Group (SPWG), and other local and regional partners.



BOUNDARIES	CORRIDOR ENHANCEMENTS	Connectivity Enhancements	South Platte River Corridor Vision Recommendations
Study Area	Pedestrian Improvements	East-west Pedestrian/bicycle Connection	Greenway and River Access/Activities
City Limits	Pedestrian Crossing Zone	North-south Connection (see pg. 32)	Habitat Improvements
	Sidewalk Gaps	Road Improvements	River Edge Activation
	Bicycle Improvements	Intersection Improvements	Buffer Zone
	Bike Lane Enhancements	Streetscape Enhancements and Potential for a Center Median	Greenway Enhancements
			Art/Sculpture
			Gateway Signage



Intersections along Bellevue Avenue. The character of the Bellevue Avenue right-of-way transitions from a residential collector street to the west to a State Highway to the east.

Source: Google Maps

BELLEVUE AVENUE | WEST OF LOWELL BOULEVARD

Bellevue Avenue

The character of Bellevue Avenue changes dramatically between the Town of Bow Mar to the west and Santa Fe Drive to the east—transitioning west to east from a collector street, to a heavily-traveled arterial street, to a state highway. Key characteristics of individual segments of Bellevue Avenue—street classification, travel lanes, and predominant uses—are described below, along with recommendations for each.

Bellevue Avenue: West of Lowell Boulevard

Between the Town of Bow Mar and Lowell Boulevard, Bellevue Avenue is classified as a collector street. The right-of-way includes one travel lane and a bike lane in each direction and a landscaped center median. This portion of Bellevue Avenue is residential in character.

Recommendations:

- **Sidewalk Gaps.** Sidewalks along Bellevue Avenue may not be feasible or desirable in this location due to the proximity of adjacent single family homes and the placement of the street trees that line the northern edge of both the Harlow and James A Taylor parks. As an alternative, explore opportunities to establish an informal,

off-street pedestrian/bicycle pathway along at least one side of this portion of Bellevue Avenue.

- **Pedestrian Crossing.** Install a striped pedestrian crossing on the east side of the intersection of Bellevue Avenue and South Mabre Court to improve linkages between the neighborhoods north of Bellevue Avenue and the neighborhoods and two parks on the south side of Bellevue. Extend the existing sidewalk along the east side of Harlow Park along South Mabre Court north to Bellevue Avenue to complete this connection.
- **Gateway Signage.** Install gateway signage at the intersection of Bellevue Avenue and Lowell Boulevard to create a sense of identity and arrival within the Corridor.

BELLEVUE AVENUE | LOWELL BOULEVARD TO SANTA FE DRIVE

Bellevue Avenue: Lowell Boulevard to Prince Street

Between Lowell Boulevard and Federal Boulevard, Bellevue Avenue is classified as an arterial street. The right-of-way in this section includes two travel lanes in each direction, plus turning lanes. Between Federal Boulevard and Prince Street, Bellevue Avenue becomes a State Highway with three travel lanes in each direction, plus turning lanes. No center median exists. This portion of Bellevue Avenue has a mix of residential and commercial character. East of Federal Boulevard, where a high concentration of commercial uses exist, is difficult and uncomfortable for pedestrians to cross or walk along.

Recommendations:

- **Streetscape Enhancements.** Incorporate detached sidewalks (a minimum of 5' in width) and street trees as part of future redevelopment efforts, where sufficient right-of-way exists. Anticipate that missing sections of detached sidewalks will be completed over time. Where sufficient right-of-way does not currently exist, explore how best to improve walkability, pedestrian comfort, and safety or widen existing sidewalks.
- **Curb Cuts.** Consolidate existing curb cuts along Bellevue Avenue where feasible as part of future redevelopment efforts.
- **Center Median.** Explore the feasibility of installing a center median with landscaping to limit turning movements, help maintain traffic flows along Bellevue Avenue, and provide a "landing pad" for pedestrians who are crossing the street. This will help discourage speeding and contribute to the identity and character of the surrounding neighborhoods.
- **Intersection Improvements: Bellevue Avenue and Lowell and Federal Boulevards.** Explore modifications to existing turning lane configurations at these intersections as part of any future improvements to Bellevue Avenue to help improve traffic flow and enhance safety.
- **Intersection Improvements: Bellevue Avenue and Prince Street.** Explore opportunities to shorten crossing distances for pedestrians and/or provide a center pedestrian refuge (possibly in conjunction with the center median noted above) at the Federal Boulevard and Prince Street intersections.

Bellevue Avenue: Prince Street to Santa Fe Drive

Between Prince Street and Santa Fe Drive, Bellevue Avenue is a State Highway. The right-of-way in this section includes three travel lanes in each direction, plus turning lanes. An existing center median varies in width from two to five feet. This portion of Bellevue Avenue is commercial in character, with the exception of the portion that crosses the South Platte River/Mary Carter Greenway.

Recommendations:

- **Streetscape Enhancements.** Incorporate detached sidewalks (a minimum of 5' in width) and street trees as part of future redevelopment efforts, where sufficient right-of-way exists. Where sufficient right-of-way does not currently exist, explore how best to improve walkability, pedestrian comfort, and safety such as widening existing sidewalks.
- **Greenway Access.** Coordinate any sidewalk or other pedestrian and bicycle improvements with the South Platte Working Group's recommendations (to be completed in late 2018).
- **Gateway Signage/Image and Identity Elements.** Install gateway signage where Bellevue Avenue crosses the South Platte River (ideally as part of the Bellevue Avenue Bridge) to provide a sense of identity and arrival within the Corridor. Work with the South Platte Working Group on the potential for additional image and identity elements on the Bellevue Avenue Bridge, such as special lighting, site amenities, monumentation, banner poles, and other features to help distinguish and reinforce the identity of the South Platte River Corridor through the region.

LOWELL BOULEVARD & LINDEN STREET

Lowell Boulevard



South of Belleview Avenue to Bowles Avenue, Lowell Boulevard is classified as an arterial street. This section of Lowell Boulevard is predominantly residential in character, with the exception of the portion closest to Belleview Avenue, where it passes between Harlow Park and the Arapahoe Center and Centennial Plaza Shops.

Recommendations:

- **Sidewalk Gaps: west side of Lowell Boulevard, south of West Chimayo Road.** Explore the potential of installing sidewalks in this location in conjunction with future roadway resurfacing efforts. Coordination with existing residents and property owners will be required.
- **Sidewalk Gaps: west side of Lowell Boulevard, adjacent to Harlow Park.** Work with the South Suburban Parks and Recreation District to create a safer north/south pedestrian and bicycle connection that bypasses the surface parking lot.
- **Sidewalk Gaps: east side of Lowell Boulevard adjacent to the southern end of the Arapahoe Center and Centennial Plaza Shops.** As part of future efforts to revitalize or redevelop the existing shopping center, establish an attached sidewalk connection that replaces the existing raised curb.
- **Pedestrian Crossing.** Evaluate pedestrian usage of the existing crosswalk between West Arrowhead Road and West Aksarben Avenue, as well as other east-west pedestrian activity to the north, to determine whether an alternative location or treatment should be considered.

Linden Street



Linden Street is a collector street that connects Lowell Boulevard to Belleview Avenue (on the east side of the Arapahoe Center and Centennial Plaza Shops).

Recommendations:

- **Sidewalk Gaps: west side of Linden Street, adjacent to the Arapahoe Center and Centennial Plaza Shops.** As part of future efforts to revitalize or redevelop the existing shopping center, establish a wide, attached, sidewalk connection on the west side of Linden Street.

IRVING STREET & FEDERAL BOULEVARD

Irving Street



South of Belleview Avenue, Irving Street is classified as a collector street. Irving Street is predominantly residential (single family and multifamily) in character, with the exception of the portion north of Belmont Avenue (east side) that abuts the Arapahoe County voting facility, O'Toole's Garden Center and the Columbine Square Shopping Center redevelopment site.

Recommendations:

- **Sidewalk Gaps.** Incorporate a detached sidewalk (a minimum of 5' in width) and street trees along the east edge of Irving Street north of Hialeah Avenue in conjunction with the redevelopment of the Columbine Square Shopping Center.
- **Pedestrian Crossing.** Establish a pedestrian crossing across Irving Street in conjunction with the redevelopment of the Columbine Square Shopping Center (location to be determined). Also, consider an additional crossing of Irving Street further to the south.
- **East-west Pedestrian/Bicycle Connection.** In conjunction with the redevelopment of the Columbine Square Shopping Center establish a primary east-west pedestrian connection between Irving Street and Federal Boulevard. Explore the feasibility of creating a second east-west connection to Federal Boulevard from the terminus of West Belmont Avenue, extending between the existing apartment building and the Arapahoe County voting facility.

Federal Boulevard



South of Belleview Avenue, Federal Boulevard is classified as an arterial street. The right-of-way includes two travel lanes and a bike lane in each direction, plus turn lanes and a landscaped center median. This portion of Federal Boulevard has a mixed character, with both commercial and multi-family residential uses.

Recommendations:

- **Sidewalk Gaps.** In conjunction with the redevelopment of the Columbine Square Shopping Center, incorporate a wide, detached sidewalk (a minimum of 5' in width) and street trees along the west edge of Federal Boulevard north of West Progress Avenue.
- **Pedestrian Crossing.** A signalized crossing is planned at West Berry Avenue. Evaluate pedestrian activity patterns between businesses and neighborhoods east and west of Federal Boulevard, between West Progress Avenue and Centennial Drive, to determine whether an additional formal pedestrian crosswalk or other changes to the right-of-way are needed. Unsignalized crossings of high-speed arterial roadways are not common due to safety concerns.
- **East-west Pedestrian/Bicycle Connection.** In conjunction with the redevelopment of the Columbine Square Shopping Center, establish a primary east-west pedestrian connection between Federal Boulevard and Irving Street. Explore the feasibility of creating a second east-west connection from Federal Boulevard to the east terminus of West Belmont Avenue, which could be located between the existing apartment building and the Arapahoe County voting facility.
- **Gateway Signage.** Install gateway signage at the intersection of Federal Boulevard and Belleview Avenue, and Federal Boulevard and West Berry Avenue to enhance the sense of both arrival and identity within the Corridor.

PRINCE STREET & CENTENNIAL DRIVE AND WEST PROGRESS AVENUE

Prince Street- South of Belleview



Uses north of Prince Street and Centennial Drive, are commercial in character. Uses south of Prince Street and Centennial Drive are residential in character.

Recommendations:

- **Intersection Improvements—Prince Street and Centennial Drive.** As a near-term strategy, opportunities to narrow pedestrian crossings are being explored in conjunction with a planned City of Littleton resurfacing project. A variety of longer-term strategies for improving the functionality and safety of this intersection—including a possible roundabout—are also being explored.
- **Intersection Improvements—Prince Street and Santa Fe Drive.** Explore modifications to enhance safety for pedestrians and make merging along Santa Fe Drive (southbound) and Prince Street (northbound) safer for drivers.
- **Bike Lane Enhancements.** As part of a planned City of Littleton resurfacing project, Prince Street south of Centennial Drive is slated for restriping. Prince Street will be restriped from 4 lanes to 2 lane and the existing bike lane is planned to be converted from a shared lane to a separate bike lane in both directions.
- **Gateway Signage.** Install gateway signage where Prince Street crosses the South Platte River from Santa Fe Drive to provide a sense of identity and arrival within the corridor.

Centennial Drive/West Progress Avenue



Uses along Centennial Drive are predominantly residential in character south of West Progress Avenue and Centennial Drive, and commercial in character north of West Progress Avenue and Centennial Drive. Landscaped medians exist in many locations.

Recommendations:

- **Bike Lane Enhancements.** As part of a planned City of Littleton resurfacing project, Centennial Drive is slated for restriping. Centennial Drive between West Progress Avenue and West Prentice Avenue, as well as West Progress Avenue and West Prentice Avenue are slated for restriping. A bike lane will be provided in both directions to continue existing bike lane along Centennial Drive east of West Progress Avenue.

WEST BERRY AVENUE

West Berry Avenue



Uses along West Berry Avenue are predominantly residential in character, but also include Goddard Middle School, Berry Park, and Centennial Academy of Fine Arts –all located just outside the Corridor.

Recommendations:

- **Sidewalk Gaps: West Berry Avenue between Bow Mar Drive and Blue Sage Drive.** Sidewalks may not be feasible or desirable due to the proximity of adjacent single family homes. However, opportunities to establish a more informal, off-street pedestrian/ bicycle pathway along at least one side of this portion of West Berry Avenue should be explored.
- **West Berry Avenue and Lowell Boulevard.** Consolidation of the existing pedestrian crossings at this intersection is planned to direct the foot traffic to existing sidewalks. This project is being explored by the City of Littleton in collaboration with the Littleton Public Schools Safe Routes to Schools program.
- **West Berry Avenue and Federal Boulevard.** A signalized pedestrian crossing is planned for installation in 2018. This project is being coordinated by the City of Littleton in collaboration with the Littleton Public Schools Safe Routes to Schools program.
- **Bike Lane Enhancements.** Improve the current bicycle facilities to provide better east-west connections through the Corridor.

SOUTH PLATTE RIVER/MARY CARTER GREENWAY

South Platte River/Mary Carter Greenway



The South Platte River is a significant environmental resource for the study area and the entire region. Convened in 2006 by Arapahoe County and with a membership of 14 jurisdictions and non-profits, including the City of Littleton, the South Platte Working Group (SPWG), has been working to acquire key parcels of land needed to protect and enhance the river's natural functions, and to conduct a wide range of improvements. In 2013, the SPWG sponsored the development of a vision for the river Corridor through Arapahoe County from Dartmouth Avenue to C-470. The resulting vision of the SPWG is to help improve the quality of vegetative, aquatic, and water quality; maintain flood conveyance functions; promote a broader understanding of the river's health and tributaries; and encourage more consistent land use, economic development, and coordinated policies along the river. The SPWG has been actively working with its partners to implement various recommendations.

Recommendations:

Recommendations for specific improvements to this stretch of the South Platte River include:

- **Habitat Improvements.** The South Suburban Parks and Recreation plans to improve the Oxbow Pond just west of Lowe's parking lot, adjacent to the South Platte River. Although this is a relatively small parcel, restoration of this area, combined with potential habitat improvements at the fire training center to the north and at the Murray Open Space to the east, will contribute to a significant

improvement in the habitat value of this segment of the South Platte River Corridor.

- **Buffer Zone.** Traffic noise in this area is high due to the proximity of the South Platte River to Santa Fe Drive. Work with CDOT to consider quieter pavements (the current grooved paving is louder than many other pavement types). Evaluate the potential for a noise barrier, berm, or fence along Santa Fe.
- **Art/Sculptural Elements.** Existing art elements provide a significant value in this highly visible reach of the River Corridor. An expanded art program could define this reach as an "art walk."
- **Enhanced River Access and Activities.** Consider more recreational features, such as boating and tubing take-outs, seating, overlooks, picnic tables, and other elements that will provide opportunities for visitors to stop and enjoy this stretch of the River Corridor. Consider the creation of safe and accessible river edges that provide users with opportunities to access and touch water in this area.
- **Pedestrian/Bicycle Access.** Improve the physical trail connections and access in these areas to encourage migration from the shopping and entertainment areas to the South Platte river, and vice versa.
- **Greenway Enhancements.** Develop a trail connection along the south edge of the Waste Management property - Denver South Metro Hauling and Englewood Transfer Station (north of Belleview Avenue). This trail would connect the Mary Carter Greenway to Chenango Avenue in order to improve access to the South Platte River for neighborhoods north and west of the river and West Belleview.
- **River Edge Activation.** Encourage concentrations of active uses, such as restaurants, plazas, recreational amenities, and outdoor seating areas along the river's edge. Orient new development and redevelopment along the river's edge to maximize views of the South Platte River and the Mary Carter Greenway.

CHAPTER 6: IMPLEMENTATION



The Belleview Avenue Corridor Plan contains different types of recommendations—ranging from policies and programs to regulatory tools, and physical improvements. Many of the recommendations will be implemented through day-to-day decision-making, the development review process, or as part of future redevelopment efforts. Other recommendations will require specific action on the part of the City of Littleton, either alone, or in collaboration with one of the many partners in the region—CDOT, the South Platte Working Group, the City of Englewood, Littleton Public Schools, South Suburban Parks and Recreation District or others. This chapter highlights specific strategies to help advance each of the five guiding principles for the Corridor:

- **Principle 1: Create a more distinct identity for Belleview Avenue**
- **Principle 2: Improve mobility and safety**
- **Principle 3: Protect and reinvest in Corridor neighborhoods**
- **Principle 4: Support existing businesses and revitalize underutilized properties**
- **Principle 5: Create more gathering places for people**

This chapter is intended to serve as a tool to guide the preparation of City department work programs, capital improvement plans, and the allocation of staff time and other City resources. The principles should also be used as a reference for community partners with an interest in the Belleview Avenue Corridor. In many cases, the strategies reinforce more detailed recommendations in different parts of the Belleview Avenue Corridor Plan. As a quick reference, each strategy is accompanied by specific sections/page numbers where more detailed information is provided.

This Plan has been developed with a 10-15 year planning horizon in mind. Near-term strategies are anticipated to be completed over the next 1 to 5 years. Mid-term strategies are expected to be completed over the next 6 years, or beyond. Ongoing strategies are expected to occur in the near-term, but also on a recurring basis.

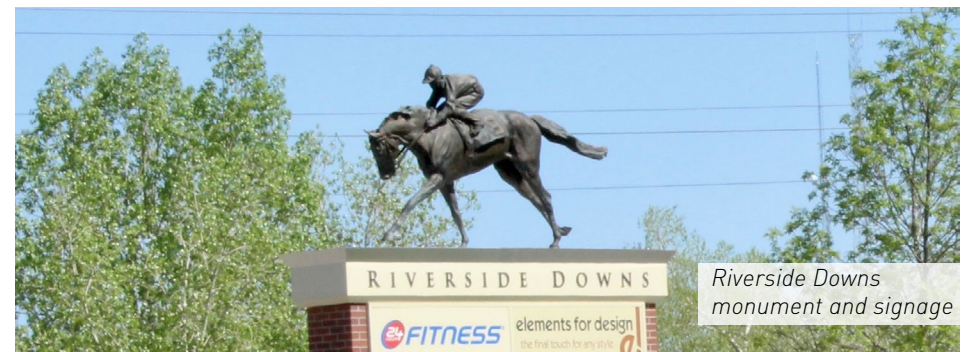
Strategies should be reviewed and prioritized as part of the City Council's annual budgeting process.



Former Columbine Square Shopping Center site



Trail access



Riverside Downs monument and signage

PRINCIPLE 1: CREATE A MORE DISTINCT IDENTITY FOR BELLEVIEW AVENUE (ID)



Creating a more distinctive identity for Belleview Avenue will be achieved through both public and private sector investment. Key strategies to advance these recommendations are as follows:

STRATEGIES	RESPONSIBILITY	TIMEFRAME	REFERENCES
Strategy ID-1: Design and install signage to define key gateways to the Corridor, as depicted on Map E: Corridor Enhancements.	Lead: Community Development Partners: Public Works	Near-term	See pages 15 and 33
Strategy ID-2: Develop a basic plan for wayfinding signage in the Corridor and explore funding options. Explore opportunities to leverage/adapt existing programs for this purpose: <ul style="list-style-type: none"> • City's Downtown Wayfinding project; and/or • Mary Carter Greenway wayfinding 	Lead: Economic Development Partners: Community Development, South Platte Working Group	Near-term	See pages 15 and 33
Strategy ID-3: Direct potential applicants to the Belleview Avenue Corridor Plan and utilize this document as a tool during the development review process to implement corridor-wide principles, goals, and policies (Chapter 3) and design principles for specific Opportunity Areas (Chapter 4).	Lead: Community Development Partners: All departments	Ongoing	See pages 14-19 and 22-30
Strategy ID-4: Continue to play an active role in regional efforts to implement the <i>South Platte River Corridor Vision</i> .	Lead: Community Development Partners: Public Works, South Platte Working Group	Ongoing	See pages 15, 19, and 40
Strategy ID-5: Seek opportunities to implement the recommended corridor enhancements identified in Chapter 5 - such as incremental sidewalk or streetscape improvements - as part of future infill and redevelopment and/or planned improvements within public rights of ways. Work with CDOT to explore the feasibility for more substantial changes within the Belleview Avenue right of way - such as the expansion of center medians.	Lead: Community Development Partners: Public Works, CDOT	Ongoing	See pages 32-39
Strategy ID-6: Codify key building design and site planning concepts contained in the Belleview Avenue Corridor Plan as part of the City's Zoning Ordinance as standards and/or incentives to guide future infill and redevelopment.	Lead: Community Development Partners: All departments	Mid-term	See pages 25 and 29



PRINCIPLE 2: IMPROVE MOBILITY AND SAFETY (MS)

The City of Littleton is already actively pursuing projects in the Corridor to improve mobility and safety, both independently, and in partnership with others. Strategies to help guide and advance these ongoing efforts are as follows:

STRATEGIES	RESPONSIBILITY	TIMEFRAME	REFERENCES
<p>Strategy MS-1: Update the City's current ADA transition plan as needed to identify priority needs in the Belleview Avenue Corridor, and to establish a strategy for implementation over time.</p>	<p>Lead: Public Works</p> <p>Partners: Public Works, Neighborhood Services, Community Development, South Suburban Parks and Recreation (related to their current ADA transition plan)</p>	Near-term	See pages 16 and 33
<p>Strategy MS-2: Develop an updated Citywide Comprehensive Plan in conjunction with a Citywide Multimodal Transportation Plan.</p>	<p>Lead: Community Development/ Public Works</p> <p>Partners: All departments</p>	Near-term	See pages 16 and 33
<p>Strategy MS-3: Review mobility and safety recommendations, as depicted on Map E: Corridor Enhancements, annually and seek opportunities to implement by:</p> <ul style="list-style-type: none"> • Leveraging resources available for planned capital improvements within the Corridor, as part of the City's Capital Improvements Plan (CIP) • Seeking grants or outside funding; e.g., Community Development Block Grants (CDBG) funds • Partnering with other organizations active in the Corridor; e.g., Littleton Public Schools), South Platte Working Group, and South Suburban Parks and Recreation District; to implement improvements that advance multiple objectives; and/or • Requiring basic improvements (e.g., sidewalks) as part of future redevelopment efforts. 	<p>Lead: Public Works</p> <p>Partners: Community Development</p>	Ongoing	See pages 16 and 33
<p>Strategy MS-4: Work with CDOT to evaluate possible alternatives to implement recommended corridor enhancements for CDOT-controlled portions of the Belleview Avenue right-of-way and to address improvements to the roadway surface as part of planned maintenance.</p>	<p>Lead: Public Works</p> <p>Partners: Colorado Department of Transportation (CDOT)</p>	Ongoing	See page 35

PRINCIPLE 3: PROTECT AND REINVEST IN CORRIDOR NEIGHBORHOODS (NR)



The City of Littleton's Neighborhood Services department offers a variety of programs and services for residents. Strategies in this section seek to increase awareness of available resources and address specific needs in Corridor neighborhoods:

STRATEGIES	RESPONSIBILITY	TIMEFRAME	REFERENCES
Strategy NR-1: Schedule annual or biennial meetings with property managers in the Corridor to increase awareness of and encourage participation in the Crime Free Multi-Housing Program.	Lead: Police Partners: Community Development	Near-term	See page 17
Strategy NR-2: Conduct outreach in the Goddard and Centennial Neighborhoods (in person as well as through NextDoor and other social media tools) to increase awareness of the types of neighborhood resources the City of Littleton offers.	Lead: Community Development Partners: Police	Near-term; ongoing	See page 17
Strategy NR-3: Conduct outreach with Arapaho Hills residents to increase awareness of existing voluntary historic preservation guidelines and gauge interest in the potential designation of the neighborhood as a local historic district.	Lead: Community Development	Near-term; ongoing	See page 17
Strategy NR-4: Evaluate lighting levels along collector and arterial Streets within Corridor neighborhoods to identify potential gaps in coverage and ensure existing lighting levels are consistent. Prioritize improvements in areas where higher levels of activity are encouraged (e.g., bicycle routes, park access).	Lead: Community Development Partners: Public Works, Xcel Energy	Near-term	See page 17
Strategy NR-5: Update the Centennial and Goddard Neighborhood plans and as part of the outreach with residents, explore whether residents are interested in future design guidelines/standards for residential infill and redevelopment.	Lead: Community Development Partners: Public Works	Near-term	See page 17
Strategy NR-6: If sufficient community interest/support exists based on outreach conducted as part of NR-5, conduct a process to develop and adopt design guidelines/standards for residential infill and redevelopment in the Centennial and Goddard Neighborhood (or explore more broadly applicable design standards/guidelines that could apply to similar neighborhoods throughout Littleton).	Lead: Community Development Partners: Public Works	Mid-term	See page 17



PRINCIPLE 4: SUPPORT EXISTING BUSINESSES AND REVITALIZE UNDERUTILIZED PROPERTIES (R)

The City of Littleton's Economic Development Department works to support businesses both in the Corridor and Citywide. Strategies in this section are intended to support ongoing efforts, as well as to help promote the revitalization of underutilized properties in the Corridor:

STRATEGIES	RESPONSIBILITY	TIMEFRAME	REFERENCES
Strategy R-1: Consider rezoning requests for identified Opportunity Areas when those requests are consistent with the principles and policies contained in this Plan (and applicable standards and regulations).	Lead: Community Development Partners: All departments and property owner	Ongoing	See page 18 and Chapter 5
Strategy R-2: Conduct outreach to existing businesses in the Corridor, particularly within identified Opportunity Areas, to build awareness of the recommendations in the Belleview Avenue Corridor Plan and of the economic development tools available to help implement the recommendations (e.g., façade enhancement grants).	Lead: Economic Development Partners: Community Development	Ongoing	See page 18 and Chapter 5
Strategy R-3: Collaborate with the City of Englewood on planning initiatives in the Corridor and in the surrounding area. Engage the City of Englewood in the City of Littleton's forthcoming Comprehensive Plan and Multimodal Transportation Plan process as a means to further explore north-south connectivity concepts.	Lead: Community Development Partners: Public Works, City of Englewood	Ongoing	See page 30
Strategy R-4: Consider use of fee waivers, sales tax share backs, public improvement fees, and other incentives to help attract new retailers to the Corridor.	Lead: Community Development Partners: All departments, service providers, property owners	Ongoing	See page 18
Strategy R-5: Work with service providers and property owners to address any deficiencies in service or in the capacity of existing infrastructure when such needs are identified and consolidate any sewer and special districts as part of infill or redevelopment efforts in identified Opportunity Areas.	Lead: Public Works Partners: Community Development	Ongoing	See page 18 and Chapter 5
Strategy R-6: Work with Opportunity Area property owners and surrounding neighborhoods to proactively rezone (on a voluntary basis) properties to allow for a broader mix of uses, or achieve similar objectives through the planned development process in the interim.	Lead: Public Works Partners: Community Development, property owners	Ongoing	See page 18 and Chapter 5
Strategy R-7: Work with the property and business owners to explore the potential and feasibility of creating a Business Improvement District (BID) to fund corridor enhancements (e.g., wayfinding signage).	Lead: Economic Development Partners: All property and business owners	Mid-term	See pages 15 and 18

PRINCIPLE 5: CREATE MORE GATHERING PLACES FOR PEOPLE (PFP)



“People-oriented” destinations, amenities, and gathering spaces contribute to the Corridor’s sense of place and vibrancy. Strategies to help encourage the creation of more places for people within the Belleview Avenue Corridor are as follows:

STRATEGIES	RESPONSIBILITY	TIMEFRAME	REFERENCES
Strategy PFP-1: Review existing access requirements and update as needed to remove any obstacles that may impede the ability of existing/future uses adjacent to the South Platte River from providing a direct pedestrian/bicycle access to the Mary Carter Greenway. Require new development adjacent to the South Platte River to work with South Suburban Parks and Recreation to provide pedestrian/bicycle access points to the Mary Carter Greenway.	Lead: Community Development Partners: Public Works, South Suburban Parks and Recreation	Near-term	See pages 19 and 40
Strategy PFP-2: Work with existing river-adjacent businesses to redesign or re-orient their buildings to embrace the River with windows, doors, views, patios, and decks. Permitting and regulatory obstacles to encouraging this type of river-oriented design should be evaluated and modified where feasible, and “carrots,” such as assistance with permitting, might be provided.	Lead: Community Development Partners: Public Works	Ongoing	See pages 19 and 40
Strategy PFP-3: Continue to play an active role in regional efforts to implement the South Platte River Corridor Vision.	Lead: Community Development Partners: Public Works, South Platte Working Group	Ongoing	See pages 19 and 40
Strategy PFP-4: Use the Belleview Avenue Corridor Plan for future development and redevelopment, and utilize the plan as a tool during the development review process.	Lead: Community Development Partners: All departments	Ongoing	See pages 15, 19, and Chapter 4
Strategy PFP-5: Explore the feasibility of establishing low-water impoundments (e.g., the inflatable dam concept implemented in Bend, Oregon) or other features along the South Platte River at Riverside Downs Center to make the River more accessible and provide opportunities for more active uses such as canoeing and kayaking.	Lead: Community Development Partners: South Platte Working Group, Army Corp of Engineers, FEMA	Near-term	See pages 19, 28 and 40

