

## DECISION CRITERIA NARRATIVE | 439 and 589 W. Littleton Blvd. Rezoning

According to Littleton’s Unified Land Use Code (ULUC ) 10-9-4.1 Decision Criteria, the Council may approve, approve with conditions, or deny a Rezoning / Zoning Map Amendment based on the following criteria:

1. **Consistency.** The proposed Rezoning / Zoning Map Amendment is consistent with the Land Use and Character Map of the Comprehensive Plan, or an adopted subarea plan, corridor plan, or other city policy, and consistent with the purpose statement of the proposed zoning district OR changed conditions have occurred such that the character of the surrounding area is transitioning or being affected by other factors, such as traffic, a new school, adjoining uses, or environmental issues not contemplated by the Comprehensive Plan

The proposed rezoning is consistent with the plan guidance in *Envision Littleton*, as the comprehensive plan identifies the site’s future land use designation as *Corridor Mixed Use*. The purpose of Corridor Mixed-Use areas is to provide a mix of uses including residential, especially to provide additional housing options and price points within the community.

Additionally, the site is identified as part of a *Special Corridor Planning Area*. *Envision Littleton* identifies W. Littleton Blvd transitioning into a mixed-use corridor and an extension of downtown, and the *Transportation Master Plan* identifies the site as being in a critical corridor.

*Envision Littleton* offers the following plan support for the proposed rezone:

- *GOAL H&N 1: A quantity and diversity of housing options that makes living in Littleton attainable for a wide range of age groups and income levels.*
- *GOAL H&N 5: Housing that supports choice in mobility and investments in transportation infrastructure*
- *Policy H&N 1: Encourage an array of residential options within the city – through new development, redevelopment, and maintenance of existing housing stock – to respond to the need for varied housing types, sizes, and price points that are attainable for prospective owners and renters at all levels of income.*
- *Policy H&N 3: Assess and update local development regulations and standards, and related permitting processes, to avoid limiting desired and compatible housing construction, renovation, and preservation within the city.*
- *Action H&N 7: In coordination with SMHO, conduct public engagement to improve understanding of Low-Income Housing Tax Credit developments.*
- *Action H&N 11: As part of the City’s zoning and code update initiative: Incorporate a “housing palette” that promotes more diverse housing forms, particularly housing types identified in the 2017 Housing Study as needed in Littleton (e.g., affordable rental units, starter homes, and dwelling types/sizes attractive to seniors and people with disabilities).*

The proposed rezoning is consistent with the proposed amendment to the *Future Land Use and Character Map*. The current Neighborhood Commercial (NC) zone district provides for

the continued use of single-family dwellings along with commercial land uses adjacent to low density neighborhoods. Whereas the proposed rezoning to Corridor Mixed Use (CM) provides for the broadest range of residential, commercial office, retail and services uses that may also include single-use sites. The proposed rezoning to Corridor Mixed Use better aligns with future land use and character map in *Envision Littleton*. Additionally, changing social and economic conditions have resulted in a need for affordable housing within Littleton, which this rezoning would enable.

2. **Compatibility.** The range of uses allowed by the proposed zoning district will be compatible with the properties in the immediate vicinity of the subject property

The table below outlines the adjacent zoning and land uses:

DIRECTION	ZONING	LAND USE
North	MFR	Multifamily
East	NC	Commercial
South	SLR	Single-Family Homes
West	NC	Retail

Uses in the immediate vicinity include retail, commercial and residential. The existing single-family homes to the south are approximately 100-ft away from the subject property and side to W. Littleton Blvd, facing local streets.

According to *Envision Littleton*, W. Littleton Blvd. is a mixed-use corridor that is envisioned to be an extension of downtown. Should this rezoning be successful, South Metro Housing Options will submit a site plan to the city to develop affordable housing. Placing multifamily housing next to a high transit corridor will bring additional patrons and employees to existing neighboring businesses and restaurants. The site is also well-served by both Powers Park and Promise Park, providing access to greenspace for future residents. This future affordable housing development will increase bus ridership along the corridor, leading to healthier environmental outcomes. The proposed rezoning to CM is compatible with properties in the immediate vicinity of the subject property.

3. **Traffic.** The traffic generated by the land uses permissible in the requested Rezoning / Zoning Map Amendment will not lead to undue congestion, noise, or traffic hazards

A Traffic Impact Study was submitted for review with the rezoning and contained a trip generation analysis specific to the proposed multifamily residential development in comparison to a full-size utilization of the site as its existing vacant and single-family use. Based on the submitted report, the proposed multifamily residential development will not have an adverse impact on the existing transportation network. It is worth noting that a traffic signal is not warranted at W. Littleton Blvd/Delaware Street intersection before the year 2045 with the proposed development.

Affordable housing tends to generate less vehicle trips per unit because of the leasing requirements associated with LIHTC-funded developments. Unlike market-rate multifamily housing that is often occupied by unrelated people cohabitating; with each renter (by bedroom) owning a personal vehicle, this future affordable housing development at 439 &

589 W. Littleton Blvd. will be occupied entirely by cost-burdened individuals and families, where it is atypical for non-related persons to occupy a unit, specifically because of the income qualification requirement (joint incomes are attributed to the household), and because full-time students are generally not allowed in LIHTC funded housing which further deters roommate occupancies. This means that on average, affordable housing developments generally park at less than a 1 space per unit (or household) ratio. Additionally, cost-burdened individuals and families who earn 60% AMI or below typically cannot afford more than one vehicle.

4. **Adequate Public Facilities.** Facilities and services are available to serve the subject property without compromising provisions for adequate levels of service to other properties

The site is in a well-served, infill location along W. Littleton Blvd, with adequate access to sewer, water and dry utilities without creating an undo hardship on existing neighboring development. A portion of the site was previously developed and is connected to public facilities including water, sanitary sewer, natural gas, power and communications. Improvements to the public facilities will be required to be updated for site development. If the utility level of services is to be impacted by the affordable housing development, South Metro Housing Options would be required to upsize those facilities to maintain a level of service.

Should additional right-of-way improvements or dedication be required along W. Littleton Blvd or S. Delaware St, South Metro Housing Options would deliver those at the time of site plan.

A preliminary drainage report has been submitted with this rezoning application and all stormwater management will conform per the City's Storm Drainage Design and Technical Criteria.

5. **Natural Environment.** The district resulting from the requested Zoning Map Amendment will not cause harm to natural features on or adjacent to the subject property.

There are no natural features onsite that need to be preserved. The site is largely an overgrown lot, and once developed will be a professionally managed affordable housing community that will enhance the urban design of the corridor and be an asset to the neighborhood and city. The proposed multifamily development would deliver a code compliant site plan with new landscaping and improved stormwater management, reducing negative impacts to downstream properties.