

# *City of Littleton*

## ***BROADWAY CORRIDOR STUDY***

**Adopted by Planning Commission  
October 24, 1988**

**Accepted by City Council  
February 7, 1989**

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# **BROADWAY CORRIDOR STUDY**

## **INTRODUCTION**

In August, 1987, the Littleton Planning Commission, at the direction of the City Council, initiated the Broadway Corridor Study to prepare a plan for the "Corridor". Preparation of the plan entailed the collection and analysis of data for the area shown in Figure 1, and an extensive community participation component to define issues. Community participation was facilitated through several general neighborhood meetings and specific topic meetings with effected residents and businesses. In the interest of good relations with neighboring jurisdictions, non-City residents and businesses were also invited to participate. The broad range of concerns and ideas for resolution provided the Littleton Planning Commission with the framework from which the Plan was derived.

This document is comprised of a Background Information Section, Issues and Opportunities Section, and the Plan. The Background Information Section provides a comprehensive accounting and analysis of existing conditions and trends associated with land development, population, and transportation. The Issues and Opportunities Section details the major current and potential future problems confronting the use of land adjacent to Broadway, and the roadway itself.

The last section represents the Plan, which details the goals, objectives and policies to be used in directing future land development, capital improvements, traffic management, and "quality of life" initiatives. Also included in the Plan is a list of actions recommended for future action by the City Council. The Plan is designed as a dynamic, action-oriented, process for decision-making, whereby the goals, objectives and policies are based on an assessment of community values and concerns, traffic volume forecasts, and economic conditions. As community values and needs change, elements of the Plan should be evaluated and redirected as necessary.

The Broadway Corridor Plan should be used in the decision-making process by citizens, the development community, City administration, and appointed and elected officials. Adherence to the policies is considered critical to improving both the functional and visual quality of the "Corridor".



# ***BACKGROUND INFORMATION***

## **STUDY AREA LOCATION**

The Broadway Corridor study area, as shown in Figure 1, is located along the eastern edge of the City of Littleton, Arapahoe County, Colorado. The study area encompasses about 1,617 acres of land, of which 83% is within the Littleton, 12% is unincorporated Arapahoe County, and the remainder within Englewood. It extends approximately 4-miles from Belleview Avenue on the north to County Line Road on the south, and incorporates adjoining neighborhoods up to one-half mile from the roadway. Neighborhoods within the study area include, Oakbrook, Heritage, Progress Park, Ketring, Southbridge and Southwind.

## **CHARACTERISTICS OF THE POPULATION**

Population in the study area has increased as development has proceeded south along the "Corridor. As shown in Table 1, the population increased by 18% between 1970 and 1980, from 7,262 to 8,600 persons.

**TABLE 1**  
**POPULATION GROWTH OF STUDY AREA**

<b>Year</b>	<b>Population</b>	<b># Change</b>	<b>% Change</b>
1970	7,262	--	--
1980	8,600	1,338	18%
<u>1987</u>	<u>10,737</u>	<u>2,137</u>	<u>25%</u>
<b>TOTAL</b>	--	2,475	48%

In the following seven years, the population grew at an even higher rate of 25%, adding another 2,137 persons. The population is currently estimated at about 10,737.

The study area has experienced a higher growth rate compared to the entire City. As shown in Figure 2, the study area grew by 18% between 1970 and 1980, as compared to 7% for the City. This disparity continued from 1980 to 1987, when growth in the study area was about 11 percentage points higher than that for the City. Population growth within the "Corridor" accounted for a significant portion of the City's total growth

between 1980 and 1987. However, prior to 1980 most of the growth in the study area occurred in what is still now unincorporated Arapahoe County.

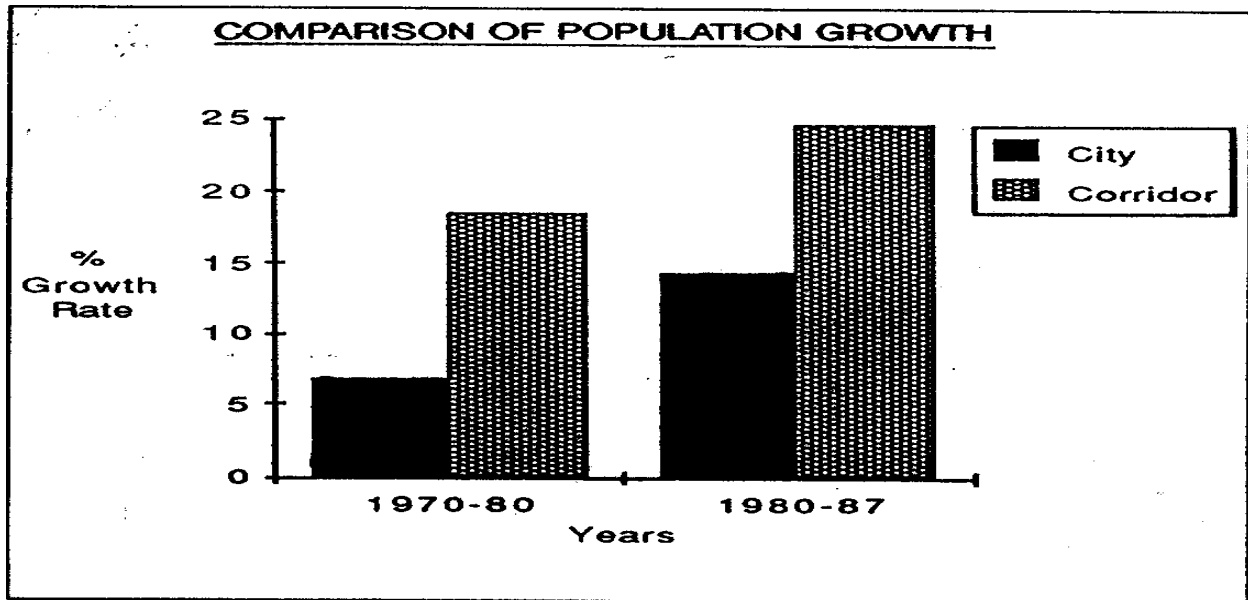


Figure 2

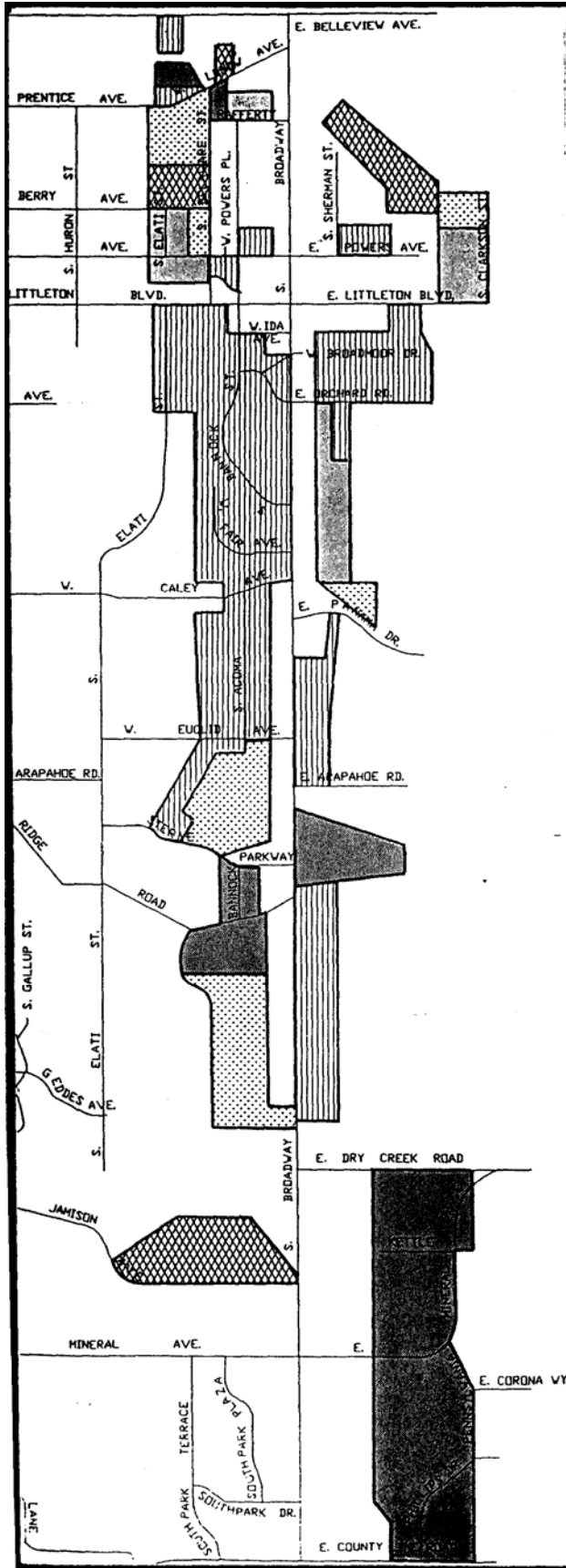
## CHARACTERISTICS OF HOUSING

Since 1970, residential subdivision activity and construction within the study area corresponded to population growth (Figure 3). It is estimated that the area had 4,324 dwelling units by 1987. Most of the housing was constructed from 1970 to 1980, when the number of units increased by 60%, resulting in a total of 3,632 units by 1980. Since 1980, an additional 692 units were completed accounting for a 19% increase (Figure 4).

Multi-Family and attached residential units (townhouses, apartments, condominiums) account for the largest share of housing. It is estimated that as of 1987, there were 2,485 units, representing 58% of total dwelling units within the "Corridor". The most significant growth in multi-family units occurred from 1970 to 1980, when the number of units more than doubled to 2,123. Between 1980 and 1987, another 362 units were added.

Growth in single family homes, in contrast, has been more gradual since 1970. From 1970 to 1980, the number of single family units increased by 19% to 1,509, while the following seven year period experienced a slightly higher 22% increase.






Residential density within the study area has also increased. The average residential density in 1987 was 8 units per acre. The single family density averages almost 5 units per acre, whereas multi-family development averages 22 units per acre.



# BROADWAY CORRIDOR STUDY

FIGURE 3

## RESIDENTIAL SUBDIVISION ACTIVITY BY YEAR

-  Prior to 1950
-  1950-1959
-  1960-1969
-  1970-1979
-  1980-1987



NO SCALE

Prepared by Planning Division, Community Development  
Department, City of Littleton, Colorado

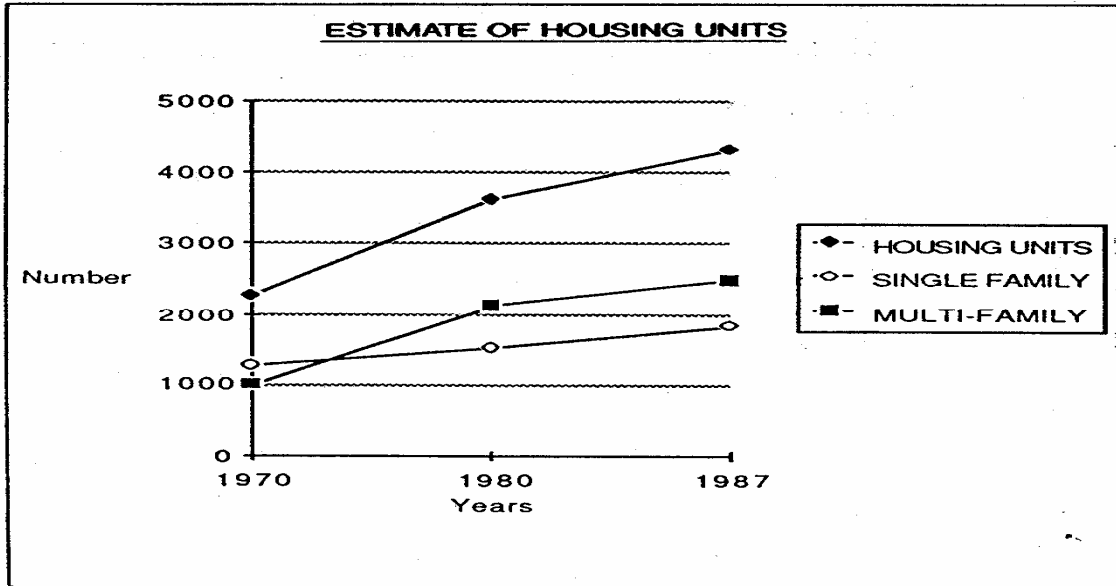


FIGURE 4

Prior to 1970, about 56% of the housing within the "Corridor" was single family. However, by 1980, multi-family units accounted for over half of housing within the "Corridor". As of 1987, the proportion of multi-family units to single family residences remains relatively the same as 1980 (Figure 5).

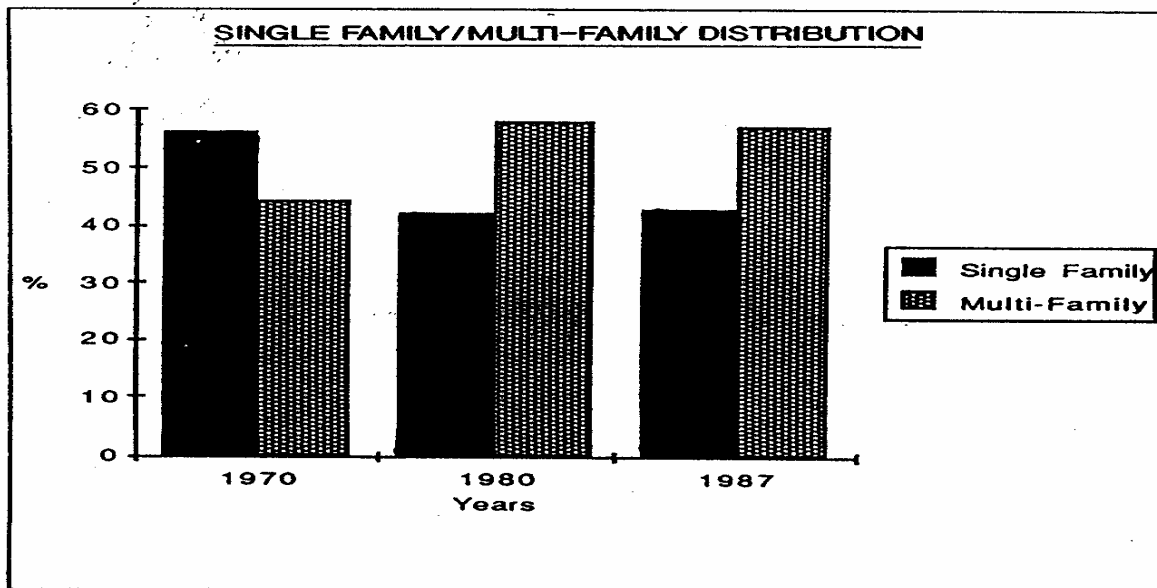


FIGURE 5

Most housing was built after 1950. Since 1970, a number of large scale residential projects have contributed significantly to growth in the study area. Table 2 lists major projects occurring after 1970, while Figure 6 shows the general location of each. Residential development after 1970 accounts for 40% of current housing.

Residential density within the study area has also increased. The average residential density in 1987 was 8 units per acre. The single family density averages almost 5 units per acre, whereas multi-family development averages 22 units per acre.

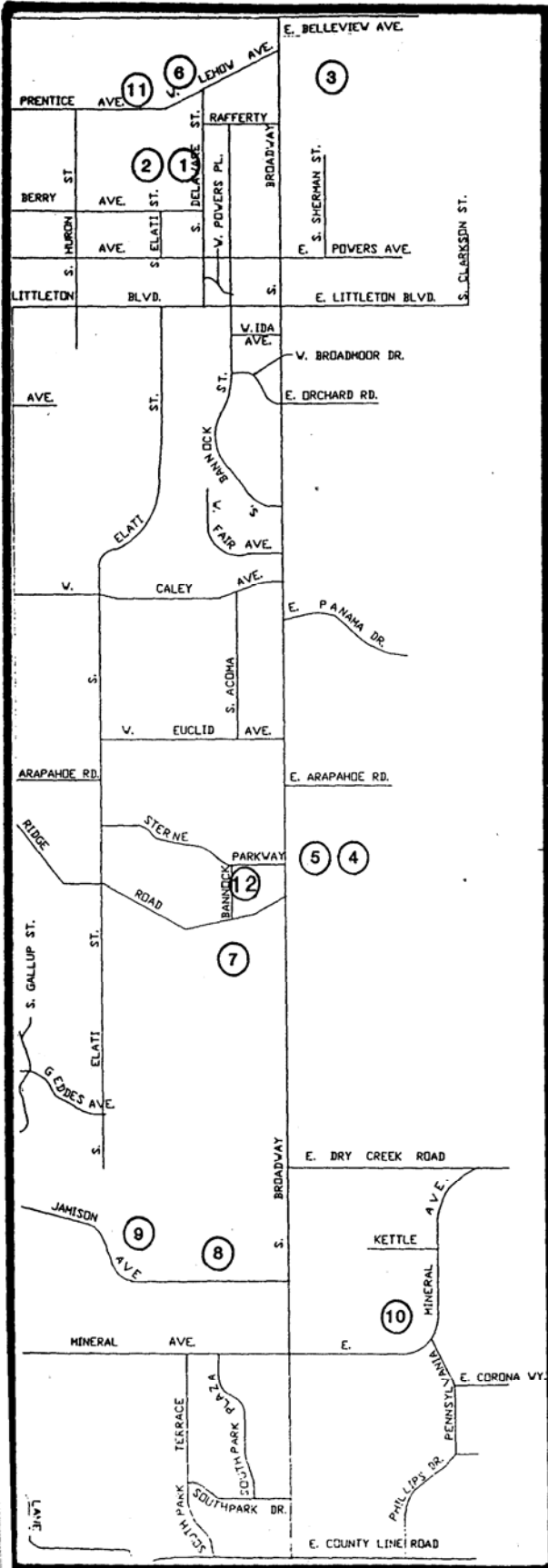
**TABLE 2**  
**MAJOR RESIDENTIAL PROJECTS BUILT SINCE 1970**

<b>Map #</b>	<b>Project Name</b>	<b>Type of Development</b>	<b>Units Per Net Acre</b>	<b>Number of Units</b>
1	Crestline Homes	Townhouse	13.8	18
2	Colony at Littleton	Townhouse	12.4	32
3	Greenwood Point	Apartment	14.2	312
4	Highland Meadows	Condominium	21.4	296
5	Broadway Ramparts	Condominium	11.2	56
6	South Slope *	Condominium	23.0	105
7	Highland Village	Single Family	3.9	45
8	Jamison Park *	Townhouse	14.3	218
9	Highline Garden *	Single Family	5.5	94
10	Oakbrook	Single Family	4.6	443
11	One Parkview	Apartment	22.0	24
12	Park Ridge	Townhouse	13.3	26

\*Project was not "built-out" as of December, 1988.

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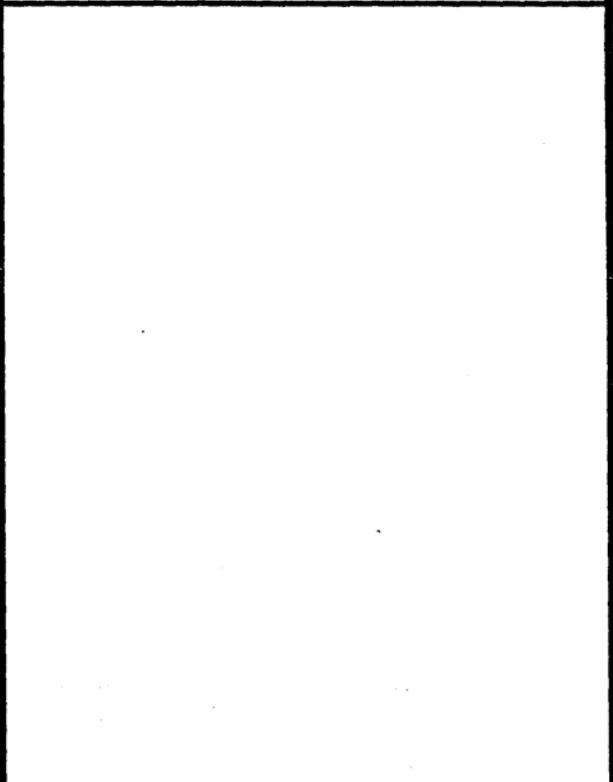
Source: Littleton Planning Division, Community Development Department.




# BROADWAY CORRIDOR STUDY

FIGURE 6

## MAJOR RESIDENTIAL PROJECTS SINCE 1970





NO SCALE

Prepared by Planning Division, Community Development Department, City of Littleton, Colorado

# **CHARACTERISTICS OF COMMERCIAL AND INDUSTRIAL SPACE**

A total of about 3.5 million square feet of retail, office and industrial space has been built on 462 acres within the study area, resulting in an average floor-to-area ratio (FAR) of .17 to 1. Retail properties account for the largest portion of floor space followed by office and industry. Table 3 provides an overview of floor space.

**TABLE 3**  
**COMMERCIAL AND INDUSTRIAL FLOOR SPACE**

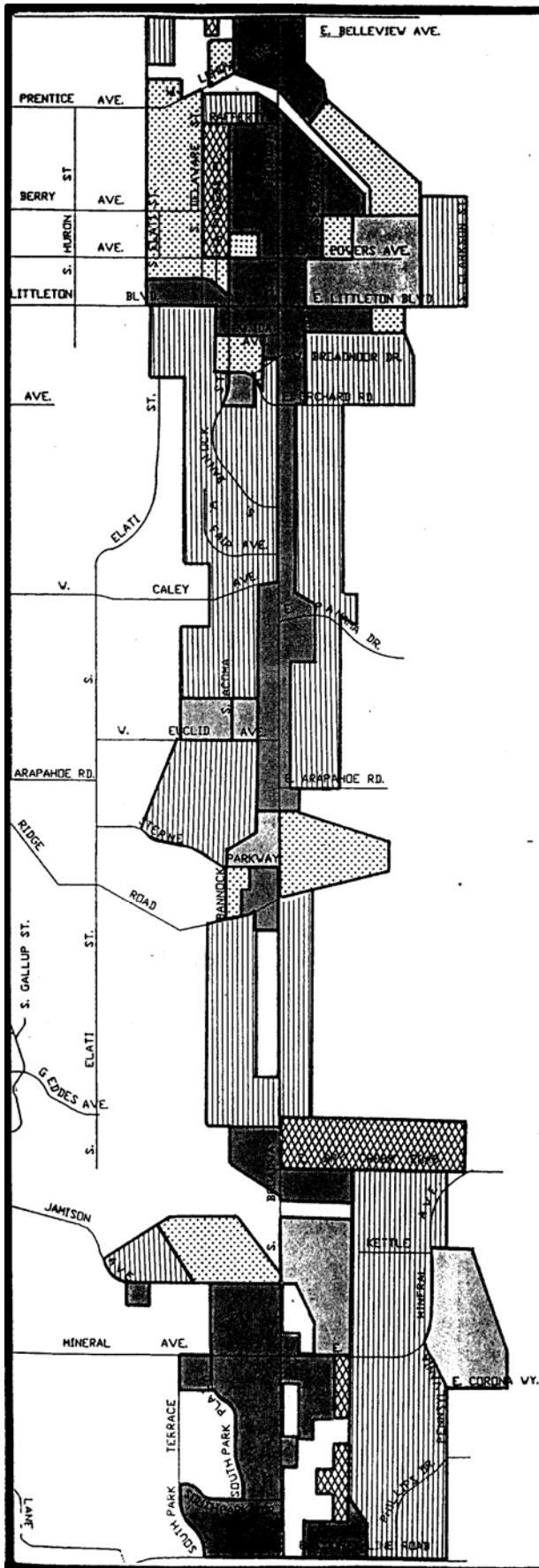
<b>Type of Use</b>	<b>Acres</b>	<b>Square Footage</b>	<b>Average FAR</b>
Commercial/Retail	287	1,993,566	.16
Office/Medical	82	991,625	.28
<u>Industry/Warehouse</u>	<u>93</u>	<u>532,646</u>	<u>.13</u>
<b>Total</b>	<b>462</b>	<b>3,518,540</b>	<b>.17_</b>

Source: *Littleton Planning Division, Community Development Company*

Retail uses primarily consist of small specialty stores, chain grocers, restaurants (especially fast-food establishments), and a number of automotive dealerships. Within a one and a half mile stretch, commencing at Belleview Avenue and proceeding south to Caley Avenue, over 18 different makes of new automobiles are displayed and sold. In addition, a new dealership more recently located at Dry Creek Road and Broadway, and the local Ford dealership is preparing to occupy a new site at County Line Road and Broadway.

## **LAND USE AND ZONING**

Approximately 84% of the study area has been developed as shown in Figure 7. Single family residential and retail uses dominate land use. Single family residential covers about 411 acres or 25% of gross acreage. Retail uses, including general merchandise, restaurants, and auto sales, encompass about 112 acres of land or 18% of gross acreage. All land uses are reflected in Figure 8 along with respective values. About 15% of the area, shown as "other", primarily consists of roadways and public right-of-way (ROW). Only 16% of the area remains undeveloped.



# BROADWAY CORRIDOR STUDY

FIGURE 7

## GENERALIZED LAND USE

-  Single Family
-  Multi-Family
-  Commercial/Office
-  Light Industry
-  Public/Institutional
-  Undeveloped



NO SCALE

Prepared by Planning Division, Community Development Department. City of Littleton, Colorado

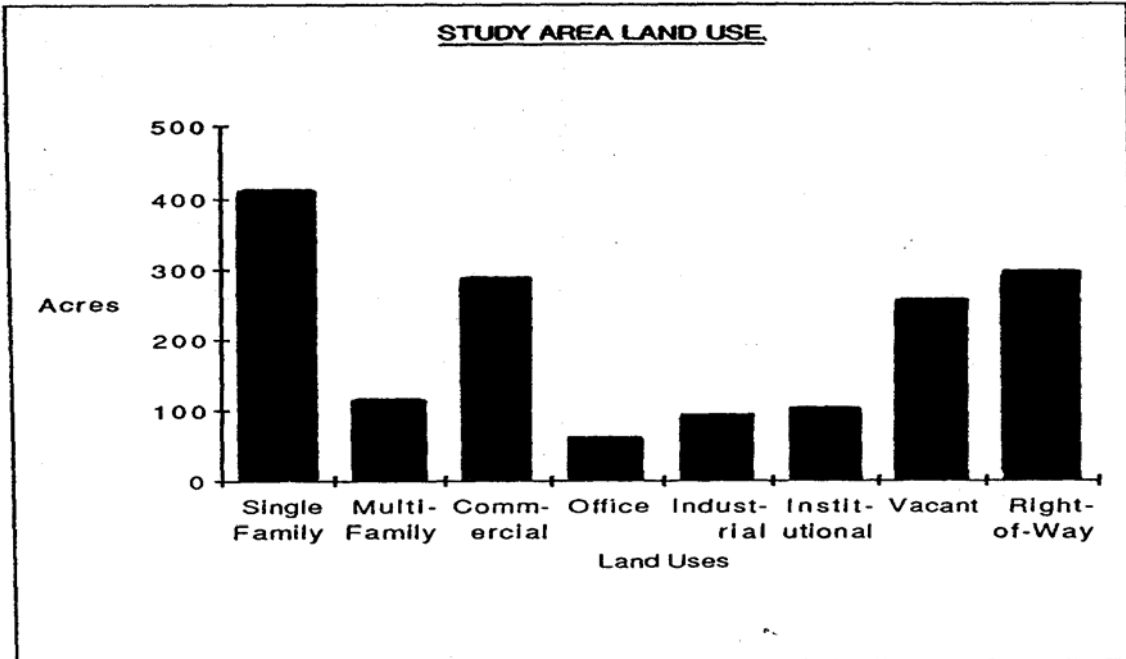


FIGURE 8

Roughly 1,349 acres is zoned within the City of Littleton of which 218 acres is still undeveloped. The vast portion of this undeveloped land is zoned for commercial and industrial purposes, accounting for 95 and 91 acres respectively. This represents about 85% of remaining developable City land within the study area. Other undeveloped land within Arapahoe County and the City of Englewood, with the exception of less than five acres, is zoned for residential purposes. Table 4 provides a breakdown of zoning for undeveloped land, and Figure 9 shows large undeveloped tracts.

**TABLE 4**  
**ZONING OF UNDEVELOPED LAND**

Type of Use	City of Littleton	Arapahoe County	City of Englewood	Total	%
<u>Residential</u>	<u>32.1</u>	<u>16.1</u>	<u>15.3</u>	<u>63.5</u>	<u>25.0%</u>
Single-Family	9.7	16.1	15.3	41.1	16.2%
Multi-Family	0.7	—	—	0.7	0.3%
Mixed	21.7	—	—	21.7	8.5%
<u>Commercial</u>	<u>94.6</u>	<u>0.4</u>	<u>4.5</u>	<u>99.5</u>	<u>39.1%</u>
<u>Industrial</u>	<u>91.3</u>	—	—	<u>91.3</u>	<u>35.9%</u>
<b>Total</b>	<b>218.0</b>	<b>16.5</b>	<b>19.8</b>	<b>254.3</b>	<b>100.0%</b>

Source: Littleton Planning Division, Community Development Department.



# ROADWAYS

Major vehicular movement in the area is facilitated by a number of arterial streets. Broadway provides the only continual north-south movement between Santa Fe Drive and University Boulevard. Belleview Avenue, Mineral Avenue/Dry Creek Road, and County Line Road provide continuous east-west movement. Other arterials servicing the area terminate at Broadway, requiring diversion onto Broadway to continue movement east or west. State Highway C-470 also provides critical access to the southern portion of the study area.

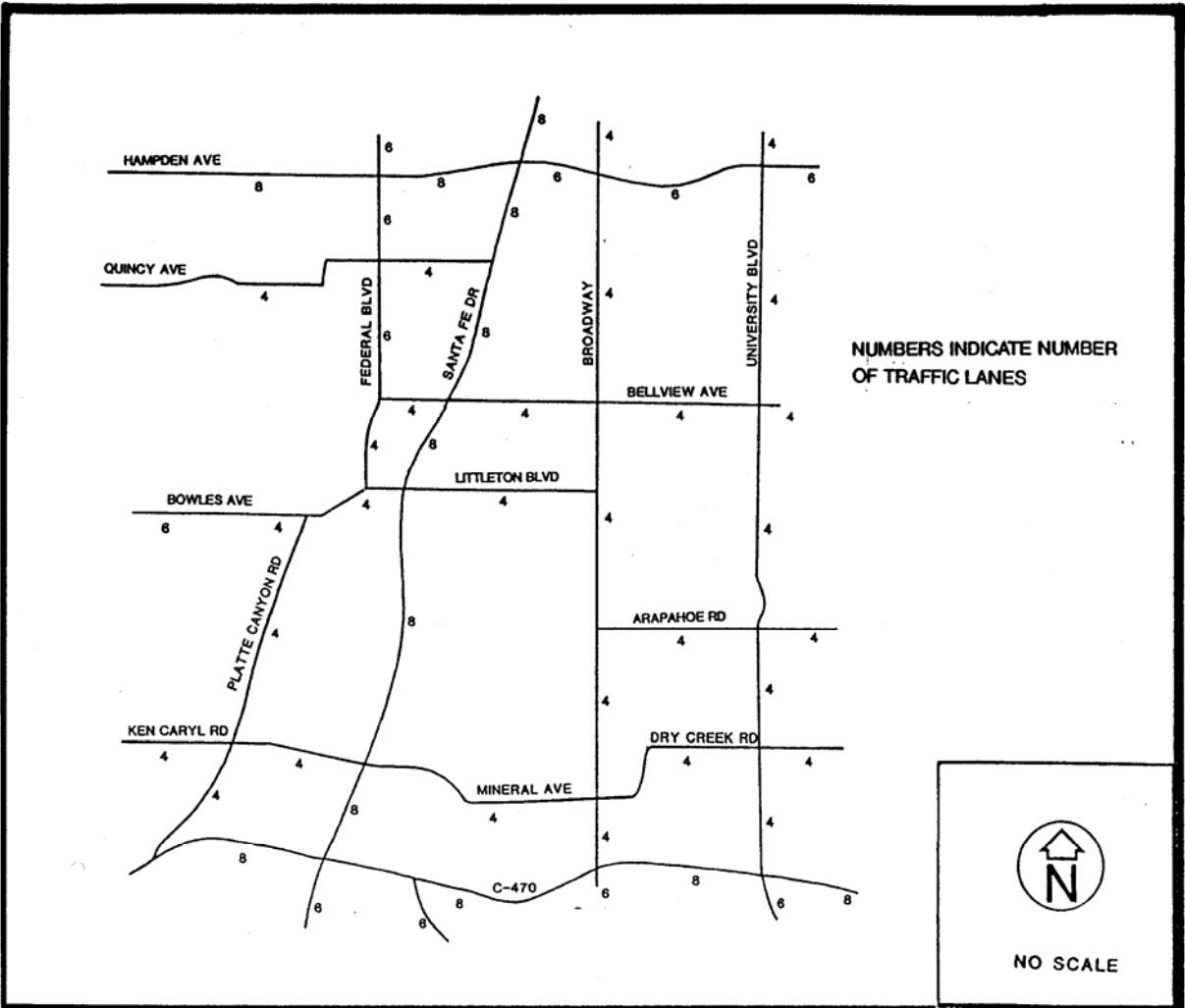
The size of the above mentioned roadways vary. Table 5 lists the arterial streets along with associated information. Figure 10 shows arterial roadways as recommended in the 2010 Regional Transportation Plan, adopted by the Denver Regional Council of Governments (DRCOG). As shown, all major arterials are proposed as 4-lane roadways. C-470 is recommended to eventually increase to 8-lanes from its present 4-lane configuration.

**TABLE 5**  
**ARTERIAL ROADWAY INFORMATION**

Street Name	Street Section	Existing # Lanes	Existing R.O.W.	Proposed Lanes 2010
Littleton Blvd.	Broadway-Fox St.	4	100'	4
Orchard Rd.	Broadway-Sherman St.	3	60'	-
Mineral Ave.	Elati St.-Logan Ct.	4	120'	4
Mineral Ave.	Logan Ct. -Dry Creek Rd.	4	100'	4
Arapahoe Rd.	Broadway-Lee Ct.	4	90'	4
Broadway	Belleview Ave.-Big Dry Creek	6	100'	4
Broadway	Big Dry Creek Bridge	5	100'	4
Broadway	Big Dry Creek-Orchard Rd.	6	100'	4
Broadway	Orchard Rd.-County Line Rd.	4	100'	4
County Line Rd.	Southpark Ter.-Broadway	4	75'	-
County Line Rd.	Broadway-Safeway Property	2	55'	-
County Line Rd.	Safeway-Logan Ct.	2	30'	-
County Line Rd.	Logan Ct. -Pennsylvania St.	2	60'	-
Belleview Ave.	Sherman St. -Broadway	4	70'	4
Belleview Ave.	Broadway-Fox St.	4	65'	4

Sources: 1) Littleton Planning Division, Community Development Department.

2) 2010 Regional Transportation Plan, Denver Regional Council of Governments.



**BROADWAY CORRIDOR STUDY**

FIGURE 10

**DRCOG 2010 REGIONAL TRANSPORTATION PLAN**

Prepared by Planning Division, Community Development Department, City of Littleton, Colorado

# TRAFFIC VOLUMES AND CONFLICTS

As a consequence of development along Broadway and the straight alignment of the roadway between the Denver central business district (CBD) and Highlands Ranch, traffic volumes have continued to rise (see [Figure 12](#)). The section of Broadway between Belleview Avenue and Littleton Boulevard has in the past, and will through the year 2010, carry the heaviest traffic volumes. As of 1988, this section of roadway carried about 39,000 vehicle trips per day. Other sections of Broadway have also shown significant increases in traffic since 1975. Traffic increases between Littleton Boulevard and Dry Creek, however, are projected to be minimal in upcoming years due to the adjacent areas being almost "built-out". The most significant future increases are expected to occur south of Dry Creek Road, as a result of the large amount of prime, undeveloped land adjacent to C-470 and the continued growth within Highlands Ranch. Traffic between Dry Creek Road and C-470 is projected to increase to more than 30,000 trips by 2010. As a result, by 2010, traffic along this section will approximate levels currently encountered between Belleview Avenue and Littleton Boulevard.

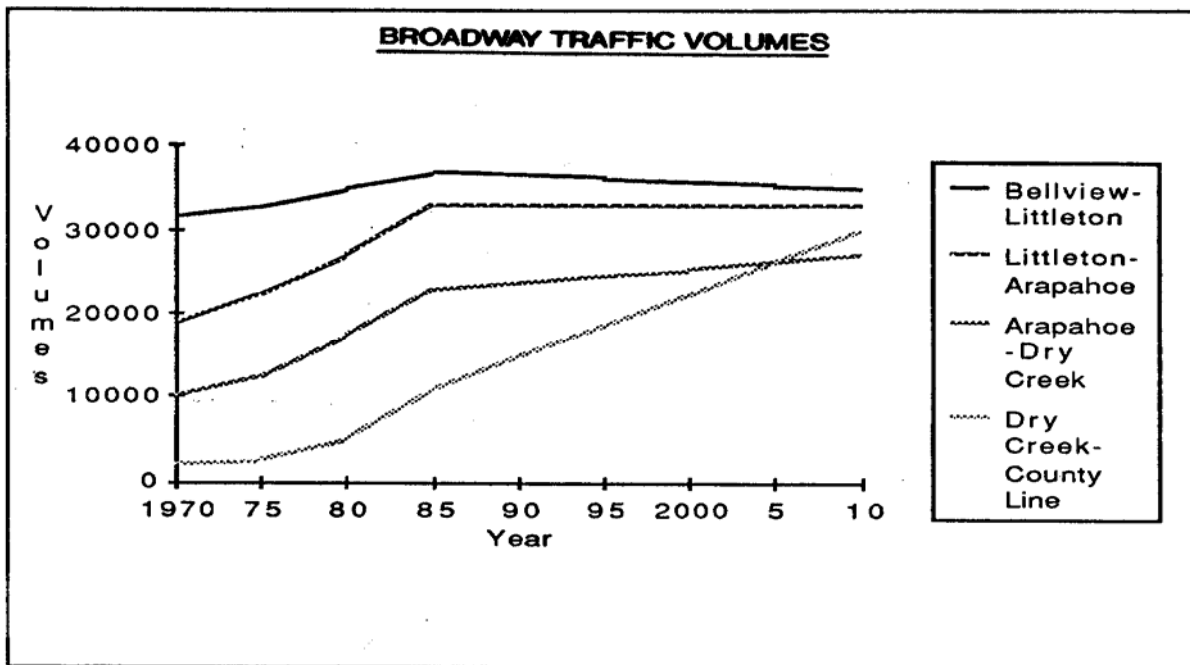
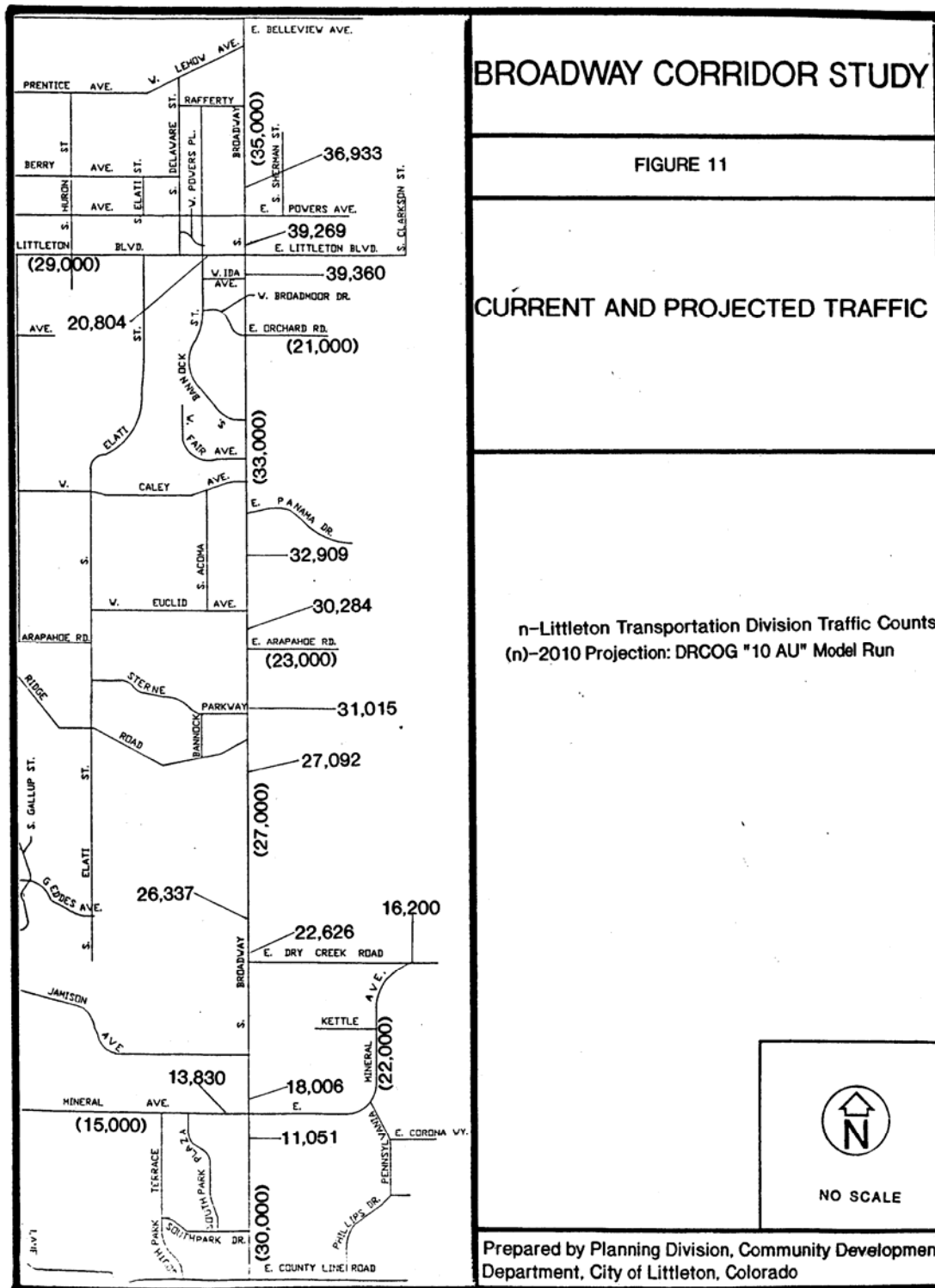


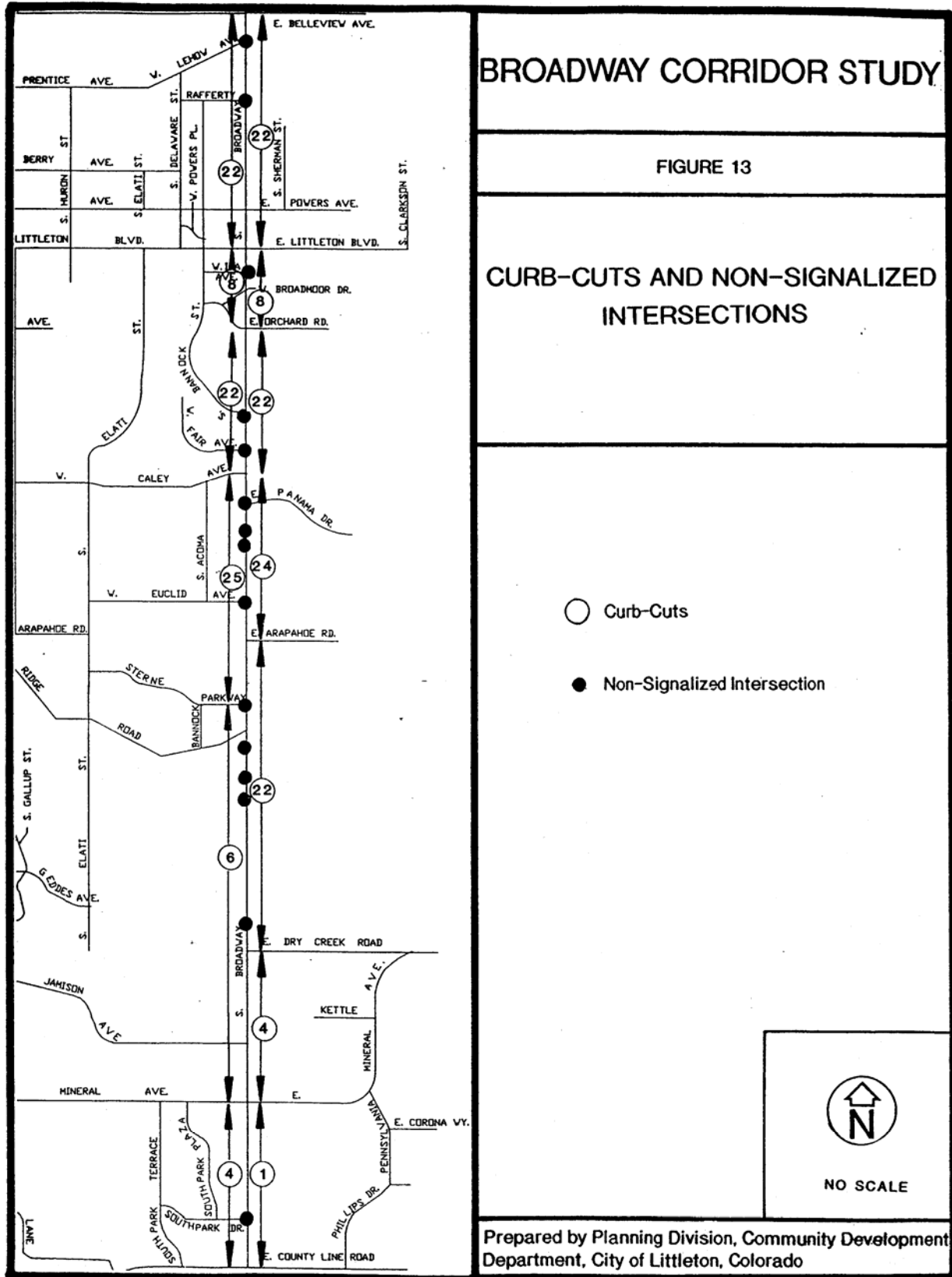
FIGURE 12

Other roadways feeding Broadway are also expected to experience increased traffic loads. [Figure 11](#) shows arterial roadways along with corresponding traffic estimates for 1986 and projections for 2010. Traffic levels along Broadway, as reflected in [Figure 12](#), are based on the assumption that Santa Fe Drive will be built as an 8-lane highway in combination with a transit system; however, the City is only planning for construction of a 6-lane highway, and plans for a rapid transit system are tentative. Thus, the traffic increases on Broadway may be increased by an additional 15,000 vehicle trips per day in the event Santa Fe Drive and the transit system are not built as proposed by DRCOG.



While the primary function of Broadway is to carry large volumes of thru-traffic, it is subject to numerous curb-cuts accessing adjacent properties. It is estimated that there are about 190 individual curb-cuts along the length of the roadway. In addition, 25 streets intersect Broadway. Figure 13 shows the number curb-cuts unsignalized

intersections along Broadway. In addition, there are currently fifteen signals, which average about one signal every one-quarter mile.



To aid in the flow of traffic, medians have been installed along some sections of Broadway, and along the length of Littleton Boulevard and Mineral Avenue. Broadway only has medians located between Powers Avenue and Caley Avenue, and from Mineral Avenue to County Line Road. The remainder of Broadway has no medians. All other arterial streets within the study area do not have medians.

Broadway is also subject to a high number of vehicular accidents. Table 6 gives a three year perspective and comparison of accidents. Broadway has accounted for a significant proportion of accidents recorded in the City. In 1988, there were 145 accidents reported on Broadway, corresponding to an average of 12 accidents per month. This accounted for 23% of all accidents within the City in 1988. Figure 14 shows the location and number of accidents recorded in 1988.

**TABLE 6**  
**ANNUAL TRAFFIC ACCIDENTS FROM 1986 TO 1988**

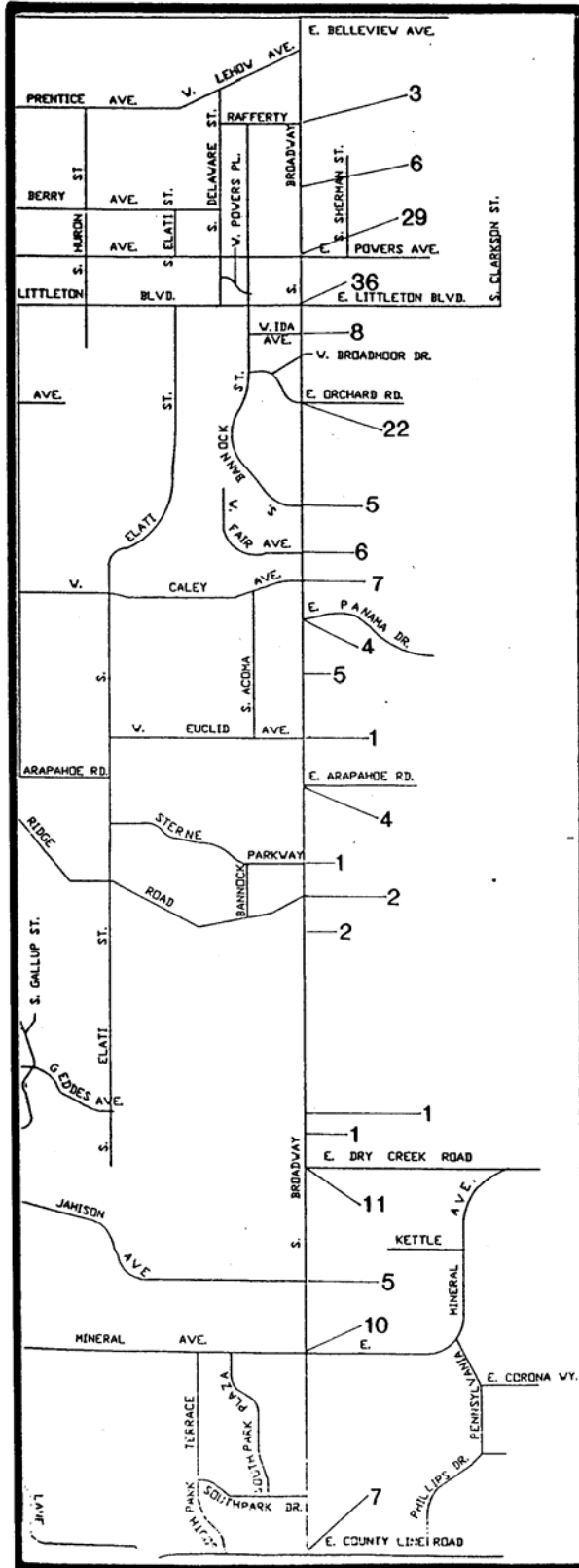
<b>Year</b>	<b>City</b>	<b>Broadway</b>	<b>% of City Accidents</b>
1986	555	164	30%
1987	730	172	24%
1988	641	145	23%

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**Source:** *Littleton Transportation Division, Public Services Dept.*

The pedestrian and bicycle network paralleling Broadway consists primarily of attached sidewalks, parking lots, and a trail along the Highline Canal between Caley Avenue and the Highline Professional Center. Continuous pedestrian flow along the sidewalks is continually disrupted by several missing sections of pavement. Figure 15 shows the general location of missing sections of sidewalk. Another deterrent to use of the sidewalks is the proximity and size of the sidewalk relative to the roadway and high levels of vehicular traffic. With few exceptions, the sidewalks are attached to the roadway. Pedestrian movement across Broadway also poses a problem at certain locations. Signalized crossings along Broadway are located whereby, in many instances, pedestrians have to travel long distances to cross. This results in pedestrians crossing the roadway in a risky manner. This activity is especially prevalent on wide sections of the roadway having no median islands.

The Highline Canal trail attracts pedestrian, equestrian, and bicycle traffic. The canal crosses Broadway at three locations; just south of Caley Avenue, south of Arapahoe Road, and at Ridge Road. The continuity of the trail is disrupted at each of these locations due to heavy vehicular traffic. While the three locations are within reasonable distance of a signalized crossing, trail users are sometimes inclined to not utilize the signal.

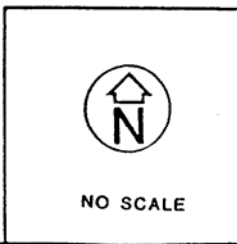


# BROADWAY CORRIDOR STUDY

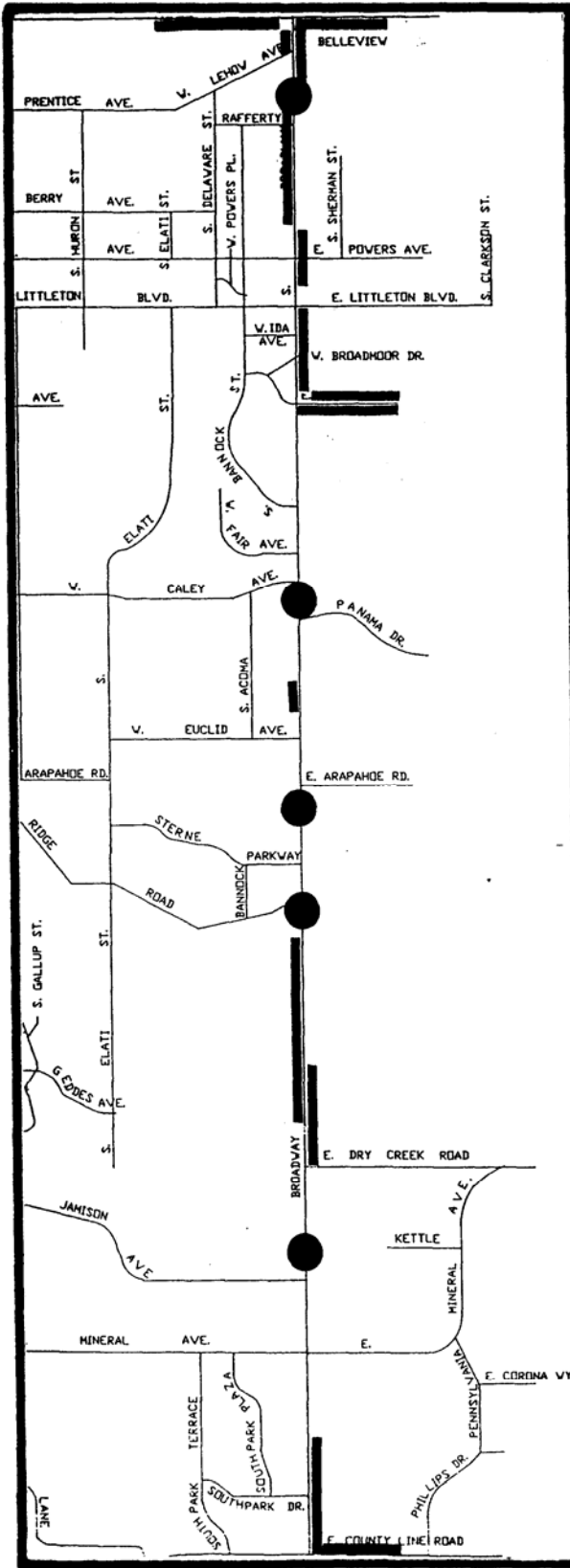
FIGURE 14

## TRAFFIC ACCIDENTS IN 1988

NO SCALE





Prepared by Planning Division, Community Development Department, City of Littleton, Colorado




# BROADWAY CORRIDOR STUDY

FIGURE 15

## PEDESTRIAN SYSTEM DEFICIENCIES

-  No Sidewalks
-  Trail Crossing Conflict



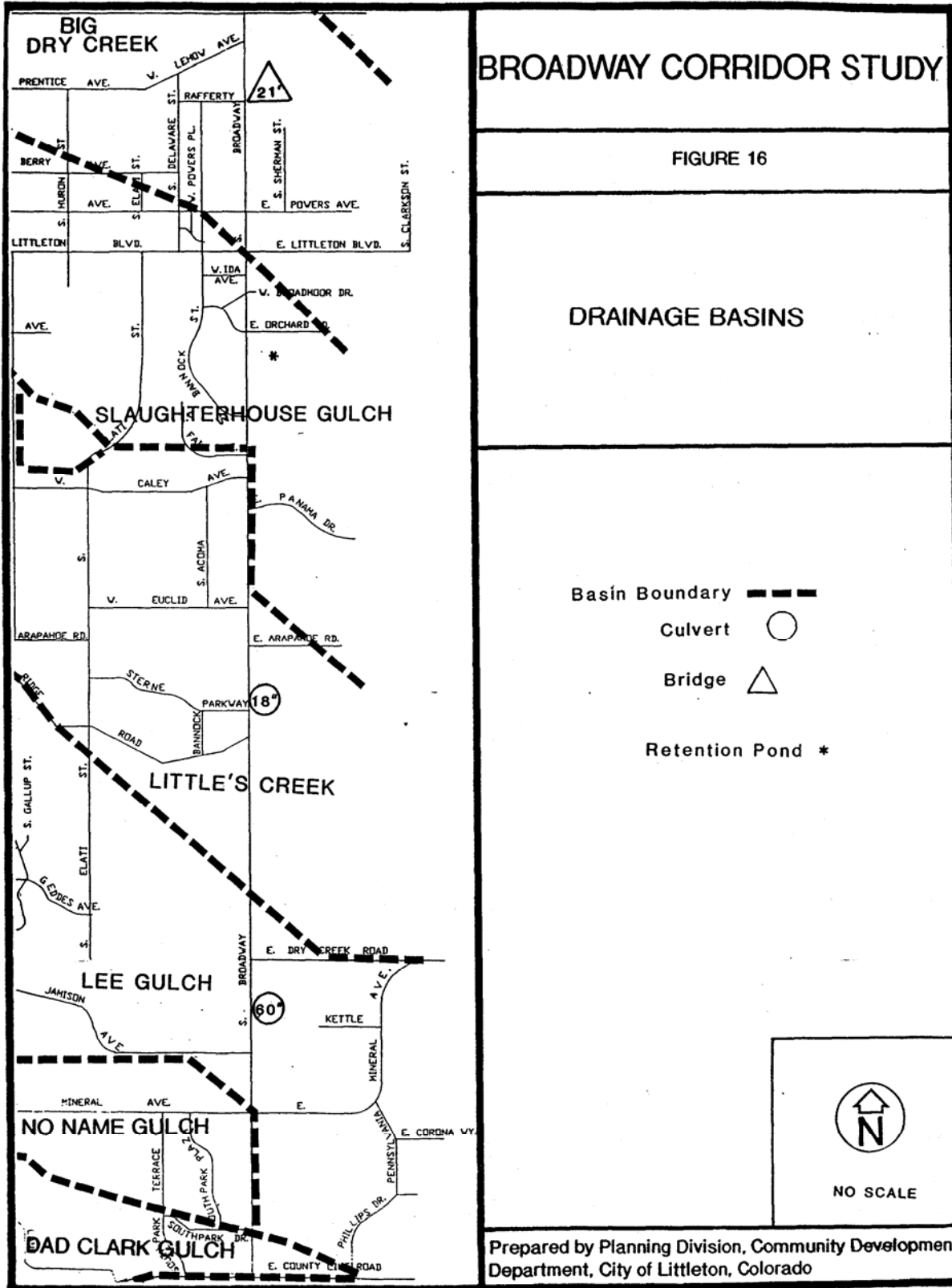
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Prepared by Planning Division, Community Development Department, City of Littleton, Colorado

## **DRAINAGE**

The study area covers six drainage basins as shown in Figure 16. Storm run-off flows in a westerly direction terminating at the South Platte River. Drainage under Broadway is facilitated through the use of underground pipes, culverts, and bridges. Big Dry Creek is served by a bridge, while Lee Gulch and Little's Creek each have culverts. The remaining channels require underground piping, thus severely limiting the volume of runoff that can be carried at any one time. The location of culverts and bridges, along with respective size, is also shown on Figure 16.

Many of the facilities along Broadway are currently deficient. Slaughterhouse Gulch has posed considerable flooding problems in the past due to limited underground pipe capacity. The City, in cooperation with Arapahoe County, has completed recent improvements to reduce flooding potential in the area; however, those improvements, including the construction of a retention pond, will not eliminate flooding potential. Drainage back-up problems also occur in the vicinity of Sterne Parkway and Broadway. The existing 18" culvert is too small. However, improvements downstream of the small retention pond are needed prior to widening, as infrastructure capacities are insufficient to handle additional flows resulting from any enlargement of the culvert.



# ***ISSUES AND OPPORTUNITIES***

## **HIGH LEVELS OF INTERMITTENT AND CONSTANT NOISE IN RESIDENTIAL AREAS**

The two major sources of residential noise are heavy traffic volumes on Broadway, and paging systems of adjacent automotive dealerships. The noise problem affects residences up to several hundred feet into the neighborhood.

## **ROADWAY CONFLICTS ASSOCIATED WITH HEAVY TRAFFIC VOLUMES AND ACCESS TO SMALL INDIVIDUAL PARCELS OF ADJACENT LAND**

Roadway conflicts along Broadway have continued to grow as a result of continued "strip" commercial development in conjunction with increasing traffic loads. The roadway is saturated with curb-cuts and traffic signals, while at the same time traffic is projected to more than double along some sections. Thus, the ability of Broadway to efficiently move traffic is deteriorating. Problems are sure to be compounded as a result, leading to more accidents, noise, and air pollution, and possibly "gridlock".

## **HIGH VEHICULAR SPEED RELATIVE TO SAFE ACCESS ONTO BROADWAY**

Stretches of Broadway and Mineral Avenue are subject to high levels of vehicular speed. This is of concern due to the need to access properties directly from Broadway, without the benefit of signalization or acceleration/deceleration lanes. In addition, such speeds conflict with the ability of pedestrians to cross safely at unsignalized locations. Mineral Avenue poses a problem due to its drastic curvature relative to an adjacent public school and park/trail facility.

## **POOR EAST-WEST CONTINUITY OF ARTERIAL ROADWAYS**

All major arterial roadways located between Belleview Avenue and Mineral Avenue, being about a three and a half mile stretch, terminate at Broadway. This requires traffic

to divert onto Broadway to continue east-west movement. The diversions, thus, increase traffic congestion on some sections of Broadway, contributing to back-ups during peak vehicular travel periods. This problem also has a potential effect on the economic viability of the community, as many persons will divert to other roadways outside the City to avoid traffic congestion.

## **DIVERSION OF COMMERCIAL TRAFFIC INTO RESIDENTIAL NEIGHBORHOODS**

Residential areas adjacent to Broadway are subject to increasing diversions of commercial related traffic. One area of particular concern is in the vicinity of Bannock Street and Powers Avenue, adjacent to an established multi-family area. As a result of adjacent strip commercial development, a major manufacturing facility, and inadequate access onto Broadway, heavy volumes of commuter and heavy truck traffic travel Bannock Street. Thus, complaints of health problems associated with noise and air pollution have been voiced. In addition, neighborhoods adjacent to the automotive dealerships complain of dealership employee parking and test-drives of automobiles on local streets. As Broadway becomes more congested, commuter traffic will also become more inclined to find alternative routes, which in many cases will be through residential neighborhoods.

## **VEHICULAR AND PEDESTRIAN TRAFFIC CONFLICTS ALONG BROADWAY**

Pedestrian crossings on Broadway can be dangerous due to the width of the roadway, the volume and speed of traffic, and the lengthy distances between traffic signals. This problem is compounded with a number of pedestrian trails being dissected by Broadway, and the "strip-like" dispersion of commercial enterprises and public schools relative to residential areas. Also, sidewalks paralleling Broadway are not conducive to heavy pedestrian usage due to missing sections, the relative small size, and the proximity to the roadway.

## **INADEQUATE DRAINAGE FACILITIES AND ASSOCIATED FLOODING POTENTIAL**

Broadway poses a barrier to several drainage channels that traverse the study area. In several instances, facilities designed to allow flow of runoff from one side of Broadway to the other are inadequate to handle large run-off volumes. Slaughterhouse Gulch and Little's Creek pose the most immediate problem. As a result of flooding problems on Slaughterhouse Gulch, the City, in conjunction with Arapahoe County, has made

improvements to handle larger volumes of water. This project included construction of a large retention facility directly east of Broadway just south of Orchard Road. The improvements will reduce the incidence of flooding, but will not fully resolve the problem. Little's Creek, however, continues to flood Broadway during periods of heavy rainfall, due to the limited capacity of the existing culvert. Other drainage facilities are also in need of improvement due to age and increasing volumes of urban run-off.

## **INCOMPATIBILITY OF LAND USES FRONTING ON BROADWAY**

The most notable problems are the single family residences fronting Broadway. Being on a major arterial roadway, many property owners have deemed them no longer suitable for residential purposes. Therefore, there has been tremendous pressure to allow the structures to be utilized as commercial properties. The "strip" commercial development, requiring numerous independent curb-cuts, is also incompatible with the intended purpose of the roadway to move traffic efficiently.

## **REDEVELOPMENT POTENTIAL OF MARGINALLY DEVELOPED AND VACANT LAND**

Due to its acceptance as a regional transportation link, Broadway will continue to attract interest in new development on adjacent land. As vacant land becomes scarcer for development, lands that are marginally developed or deteriorating will gradually be seen as development opportunities. Thus, areas used for storage or having excessive parking area, such as, automotive dealerships, will be prime targets for new development. Large vacant areas in the southern portion of the study area are also prime for new development. In association with this development, adjacent neighborhoods may be subject to further negative impacts. However, redevelopment of

existing developed land can provide the City the opportunity to improve existing poor conditions.

## **POOR DEMARCATION AND UNAESTHETIC QUALITY OF BROADWAY**

While Broadway serves as a primary "gateway" into the City from the north, visitors and daily travelers have no visually pleasing indication of entering Littleton. Instead, they are greeted with a display of unappealing views. This unappealing "viewshed" is perpetuated with views of unlandscaped asphalt, unattractive buildings, a multitude of signs of varying size, and above-ground utilities.

## **MULTIPLE JURISDICTIONAL BOUNDARIES AND REGULATORY CONTROL**

The study area boundaries encompass several government jurisdictions. Many of the problems associated with the "Corridor" are not exclusive to any one of the jurisdictions. In many instances, resolution of the problems will require cooperation between the governmental entities. While this may pose some barriers to resolution of complex problems, it also is an opportunity for creating innovative solutions.

# ***BROADWAY CORRIDOR PLAN***

## **VISION STATEMENT**

THE BROADWAY CORRIDOR WILL CONTINUE TO SERVE AS A MAJOR REGIONAL TRANSPORTATION ARTERY SUPPORTING THE SAFE AND EFFICIENT MOVEMENT OF VEHICULAR AND PEDESTRIAN TRAFFIC, AND ACCOMMODATE ALTERNATIVE TRANSIT TECHNOLOGY; IT SHOULD SERVE AS A VISUAL AMENITY AND GATEWAY INTO THE CITY OF LITTLETON; IT SHOULD FURTHER BE SUPPORTIVE OF ESTABLISHED RESIDENTIAL AREAS BY PROTECTING THEM FROM NEGATIVE INTRUSIONS, WHILE SIMULTANEOUSLY FOSTERING A VIABLE AND COMPATIBLE LEVEL AND MIXTURE OF COMMERCIAL ENTERPRISES SERVING THE COMMUNITY AND THE SOUTH DENVER METROPOLITAN AREA

# BROADWAY CORRIDOR

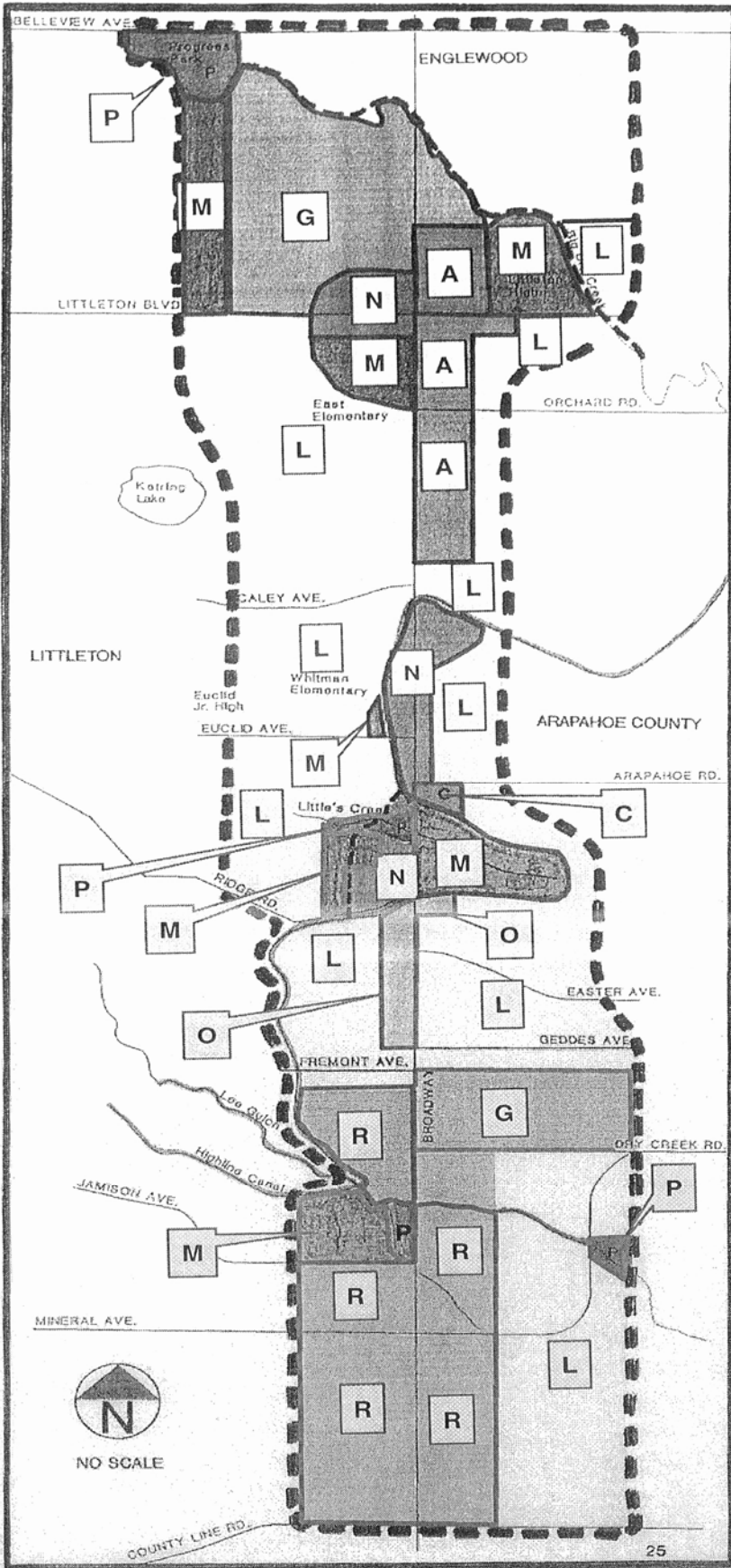
## GENERALIZED LAND USE PLAN A SUPPLEMENT TO THE BROADWAY CORRIDOR PLAN POLICES

ADOPTED OCTOBER, 1988

<b>L</b>	<b>LOW DENSITY RESIDENTIAL</b> Limited primarily to single family detached residence.
<b>M</b>	<b>MIXED DENSITY RESIDENTIAL</b> Limited primarily to detached and attached single family residences and multi-family dwellings.
<b>C</b>	<b>CONVENIENCE COMMERCIAL</b> Permits small retail establishments and offices, providing a very limited range of goods and services to persons in its immediate vicinity.
<b>N</b>	<b>NEIGHBORHOOD COMMERCIAL</b> Permits small to medium sized retail establishments and offices, providing a wide range of goods and services to several
<b>A</b>	<b>AUTOMOTIVE/COMMERCIAL DISTRICT</b> Primarily intended for the sale of automobiles, with allowances for compatible retail and office development.
<b>O</b>	<b>OFFICE/RETAIL MIX</b> Limited to low-density office development generally supporting residents of the City, and/or medium density residential developments.
<b>G</b>	<b>GENERAL MIX</b> Permits a mix of retail office, industry, and residences, whereby allowable development intensities become lower as development approaches existing residential areas.
<b>R</b>	<b>REGIONAL EMPLOYMENT</b> Permits a viable mix of retail, office and industry attracting persons from the entire metropolitan area, with a supporting mix of residential uses.

### PUBLIC PARKS, OPEN SPACE AND TRAILS

<b>P</b>	<b>Park</b>
---	<b>Trail</b>
---	<b>Potential Future Trail</b>



# **GOALS, OBJECTIVES, POLICIES AND ACTIONS**

## **LAND USE GOAL**

TO ACTIVELY PROMOTE A BALANCE OF DEVELOPMENT INTENSITY ON VACANT AND DEVELOPABLE LAND IN AN AESTHETICALLY APPEALING AND APPROPRIATELY LOCATED MANNER, WHILE PRESERVING AND PROTECTING EXISTING DESIRABLE CONDITIONS AND NEIGHBORHOODS FROM OFFENSIVE INTRUSIONS.

**Objective 1: To Optimize the Use of Single Family Properties Fronting Broadway.**

**Policy 1-1:** Retain residential properties fronting Broadway north of Caley Avenue as single family residences until such time as the property is acquired and utilized for transportation and/or open space improvements.

**Policy 1-2:** Retain residential properties fronting Broadway on the east, south of Ridge Road, as single family residences by mitigating negative roadway impacts.

**Objective 2: To Retain and Attract Compatible Land Uses in Appropriate Locations.**

**Policy 2-1:** Development should conform to locations and a level of development consistent with the designation shown on the Generalized Land Use Plan.

**Policy 2-2:** Requests for annexation and rezoning should be considered only after assurances are made to protect adjacent developed areas from negative visual, audible, and odorous conditions.

**Policy 2-3:** The vacant land west of Broadway, between Davies Avenue and Fremont Avenue should be permitted to develop as low-density office and/or medium-density residential uses.

**Objective 3: To Mitigate Negative Roadway, and Land Use Impacts on Neighborhoods Adjoining Broadway.**

**Policy 3-1:** Assure a separation between residential areas and non-residential development that benefits existing adjoining residential areas in accordance with development standards applicable to the Broadway Corridor.

**Policy 3-2:** The allowable density and/or intensity of any project shall be contingent on the ability to mitigate concerns expressed by adjoining residents.

**Policy 3-3:** Assure the review of all land development activity within the corridor by the Planning Commission

**Objective 4: To Provide Adequate Land for the Retention, Expansion, and Enhancement of Automobile Dealerships Within the Littleton Community.**

**Policy 4-1:** Encourage automotive dealerships to locate in a unified and aesthetically appealing automotive/commercial district subject to design, development, and operational standards established cooperatively between the City and local automotive dealers.

**Policy 4-2:** Support the location of businesses not related to the sale of automobiles within the automotive/commercial district, to enhance and diversify the mix and quality of development.

**Objective 5: To Establish Broadway as the Eastern "Gateway" into the City of Littleton.**

**Policy 5-1:** Establish aesthetically appealing entryways at the City Limits on the following roadways, utilizing a common theme for the corridor:

- Broadway at/or north of Littleton Blvd.;
- Orchard Road;
- Arapahoe Road;
- Mineral Avenue/Dry Creek Road;
- Broadway, north of County Line Road.

**Objective 6: To Assure Regulatory Control on Both Sides of Broadway.**

**Policy 6-1:** All unincorporated properties directly adjacent to Broadway should be encouraged to annex into the City.

**RECOMMENDED ACTIONS**

- Create an automotive/commercial district in the general location shown on the Generalized Land Use Plan and begin planning for upgrading the area into a visually appealing and functional commercial area. The planning project should include the following elements at a minimum:
  - \* Utilization of residential property fronting Broadway on the west, between Littleton Boulevard and Caley Avenue, for realignment and widening of Broadway.
  - \* Preparation of design and operational standards for development within the district; and,
  - \* Integration of public open space/buffer and recreational facilities.
- Begin discussions with Arapahoe County to initiate annexation proceedings on Broadway right-of-way that is currently not within the City Limits.
- Initiate proceedings to create a Planned Development (PD) overlay district covering all properties within the planning area.
- Undertake land use study to validate existing development standards or recommend new development levels and standards.
- Begin discussions with the Littleton School District to prepare a PD plan and subsequent rezoning, for mixed residential development, for the vacant school property at Acoma Street and Euclid Avenue.
- Work with Marathon Oil Company and Norgren, Inc. to prepare PD plans and subsequent zoning, permitting a mix of development compatible with adjacent development.
- Strengthen the City policy on regional employment centers to fully support the location of health/medical related services and research facilities in the southern portion of the Broadway Corridor.
- Prepare a set of development standards for the Corridor to be applied at the time of any development activity.

# **TRANSPORTATION GOAL**

**TO DEVELOP A MULTI-MODAL TRANSPORTATION NETWORK PROVIDING SAFE AND EFFICIENT MOVEMENT OF PEDESTRIAN, BICYCLE, AND VEHICULAR TRAFFIC IN ALL DIRECTIONS, AND ENSURING ACCESS TO ADJACENT LANDS.**

## **Objective 1: To Support the Efficient Movement of Traffic Along Arterial Roadways Within the Broadway Corridor.**

**Policy 1-1:** Assure that all transportation improvements are made in accordance with an integrated and comprehensive transportation plan.

**Policy 1-2:** Development shall be granted on only the minimum number of curb-cuts necessary for public health, safety and welfare; and shall be encouraged to develop joint access and circulation in conjunction with adjacent property owners.

**Policy 1-3:** Install landscaped medians along Broadway as necessary to ensure health, safety, and welfare.

**Policy 1-4:** Assure the acquisition of additional right-of-way along Broadway required for transportation improvements.

**Policy 1-5:** Extend the Broadway Access Plan boundaries to regulate access onto Broadway along the entire length of the study area.

**Policy 1-6:** Assure the safe and efficient movement of vehicular traffic while minimizing traffic conflicts along Broadway, at the following locations:

- The intersection of Broadway and Arapahoe Road;
- The Littleton Boulevard/Orchard Road alignment;
- The Broadway/Mineral Avenue intersection;
- The Broadway/Ridge Road intersection.

## **Objective 2: To Improve the Safe Movement of Pedestrian, Equestrian, and Bicycle Traffic and Provide Better Continuity of Trails.**

**Policy 2-1:** Eliminate motorized vehicular and alternate transportation (e.g. pedestrian, bicycle, equestrian, etc.) conflicts where practicable.

**Policy 2-2:** Require sidewalks on both sides of Broadway. If a sidewalk is to be detached from the roadway, a minimum of 10 feet of landscaped area between the roadway and the sidewalk should be required.

**Policy 2-3:** Pursue public easements for sidewalks along Broadway as a condition of development when the sidewalk cannot be located within public right-of-way.

**Policy 2-4:** Assure safe at-grade pedestrian crossings along all arterial roadways in the vicinity of trail crossings, parks, and schools when underpasses or overpasses are not feasible.

**Objective 3: To Support the Use of Public Transportation.**

**Policy 3-1:** Install public transit shelters at bus stops when feasible.

**Policy 3-2:** Encourage the integration of public transportation facilities into the design of both public and private land development when applicable.

**Objective 4: To Reduce the Incidence of Intrusion of Thru-traffic on "Local" Neighborhood Streets.**

**Policy 4-1:** Minimize vehicular access into commercial properties to and from "local" streets.

## **RECOMMENDED ACTIONS**

- Undertake a Transportation System Management (TSM) study to determine extent of needed transportation improvements (to include curb-cut consolidation, improved signalization, median construction, etc.) along Broadway and throughout the City.
- Prepare an alternatives/feasibility analysis to provide safe non-vehicular crossing improvements at locations where the Highline Canal and Lee Gulch crosses Broadway.
- Initiate discussions with other entities to prepare plan of action and level of participation in constructing a trail along Big Dry Creek.

- Approach the City of Englewood to prepare a plan for relocation of the existing traffic signal, serving the Target store in Englewood north of Littleton Boulevard on Broadway, to better serve several businesses on both sides of Broadway.
- Construct frontage road with noise mitigation measures and landscaping to serve residences on the east side of Broadway, between Easter Avenue and Geddes Avenue, only after all properties are annexed into the City.
- Realign Davies Avenue, where it intersects with Broadway, to intersect with Easter Avenue, at the time undeveloped property directly south of the existing Davies Avenue is developed.
- Begin immediate installation of landscaped pedestrian “safe” islands and medians in areas along Broadway where access conflicts are minimal and pedestrian traffic crossing Broadway is of concern.
- Erect pedestrian/school zone signs and mark crossing where Lee Gulch crosses with Mineral Avenue.
- Begin improvements to sidewalk system paralleling Broadway.
- Monitor traffic patterns at the intersection of Pennsylvania Street/Dry Creek Road/Mineral Avenue and prepare appropriate action to reduce the level of traffic entering Pennsylvania Street.
- Begin engineering alternatives analysis for improvements to Littleton Boulevard/Orchard Road traffic flow to ensure the safe and efficient movement of traffic, while minimizing traffic conflicts on Broadway.
- Initiate discussions on widening of Big Dry Creek Bridge with Englewood and the State Highway Department, while fostering public involvement in the project.
- Provide improvements for turning movements at Dry Creek Road and Broadway.
- Provide for widening of Dry Creek Road in conjunction with future development or redevelopment activity on the Marathon Oil property.

## **ECONOMIC DEVELOPMENT GOAL**

TO CONTRIBUTE TO A BALANCED LOCAL TAX BASE AND EMPLOYMENT OPPORTUNITIES THROUGH ATTRACTION AND RETENTION OF APPROPRIATELY LOCATED ENTERPRISES THAT MAXIMIZE ECONOMIC BENEFIT TO LITTLETON, WHILE RECOGNIZING THE REGIONAL ECONOMIC IMPORTANCE OF BROADWAY DUE TO ITS STRATEGIC LOCATION.

### **Objective 1: To Encourage and Maintain a Diversity of Residential, Commercial and Office Uses.**

**Policy 1-1:** Provide incentives and technical support towards the revitalization and aesthetic and functional improvement of existing properties.

**Policy 1-2:** Encourage consolidation of small, under-utilized commercial properties to stimulate development potential.

### **Objective 2: To Attract Clean Industry to Locate in Areas Zoned for Industrial Use.**

### **Objective 3: To Expand Health Services and Research in the Southern Portion of the Study Area.**

**Policy 3-1:** Support health related businesses and entities wanting to locate in commercial, office, or industrially zoned areas south of Fremont Avenue.

## **RECOMMENDED ACTIONS**

- Initiate tax incentive program intended to stimulate economic activity within the corridor.

## **PARKS AND RECREATION GOAL**

**TO PROVIDE ADQUATE AND VARIED RECREATIONAL OPPORTUNITIES AND VISUAL AMENITIES THROUGH PRESERVATION AND EXPANSION OF PASSIVE AND ACTIVE RECREATIONAL FACILITIES AND PROGRAMS.**

**Objective: *To Increase the Number and Variety of Recreational Opportunities and Facilities.***

**Policy 1-1:** Design all surface drainageways and related facilities to serve dual functions of storm relief and recreation whenever safe and feasible.

**Policy 1-2:** Maintain the Highline Canal as an integral part of the City's trail system.

**Policy 1-3:** Make public trails, parks and recreational facilities readily identifiable and accessible to the public.

## **RECOMMENDED ACTIONS**

- Construct parking lots and access drives to public open space and parks within the Corridor, in cooperation with South Suburban Metropolitan Parks and Recreation District.
- Erect directional signs to park facilities, in cooperation with South Suburban Metro Parks and Recreation District.

# **HEALTH, SAFETY AND WELFARE GOAL**

**TO PROMOTE A HEALTHFUL AND SOCIALLY-DIVERSE COMMUNITY EXHIBITING AN INDEPENDENT IDENTITY, WHILE ENHANCING AND PROMOTING THE IMAGE OF LITTLETON.**

## **Objective 1: To Mitigate Air, Noise, Water and Visual Pollution.**

**Policy 1-1:** Increase vegetative cover along Broadway.

**Policy 1-2:** Assure existing and new development conforms to a sign code developed specifically for property fronting on Broadway.

**Policy 1-3:** Minimize light glare intrusion from commercial and recreational areas into residential areas.

**Policy 1-4:** Prohibit the use of outdoor speaker and audio paging systems that are audible in residential areas.

**Policy 1-5:** Assure that drainage issues resulting from new development or redevelopment are addressed in a manner that protects water quality to City standards.

**Policy 1-6:** Implement the Underground Utility Ordinance along the Corridor.

## **Objective 2: To Promote the Efficient Use of Water.**

**Policy 2-1:** Encourage the use of xeriscape landscaping methods and materials within the Corridor.

**Policy 2-2:** Require conservation-efficient irrigation systems for landscaped public lands and non-residential properties.

## **Objective 3: To Reduce the Incidence of Flooding.**

## **RECOMMENDED ACTIONS**

- Prepare a public/private, loan/grant program for aesthetic and structural improvements to private properties.
- Prepare and implement a sign code applicable to Broadway, with an amortization and compliance period.
- Design and construct a series of entryway features, and when feasible develop in coordination with Englewood and Arapahoe County.
- Participate in the design and construction of necessary drainage improvement on Little's Creek, where it crosses Broadway, in cooperation with other jurisdictions. Improvements at Broadway should be done only after downstream improvements are in place within Littleton.
- Prepare a study to look at utility power pole placement along the Corridor.

# RESOLUTION

## LITTLETON PLANNING COMMISSION RESOLUTION NO. 88-14

### A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LITTLETON, COLORADO, ADOPTING THE BROADWAY CORRIDOR PLAN AS A PART OF COMPLAN, THE NEIGHBORHOOD COMPREHENSIVE PLANNING PROGRAM OF THE CITY OF LITTLETON.

WHEREAS, in 1974 the City of Littleton initiated the preparation of COMPLAN, a Neighborhood Comprehensive Planning Program; and

WHEREAS, the Planning Commission and City Council of the City of Littleton have ascertained that the preparation of the Broadway Corridor Plan as an addition to COMPLAN is essential for the immediate and future preservation of the public health, safety, and general welfare of the City; and

WHEREAS, three public meetings were conducted by the Commission in the Broadway Corridor Study area on October 1, 1987, October 15, 1987, and June 16, 1988, at which residents, property owners, and businesses of the area participated; and

WHEREAS, the Commission has studied, debated and recommended the adoption of such Broadway Corridor Plan; and

WHEREAS, the Commission did hold at least one (1) duly advertised Public Hearing before the adoption of said Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF LITTLETON, COLORADO, THAT:

1. Pursuant to the authority vested in the Planning Commission of the City of Littleton by the City Code said Commission does hereby adopt, by resolution, that certain document known as the Broadway Corridor Plan dated 1988, as part of COMPLAN;
2. Specific descriptive material, known as the Broadway Corridor Plan, which forms the basis for this part of the COMPLAN, together with maps and other documents, which describe and implement said Plan, shall be kept on file in the Department of Community Development within Littleton City Center (City Hall) and shall be open to inspection during normal business hours; and
3. The Broadway Corridor Plan will serve as a policy guide for any future actions by the Planning Commission and City Council with respect to the corridor area, until such time as revised; and
4. Any revision to the adopted Plan deemed significant by the Planning Commission, initiated by any party, shall be presented at a highly publicized public hearing; and,
5. The Planning Commission urges that the citizens of the corridor study area become familiar with the Plan, and that these citizens encourage and support its implementation at every stage of development; and,
6. The Planning Commission recommends to City Council that the Broadway Corridor Plan be ratified.

INTRODUCED, READ, AND ADOPTED at a regularly scheduled meeting of the Planning Commission of the City of Littleton on the 24th day of October, 1988, at 7:30 p.m. in the Littleton City Center, 2255 West Berry Avenue, Littleton, Colorado, by the following vote:

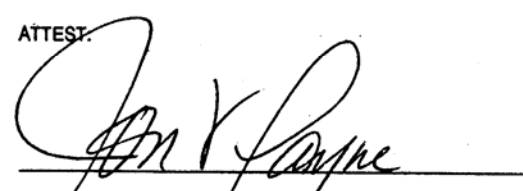
AYES: COMMISSIONERS GEYER, DALL, FOREMAN, SATO, REED, STEINLE, AND CHAIRMAN OSTERMILLER

NAYES: NONE          ABSENT: COMMISSIONER FISHER

APPROVED BY:  
Littleton City Planning Commission

  
John K. Ostermiller, Chairman

ATTEST:

  
Jon V. Payne, Secretary to the Planning Commission