Littleton Colorado

Staff Report

Meeting Date: May 19, 2026

Planner: Teri Whitmore, AICP, PMP, Senior Planner

APPLICATION SUMMARY:

Project Name:	Trailmark Subdivision Future Land Use and Character Map (FLUC) Amendment and a Rezoning
Case Numbers:	AMF25-0001, REZ25-0003
Application type:	1. A Future Land Use and Character Map (FLUC) Amendment to Suburban Residential; and 2. A Rezoning to Small Lot Residential (SLR)
Location:	Located at the Northwest corner, W. Trailmark Pkwy. and S. Wadsworth Blvd.
Size of Property:	7.6 Acres
Zoning:	Corridor Mixed-Use (CM)/Planned Development Overlay (PL-O)
Applicant:	Redland Development
Applicant's Representative:	Rob Oglesby, Redland Development
Owner(s):	Shea Homes Limited Partnership
Applicant Request:	1. Approval of a Future Land Use and Character Map (FLUC) Amendment from Suburban Commercial to Suburban Residential 2. Rezoning to Small Lot Residential (SLR) from Corridor Mixed-Use (CM)/Planned Development Overlay (PL-O).

PACKET CONTENTS:

Item	Pages
Background	5

Request #1 – Future Land Use and Character Map Amendment List of Attachments
 	
• CC Resolution 26 series 2026
  ○ Exhibit A
  ○ Notification to Mineral Estate Owner Littleton Certification
  ○ Staff Presentation
	12

Request #2 – Rezoning
List of Attachments
 	
• CC Ordinance 14 series 2026
  ○ Exhibit A
  ○ Legal Description
  ○ Applicant's Project Narrative
  ○ Applicant's Decision Criteria Narrative
  ○ Applicant's Economic Analysis
  ○ Traffic Update Letter
  ○ Staff Presentation
  ○
  ○ Staff Presentation
	17

LOCATION:

The 7.6-acre site is located at the northwest corner of W. Trailmark Pkwy. and S. Wadsworth Blvd. The vicinity map below shows the location of the highlighted subject property in red.

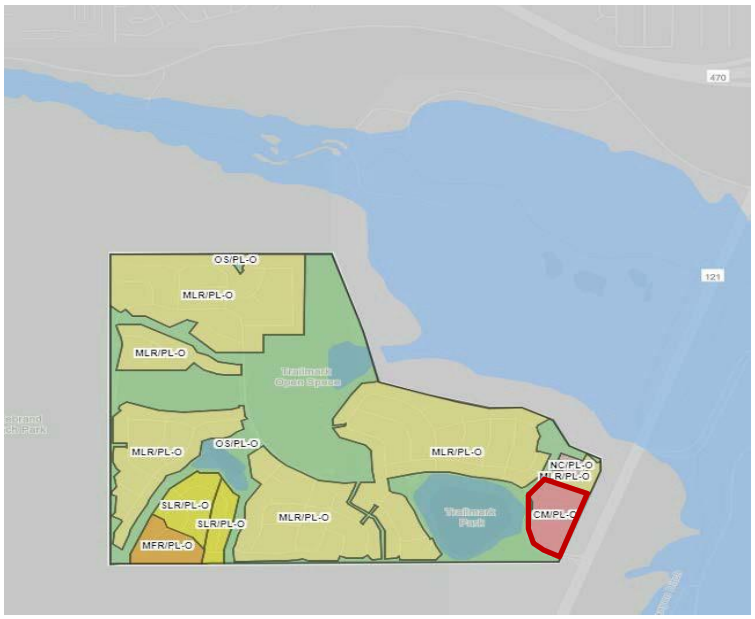

Figure 1: Vicinity Map

Figure 2: Trailmark Subdivision Subject Site

PUBLIC NOTICE REQUIREMENTS AND PROCESS:

Pursuant to Section 10-9-3.5 of the Unified Land Use Code (the "ULUC"), notice of public hearings shall be given in accordance with Table 10-9-3.9.1, which states, in part, for the relevant applications before the Commission:

Table 10-9-3.9.1
Development Review Summary

Development Application	Pre-App Required	Neighborhood Meeting	Review and Decision		Public Notice	Expiration (10-9-3.8)	Applicable Standards
			Review/Recommend	Decide			
CDD = Community Development Director; PC = Planning Commission; CC = City Council; HPC = Historical Preservation Commission; AAC = Appeals and Adjustments Commission; [ ] = Public Hearing Required							
Major Plan Amendment (Sec. 10-9-5.2)	✓	✓	CDD	CDD [PC][4]	M Po	Same as application being modified	
Amendment to the Future Land Use and Character Map	✓	✓	1st: CDD 2nd: PC	[CC]	M Po, and as re-quired by state law		
Rezoning or Zoning Map Amendment (Sec. 10-9-4.1)	✓	✓	1st: CDD 2nd: [PC]	[CC]	Pu M Po	None	

Table Notes:

1. None after recordation.
2. If a Final Plat application is not submitted for the entire area subject to the Preliminary Plat, or for at least one phase of a multi-phase project subject to the Preliminary Plat.
3. May require a public hearing by the Planning Commission in accordance with Article 10-7-1, *Floodplain Regulations*, and Article 10-7-2, *Floodway Regulations*.
4. The Director, at the Director's discretion, may refer application to Planning Commission for a decision.
5. Vested rights may be granted for a period longer than three years in the case where a development agreement is approved.
6. At the discretion of the Director of Community Development, additional forms of notice may be provided, as a courtesy.
7. At the discretion of the Director of Community Development, applications for designation of historic districts may require newspaper notice.
8. Depending upon the administrative decision, the appeal may go to different commissions. See 10-9-9.2.
9. Site Plans for single family residential properties, as detailed in Subsec. 10-1-1.2.A, will be referred to the Planning Commission for a decision.

Pu = Published in newspaper 10 days prior to public hearing in accordance with Section 10-9-3.5
Po = Sign posted on property 10 days prior to public hearing in accordance with Section 10-9-3.5
M = Mailed notice to adjoining property owners or property owners within a specified distance of the subject property 10 days prior to public hearing in accordance with Section 10-9-3.5

Section 10-9-3.5 of the ULUC requires that any notice provided by mail, shall be provided through the United States Postal Service to all addresses, units, and property owners located within 700 feet of the property. If there are any homeowner's or other owner associations within 700 feet of the property, then notification need only be sent to the association's designee.

In accordance with the ULUC provisions regarding public notice, staff notified all addresses, units, and individual property owners and residents within 700 feet of the site at least ten (10) days in advance of the scheduled July 21, 2026 hearing date.

Public notification for the July 21, 2026, meeting complied with all requirements and the process included sending 827 notification cards to all Trailmark property owners and residents within the notification boundary, no later than 10 calendar days prior to the public hearing date. In addition, the Trailmark Homeowners Association was notified by mail.

Further, in accordance with procedures set forth in Section 10-9-3.5, *Public Notice* and Section 10-9-3.6, *Public Meetings and Hearings,* notice was posted on the property within 300 feet of the exterior boundaries of the affected land in conspicuous places at the code required distances and visible from the street, by the 10 day minimum posting and meeting the documentation requirements. An official notice was also published in the Littleton Independent newspaper within the outlined notification timeline.

The project developer also met its required two (2) advertised neighborhood meetings, held on March 15, 2023 and October 30, 2025 with residents. Neighborhood summary sheets are attached to the packet.

BACKGROUND:

The subject parcel is located at the northwest corner of W. Trailmark Pkwy. and S. Wadsworth Blvd. within the Trailmark neighborhood. Specifically, Planning Area 11 of the Chatfield Green General Planned Development Plan (3rd Amendment) or Lot 10, Block 1 of the Chatfield Green Subdivision Filing No. 5. The site is currently zoned Corridor-Mixed/Planned Development Overlay (CM-PL/O) and is proposed to be rezoned to Small Lot Residential (SLR).

Figure 3 Proposed Project Site

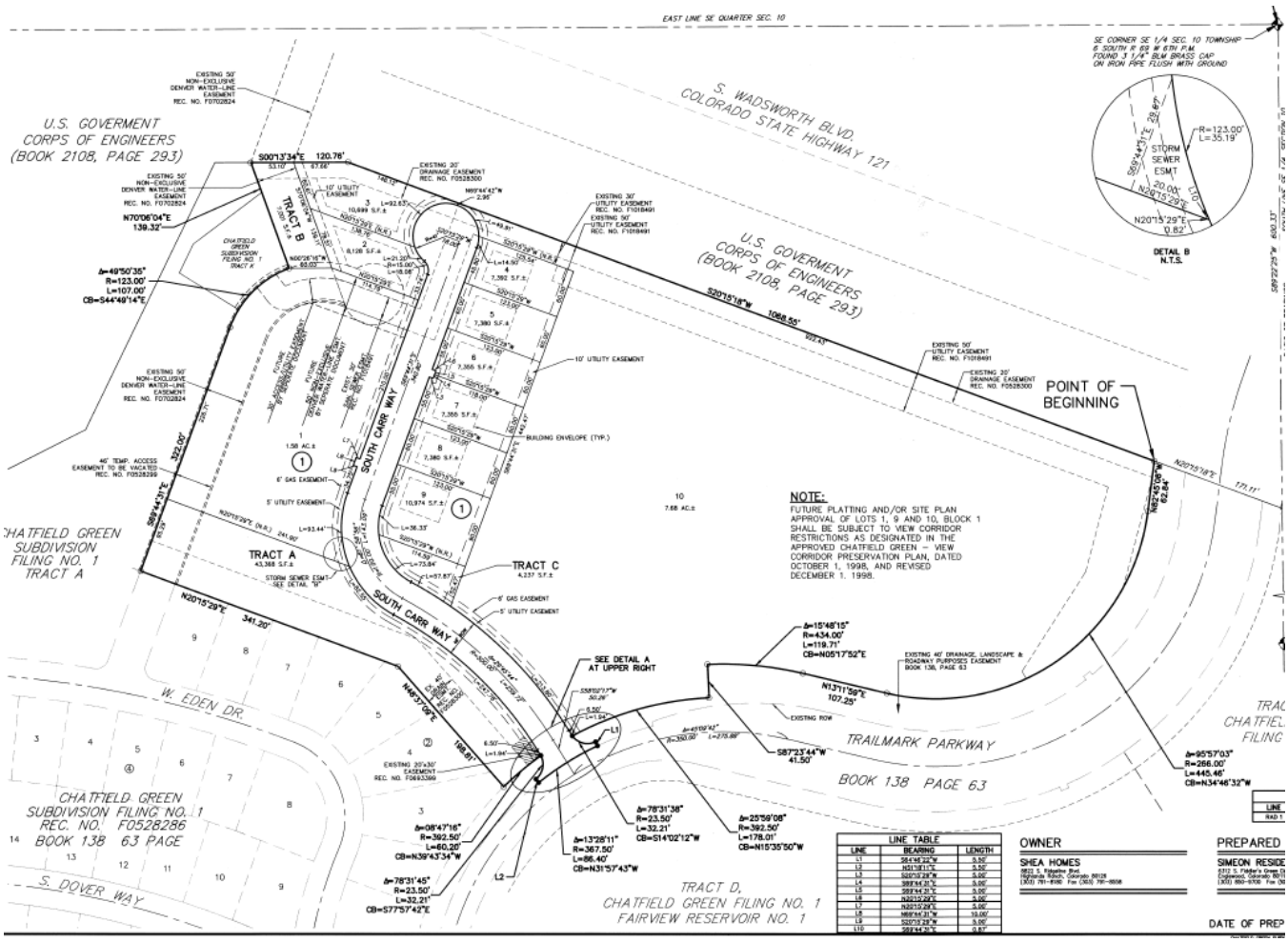

Figure 4 Detailed Project Site

The project will require an amendment to the Future Land Use and Character (FLUC) Map to Suburban Residential, prior to the final Rezoning request for the property to change to Small Lot Residential (SLR) Zoning.

The current proposed future use of the site is for single-family residential lots, requiring the approval of all three of these requests, before a Preliminary Plat for single-family residential lots can be submitted for the property.

APPLICANT'S REQUEST NO. 1 - FUTURE LAND USE AND CHARACTER MAP (FLUC) AMENDMENT:

The existing Future Land Use and Character Map (FLUC) designation for this site in the Trailmark Subdivision is Suburban Commercial. The applicant is proposing to amend the FLUC designation for this undeveloped parcel at the Trailmark entrance to Suburban Residential to allow for its redevelopment as single-family residential lots.

The 7.68-acre site is outlined and reflected in the graphic below. The graphic also represents areas within the immediate vicinity surrounding the site, showing their compatible land uses to this requested change. If approved by City Council, the amendment will be reflected in an update to the Future Land Use and Character Map.

The Envision Littleton Comprehensive Plan provides a synopsis of the character designation areas and discusses the goals, policies, and actions pertaining to the City along with seven (7) Future City focus areas. Those focus areas are Housing and Neighborhoods, Transportation, Infrastructure and Services, Economy and Tax Base, Heritage, Arts, Recreation, Tourism, Environment, and Special Areas and Design. Staff has analyzed these goals, policies, and actions within the decision criteria focusing on the Housing and Neighborhood Future City area.

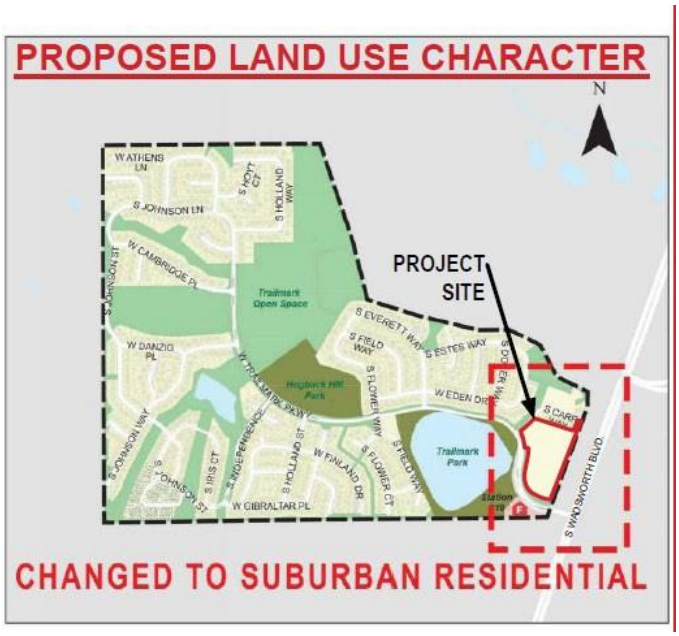

Figure 6 Graphic Depiction of the Proposed Amendment

Decision Criteria and Analysis:
Pursuant to Section 10-9-4.5.D of the Code, the City Council shall approve or deny the proposed Future Land Use and Character Map amendment. The recommendation shall be based on the following Decision Criteria, as outlined within Section 10-9-4.5.C of the Code:

1. *Compatibility*. The land use types and characteristics of the proposed land use category will be compatible with the properties in the immediate vicinity of the subject property.

   The subject site is currently designated as Suburban Commercial but is surrounded by properties that are designated Suburban Residential. The applicant is requesting an amendment to the FLUC designation for this site from Suburban Commercial to Suburban Residential. The prior graphic depicts the future land use designation proposal by the developer, along with the surrounding land uses. The requested Suburban Residential land use designation is supported by the Comprehensive Plan, noting the surrounding single-family detached residences are consistent with a suburban residential character. The Suburban Residential character also supports the applicant's proposal for a single-family detached residential subdivision, surrounded by open space and buffers with less noticeable accommodations for automobiles than other auto-oriented commercial character districts. This character area shares the suburban focus that has been established by the Trailmark Subdivision with its focus on increased open space and extensive landscaping that contribute to a suburban sense of place.

2. *Impact Mitigation*. The amendment may serve to mitigate adverse impacts of the use and development of land on the natural or built environments, including, but not limited to, mobility, air quality, water quality, noise levels, stormwater management, and vegetation, or will be neutral with respect to these issues.

   The proposed amendment and potential future development of the site would serve to mitigate several of the impacts on the use and development of the land. The site's proposed single-family residential land use and development is designed to mitigate *future* adverse impacts for the adjacent single-family residential neighboring lots, as the current use-by-right of the property is commercial. Compared to the proposed residential use, commercial development on the site could introduce greater potential impacts to adjacent single-family residential properties, including increased traffic, noise, lighting, and activity levels depending on the type and intensity of the approved commercial use.

Commercial developments generate more traffic than a single-family detached residential development, with more potential of other environmental impacts from noise, odor, air quality, water quality, stormwater management, and vegetation.

3. *Comprehensive Plan*. The proposed amendment supports the goals of the Comprehensive Plan.

The description of the Suburban Commercial character area indicates that this character area is for "Commercial retail and service use, at varying scales and development intensities depending on the site." The description continues in stating, "Near residential properties and areas, the permitted scale and intensity of nonresidential uses should be limited to ensure compatibility." Additionally, there are several goals in the comprehensive plan that directly support the allowance of additional residential development for suburban areas such as Trailmark, consistent with this requested rezoning to allow for future single-family residential development.

Key Issues and Considerations (Page 41)

- Housing needs (options, cost relative to buyer/renter financial capacity, at different life-cycle stages, age of housing stock, and needed upgrades). The proposed Small Lot Residential (SLR) zoning provides additional housing stock variety, adding more affordable options in Trailmark where most single-family lots are large.
- Prospects for Littleton's few remaining areas of undeveloped land "...may affect the character of neighborhoods, commercial areas...corridors, and parks and open space areas, especially as it relates to a desire to maintain Littleton's 'small town' feel."

Housing and Neighborhoods: Key Issues and Considerations, Goals, and Policies (Page 45 and 46).

Affordability challenges for existing and potential new residents with rising

home values and rents relative to income within Littleton and across the Denver region.

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.

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.

4. *Changing Conditions*. The amendment may serve to address a changing condition that was not anticipated by the Comprehensive Plan.

The Comprehensive Plan was adopted prior to the Covid-19 pandemic. According to the applicant, during covid, there was less demand for commercial properties, with this decreased demand still prevalent in this current economic environment. The vacant remaining commercial parcel at an accessible frontage location of the Trailmark Subdivision is an example of changes with the demand for commercial land uses, in recent years. The applicant/developer provided a memorandum that outlines the lack of interest in commercial development on this property. The memo added that it is unlikely that another single user would acquire the site for an infill development that closely conforms to suburban commercial development standards.

Based on the analysis above, staff concludes that an amendment to the Future Land Use and Character Map for the proposed site from Suburban Commercial to Suburban Residential is aligned with the Comprehensive Plan and the existing suburban residential character of the Trailmark Subdivision. The proposed amendment also fulfills several goals of the Comprehensive Plan related to expanding and diversifying housing choices within the City of Littleton.

Staff Recommendation:
Staff recommends approval of the requested amendment to the Future Land Use and Character Map from the Suburban Commercial designation to the Suburban Residential designation.

APPLICANT'S REQUEST NO. 2 - REZONING:

The applicant has requested a rezoning of the 7.68-acre property from Corridor-Mixed/Planned Overlay District (CM/PL-O) to Small Lot Residential (SLR).

Decision Criteria and Analysis:

The site is currently zoned as CM/PL-O. Pursuant to Section 10-9-4.1.D, the planning commission shall recommend approval, approval with conditions, or denial of the proposed rezoning to the City Council. The recommendation shall be based on the following Decision Criteria, as outlined within Section 10-9-4.1.C of the Code:

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. There is an adopted Chatfield Activity Center Comprehensive Development Plan (CDP) for the Trailmark Subdivision, where this rezoning request should also be consistent with its standards.*

   Staff reviewed the proposed rezoning and determined that it was consistent with the proposed amendment to the Future Land Use and Character Map. As indicated in the proposed amendment, the Future Land Use and Character Map is aligned with Littleton's Comprehensive Plan and its decision criteria and analysis section. The Trailmark character has a predominant focus on the future land uses being suburban in design. The current Corridor-Mixed/Planned Development Overlay zoning allows for more intensive commercial developments and their related uses. The proposed rezoning to Small-Lot Residential (SLR) would better align with a suburban character and omit potential uses that would have a greater potential for impactful nuisances. Additionally, changing social and economic conditions have resulted in a lesser need for commercial uses at the urban edge of Littleton where Trailmark is located.

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 proposed amendment and potential future development of the site would serve to mitigate several of the impacts on the use and development of the land. The proposed single-family residential development of the site will serve to mitigate *future* adverse impacts for the adjacent single-family residential neighboring lots, as the current use-by-right of the property is commercial. The adjacent single-family residential properties would have increased traffic impacts with commercial

development on the site, depending on the type and intensity approved, noting potentials from a small convenience store to a restaurant. Commercial developments generate more traffic impacts and have potentials of other environmental impacts from noise, odor, air quality, water quality, stormwater management, and vegetation, or will be neutral with respect to these issues.

The table below outlines the adjacent zoning and land uses.

Direction	Zoning	Land Use
North	MLR/PL-O and FP-O (Flood Plain Overlay) and Open-Space (OS)	Single-family residential and flood plain with open space.
East	Rights-of-Way and FP-O (Flood Plain Overlay)	S. Wadsworth Blvd./121 and Chatfield Reservoir
South	FP-O (Flood Plain Overlay) and Open-Space (OS)	Trailmark Subdivision Pond, Recreation Area with Trails, South Metro Fire Dept. Station 19, and Unincorporated Jefferson County
West	FP-O (Flood Plain Overlay) and Open-Space (OS)	Trailmark Subdivision Pond, and Recreation Area with Trails

The presence of existing single-family uses in proximity to the site indicates compatibility for additional single-family residential uses. In addition, the rezoning would also provide for added affordable housing in the city, with either a fee-in-lieu contribution or added affordable units at the time of single-family residential development, per the Inclusionary Housing Ordinance (IHO).

Figure 7 Surrounding Zoning and Surrounding Land Uses

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 Trip Generation Memo was submitted for review with the rezoning application. The memo outlines the intent of the development proposal, subject to the rezoning, would include a single-family residential neighborhood with two (2) access points, one (1) on Trailmark Parkway (aligned with the fire station driveway) and one (1) on Carr Way. Both roadway access points are proposed to be full-movement and side-street stop controlled. This proposed traffic design would be subject to garnering all approvals through the Preliminary and Final Plat approval process, conditioned upon approval of re-zoning of the property to Small Lot Residential (SLR) by the Littleton City Council.

The Trip Generation Memo contains an analysis of a proposed single-family residential development on the site, currently anticipated at twenty-seven (27) lots.

Located off Trailmark Parkway, the site's two proposed access points would connect residents to Wadsworth Boulevard. This corridor provides direct access to the C-470 interchange to the north and Waterton Road to the south. The proposed 27 single-family lot subdivision was considered in a future development analysis, using the Institute of Transportation Engineers' (ITE) Trip Generation Manual.

The proposed future single-family development is anticipated to generate the following new automobile and non-auto trips, as shown below:

Table 1. Trip Generation Estimate and Comparison

			Average Daily Trips				AM Peak Hour Trips				PM Peak Hour Trips			
Land Use	Size	Unit	Rate	Total	In	Out	Rate	Total	In	Out	Rate	Total	In	Out
Proposed Development														
ITE #210. Single-Family Detached Housing	27.0	Dwelling Units	9.43	255	128	127	0.70	19	5	14	0.94	25	16	9
Potential with Existing Zoning (CM/PL-O)														
ITE #215. Single-Family Attached Housing (Duplexes)	53.0	Dwelling Units	7.20	382	191	191	0.48	25	6	19	0.57	30	18	12
ITE #215. Single-Family Attached Housing (Townhomes)	153.0	Dwelling Units	7.20	1,102	551	551	0.48	73	18	55	0.57	87	51	36
ITE #220. Multifamily Housing (Low-Rise)	192.0	Dwelling Units	6.74	1,294	647	647	0.40	77	18	59	0.51	98	62	36
ITE #821. Shopping Plaza (40-150k)	66.9	ksf	67.52	4,517	2,259	2,258	1.73	116	72	44	5.19	347	170	177
Difference (CM/PL-O Land Use Minus Rezone Single-Family)														
ITE #215. Duplexes				*127*	*63*	*64*		*6*	*1*	*5*		*5*	*2*	*3*
ITE #215. Townhomes				*847*	*423*	*424*		*54*	*13*	*41*		*62*	*35*	*27*
ITE #220. Multifamily (Low-Rise)				*1,039*	*519*	*520*		*58*	*13*	*45*		*73*	*46*	*27*
ITE #821. Shopping Plaza				*4,262*	*2,131*	*2,131*		*97*	*67*	*30*		*322*	*154*	*168*

Primary Trips. These trips are made specifically to visit the site and are considered "new" trips. Primary trips would not have been made if the proposed project did not exist. Therefore, this is the only trip type that increases the total number of trips made on a regional basis.

Non-Auto Trips. Given the proximity to multi-modal facilities and recreational areas, it is anticipated that there will be some non-auto trips that occur externally and internally. For the purpose of this analysis, the vehicular trip volumes were not reduced for multi-modal travel.

It was estimated that the proposed single-family residential subdivision will generate up to 255 vehicle trips per day (vpd) with up to 19 vehicles per hour (vph) in the AM peak hour and up to 25 vph in the PM peak hour. This land use will generate less vehicular traffic than townhomes, apartments, and/or commercial businesses.

The estimated trip volumes were distributed through the two (2) access drives and the adjacent intersections based on existing traffic characteristics, land uses, and traffic patterns in the area. The overall assumed distribution percentages are listed in the following image:

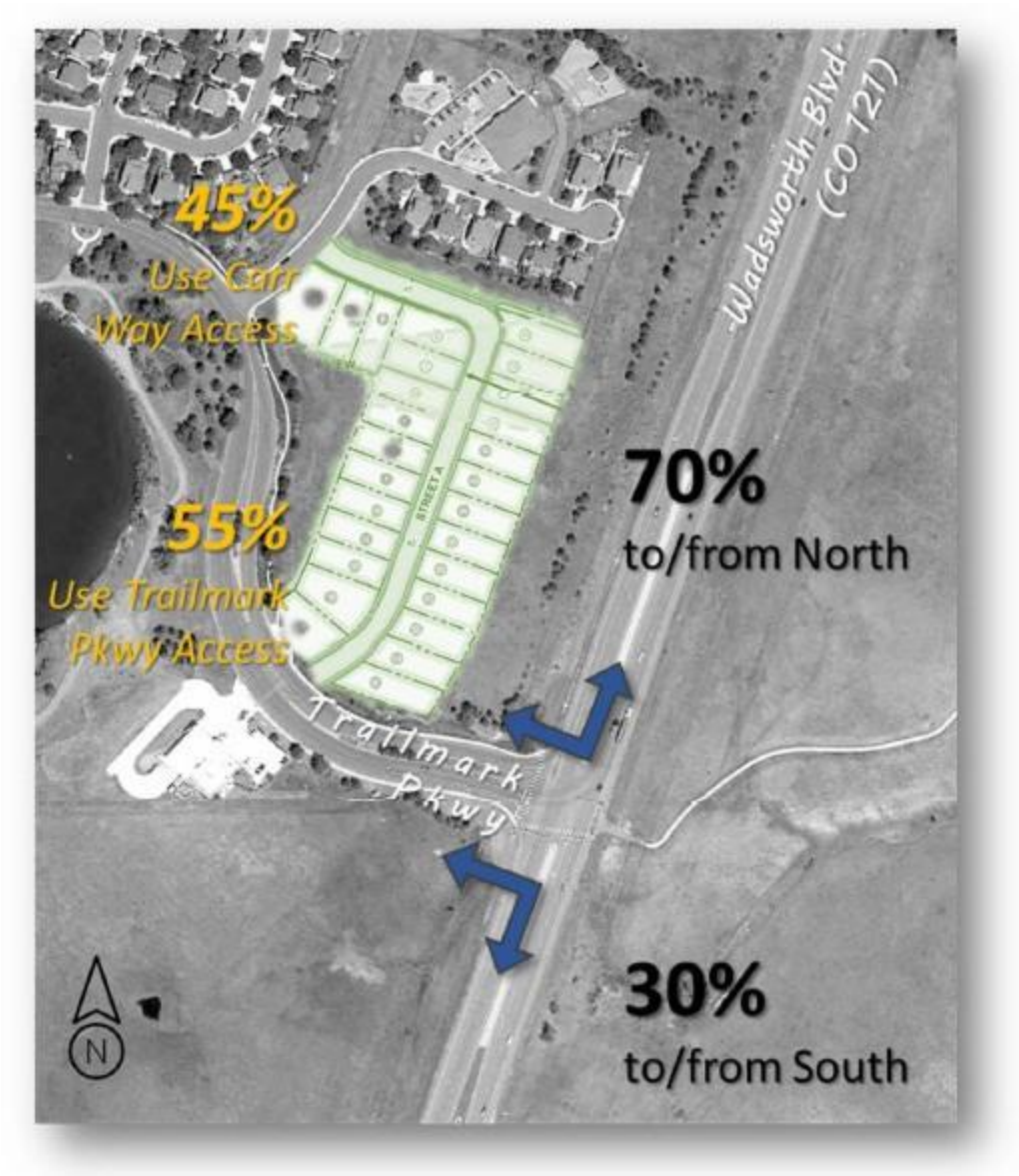

Figure 8 Anticipated Trip Generation

The Trailmark Subdivision's anticipated multi-modal trips include personal use of the bicycle and pedestrian connection resources, as shown in the image above. However, these facilities are primarily for recreational use and are not generally considered commuter resources, noting the subdivision's location at the urban periphery to the south of the City of Littleton. The major multi-modal resources are shown in the image below:

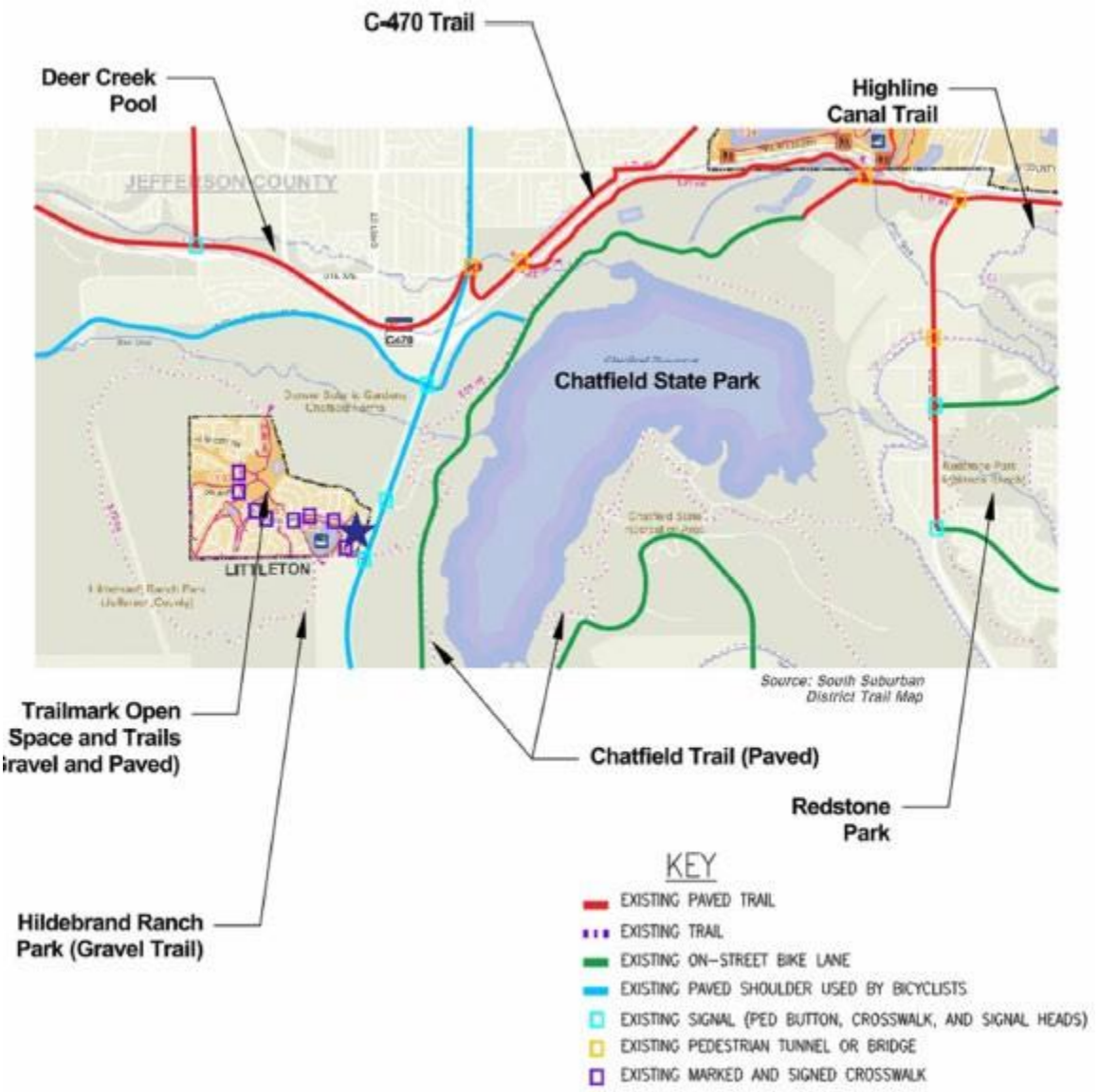

Figure 9 Map of Existing Multi-Modal Amenities

A more detailed comprehensive Traffic Impact Analysis may be required for this site development at the time of Preliminary and Final Plat. This Impact Analysis would consider the potential developable area, as well as regional traffic growth out to a horizon year of 2045.

The applicant will be responsible for any recommended improvements or

enhancements to the street network, pedestrian system, based on the future development of the subject property, including any mitigation of traffic impacts to the surrounding network. It is important to note that the traffic impacts related specifically to the proposed single-family residential development are negligible, based on the ITE standard traffic trip generation model.

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.*

   Currently all services are available including water, sanitary, fiber optic, gas, and electricity. South Metro Fire Station 19 services the community as well. Trailmark is also within district 6 of the City of Littleton's police department. In the event that a utility level of service is to be impacted by the development, the applicant is required to upsize those facilities to maintain that level of service. Will Serve Letters will be required for any development of the subject site.

   Right-of-way (ROW) dedication and street improvements may be proposed for the development of the site, including any recommendations to conform with the City's Transportation Master Plan (TMP), Littleton Engineering Design Standards (LEDS), and future roadway classifications. The Rights-Of-Way (ROW) widths existing on W. Trailmark Parkway and S. Carr Way may require additional dedication to accommodate intersection improvements identified in the development process.

5. *Natural Environment*. The proposed rezoning and its anticipated future development of the subject site shall not cause harm to natural features on or adjacent to the subject property.

   The Future Land Use and Character Map Update and the Rezoning request for the subject site is the first approval step for the property, before its anticipated development application for a Preliminary and Final Subdivision Plat. The proposed future single-family residential development would enhance natural features on the site with its required new landscaping, any required tree removal mitigation plans, and the project will be incorporating two open space view corridor respite areas, preserving the viewshed requirements outlined in the Chatfield Activity Center Comprehensive Development Plan.

Economic Development Department Analysis:

The applicant submitted an economic analysis letter as part of the application materials addressing the marketability of the site within the Trailmark Subdivision, potential tax implications associated with residential development, and anticipated contributions related to the City of Littleton's Inclusionary Housing Ordinance (IHO), whether through construction of qualifying units or payment of a fee-in-lieu.

Economic Development staff and Jefferson County planning staff requested that the applicant consider providing additional fiscal impact information to further evaluate the long-term economic implications of converting the site from commercial to residential use. The request for a third-party fiscal impact analysis was intended to provide an independent comparison of projected municipal revenues and service demands associated with future development of the property.

While residential development can, in some cases, generate higher municipal service demands relative to direct tax revenue generation, fiscal impacts can vary significantly depending on development type, valuation, household characteristics, consumer spending patterns, and long-term market conditions. Additionally, the proposed development would contribute additional housing inventory within the community and generate benefits associated with the Inclusionary Housing Ordinance.

The subject property has carried a commercial land use designation for an extended period of time but has remained undeveloped, and no commercial development proposals have advanced on the site. As a result, there is limited practical data demonstrating current market demand for commercial development at this location. Although additional fiscal analysis may provide supplemental information for consideration, the Unified Land Use Code does not establish specific fiscal performance thresholds or require a third-party fiscal impact analysis as part of the review criteria for the requested FLUC amendment or rezoning application.

Economic Development staff therefore remains neutral regarding the requested FLUC amendment and rezoning application.

REFERRAL ENTITY COMMENTS:

The following entities provided comments or staff received referral letters regarding the applications: Jefferson County, South Metro Fire and Rescue, Littleton Planning, Littleton Economic Development, Littleton Community Development Engineering, and Littleton City Attorney's Office.

South Metro Fire and Rescue submitted a letter indicating no objections to the proposed comprehensive planning document (CDP), rezoning and amendment to the Future Land Use and Character Map.

Jefferson County conditionally supported the applicant's proposal to rezone to a single-family residential land use for the subject site, as it would be in conformance with the Comprehensive Development Plan (CDP) allowed uses. They did state it would be desirable for the applicant to provide an Economic Study for the site, however this was not a requirement and they approved the amendment to the CDP without this being provided. They also stated that at time of subdividing the land, the applicant will need to demonstrate they meet the CDP view corridor criteria. This was an area of negotiation between the

developer, the City of Littleton, and Jefferson County, with an agreed-upon two location look-out approach for the project design at it is platted.

Littleton Planning – Provided a conditional approval, subject to addressing the CDP amendment, now finalized and approved, along with an amendment to the Future Land Use and Character Map prior to the consideration of the rezoning request.

Littleton Economic Development – Economic Development requested consideration by the developer to provide a market study to demonstrate the site's viability for commercial development versus single-family residential development.

Littleton Community Development Engineering – Engineering staff recommended to the development team to reference the prior pre-application for guidance on the engineering design requirements on the preliminary/final subdivision and site plan design stage.

Staff Recommendation:

Staff recommends approval of the proposed rezoning from Corridor-Mixed (CM)/Planned Overlay District (CM/PL-O) to Small Lot Residential (SLR).

STAFF RECOMMENDATION FOR ALL REQUESTED TRAILMARK CASES:

1. Approval of CC Resolution 26 series 2026 - A Future Land Use and Character Map (FLUC) Amendment from Suburban Commercial to Suburban Residential
2. Approval of CC Ordinance 14 series 2026 - Rezoning to Small Lot Residential (SLR) from Commercial Mixed-Use (CM)/Planned Development Overlay (PL-O)