

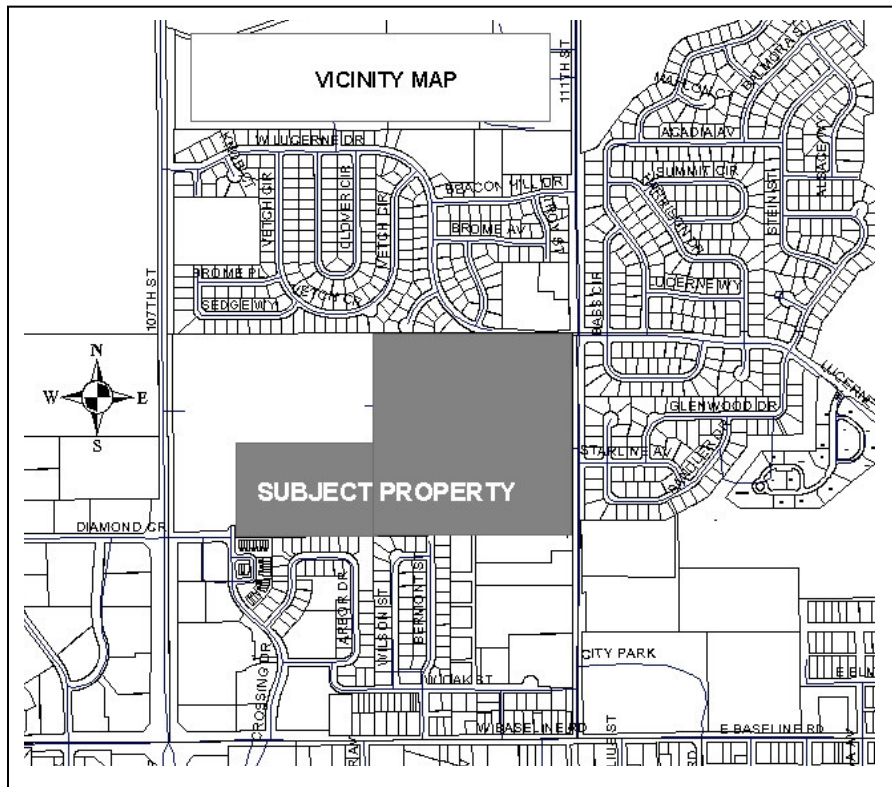


Planning & Building

MEMO

To: Planning Commission
From: Karen Westover, Senior Planner
Date: June 21, 2006
Re: Silver Creek Sketch Plan - Revised

Applicant/Owner: Markel Homes / Archdiocese of Denver & Grace and Nicolas Nuoci Estate
Location: West of 111th Street north of the West Oak and Baseline Crossing Subdivision and south of the Beacon Hill Subdivision
Land Use Designation: Cabrini Gardens Tracts A & B - Mixed-Use (Parcel # 9)
Nuoci East – Medium Density Residential
Zoning: Current: DR
Proposed: R-1/PUD and R-3/PUD,
Total Area: 52 acres



BACKGROUND

General: The Silver Creek Sketch plan was processed through the two month review process with public hearings in March and April. At the April meeting the Planning Commission referred the application back to the applicant for additional study. The Planning Commission requested additional review of street connections, development impacted by the existing gas wells, 111th Street design and setbacks, along with the density and distribution of the townhomes. The applicant has revised the sketch which includes the following changes:

Original Sketch Plan

170 townhomes lots
56 alley-loaded single/fam lots
66 front loaded single/fam lots
292 total units
5.4 du/acre overall density

Revised Sketch Plan

131 townhomes lots
72 alley loaded single/fam lots
68 front loaded single/fam lots
271 total units
5.01 du/ac overall density

Townhome units have been proposed in the southeast corner of the development and alley-loaded single-family lots have been added to the Cabrini Gardens parcel at the west end of the development. The street connection to Bermont Street has been reconfigured to provide an indirect route to B Street and Cabrini Drive. A connection has been provided to the future extension of Rainbow Lane. Cabrini Drive has been redesigned to include bike lanes, parking on the south side of the street, a meandering sidewalk within the ditch/trail easement, and a 5' sidewalk easement within the lots on the north side of the street. C Street no longer extends the length of the park/detention area and B Street (north of Cabrini Drive) has been extended to provide street frontage to the single-family lots and elimination of the irregular shaped lots. Access to the Montessori Academy has been identified from Cabrini Drive and 20' rear yards along with a 10' wide landscaped outlot has been provided along 111th Street. The applicant rescinded the request to increase the height of accessory structures.

The applicant has provided a development plan showing how the gas and oil well setbacks impact development until the wells are abandoned and a traffic impact diagram showing the traffic impact of the Silver Creek development.

Sketch Plan: The purpose of the sketch plan is to allow a review of the concept and the appropriateness of the proposed development in order to identify major problems which must be resolved and to assess the overall feasibility of the request. Approval of the sketch plan does not bind the Planning Commission to approve a preliminary plan, nor does it confer any vested rights upon the applicant.

PUD (Planned Unit Development): A PUD is required for all residential developments that do not qualify as a minor subdivision. The intent of the PUD requirement is to promote the most beneficial and creative development of the land. A PUD permits greater flexibility in design by having the effect of overlaying the existing zoning district and thereby adding to and modifying the existing zoning regulations. A PUD may modify any measurable standard of Lafayette's Development and Zoning Code, except those specified in Section 26-18.

Prior Agreements: The Silver Creek Sketch Plan is composed of two separate parcels known as Tracts A and B Cabrini Garden Subdivision, and Nuoci East. The Cabrini Gardens Subdivision was annexed into the City in November 2001. The Planning Commission approved the Preliminary Plan in October 2005, and City Council approved the Final Plan on March 7, 2006. The Cabrini Gardens Subdivision created Tracts A & B which were designated for future residential development and remain zoned DR (Developing Resource). Tract A represents the 350' setback from the existing gas well. Tract B is outside of the gas well setback. While the PUD approved a modification to allow commercial lot lines to encroach into the 350' setback, the approval did not apply to residential lot lines. Conditions of the Cabrini Gardens Subdivision approval that directly apply to the development of Tracts A and B included:

1. A separate sketch plan is required for the development of the future residential property (Tracts A and B).
2. The Goodhue Ditch corridor shall remain open within the future residential parcels to preserve the wildlife corridor identified in the Wildlife Presence / Absence Survey.
3. The Goodhue Ditch Company shall approve modifications to the Goodhue Ditch.
4. All existing healthy trees shall be preserved when possible.

The Nuoci East parcel was annexed into the City in May 2004 and zoned DR. At the time of annexation, the owner dedicated additional street right-of-way to provide the Lucerne Drive extension to 111th Street, an additional 50' of street right-of-way for the widening of 111th Street, and utility easements along the southern property line to accommodate existing utilities. Conditions of the annexation approval included:

1. At the time of development, the Owner shall dedicate a 60' wide irrigation easement along the Goodhue Ditch, generally located 30' from centerline on each side.
2. At the time of development, or prior to development at the specific request of the City, the Owner shall dedicate a public open space corridor of sufficient width to accommodate ditch maintenance and a public trail, along the Goodhue Ditch. Such dedication shall be credited to the property's public land dedication requirement.

PLAN REVIEW:

Adjacent Land uses

South – Two large residential lots, Sutak Subdivision, which is zoned R-1, West Oak Subdivision, containing medium density single-family residential lots, a 4 acre detention pond/park separating the Baseline Crossing Subdivision containing high density and medium density residential.

East - Lafayette Park Subdivision, containing medium density residential lots.

North - Beacon Hill Subdivision containing medium density residential lots & the Montessori Academy Preschool

West – Cabrini Gardens Subdivision containing a 14 acre church site, and a 6 acre future commercial site.

Comprehensive Plan Land Use Designation: The Land Use Map designates Nuoci East as medium density residential with a maximum density of 6 dwelling units per acre. The Cabrini Gardens Subdivision is designated as Mixed-Use Parcel #9 and Tracts A and B are proposed to meet the 15% - 25% medium density residential ratio assigned to this parcel. A comparison of the land use ratios required by the Comprehensive Plan and the ratios approved with the Cabrini Garden Final non-residential development and the proposed residential development of the Tracts A and B are shown below.

| COMP PLAN | | | Cabrini Gardens Tracts A & B | | |
|-------------------------|------------|---------------|---|------------|----------------|
| Use | Percentage | Acreage | Use | Percentage | Acreage |
| Retail | 10%-20% | 3.6 ac-7.2 ac | Retail | 10%-17% | 3.6 ac-6.3 ac |
| Office/Inst | 20%-50% | 7.2 ac-18 ac | Office/Inst | 25%-32% | 9.2 ac-11.9 ac |
| Med Density Residential | 15%-25% | 5.4 ac-9 ac | Med Density Residential | 22% | 7.5 ac |
| Open Area | 10% | 3.6 ac | Open Area | 30% | 10.2 ac |

To be consistent with the method used to calculate the ratios for the non-residential development of Cabrini Gardens staff did not include the 2.8 acres of proposed right-of-way in the land use calculations. The total area of the Cabrini Gardens Subdivision with the proposed development of Tracts A and B is 33.4 acres. Using this calculation, the residential component is proposed to be 7.5 acres or approximately 22% of the parcel. With the additional 1.6 acres of the ditch/trail easement the open area component for this mixed-use parcel is proposed to be 30%.

Use/Density:

| <u>Use</u> | <u>Acres</u> | <u>Density</u> |
|------------------------|--------------|----------------|
| Cabrini Gardens | | |
| 78 townhome lots | | |
| 18 single-family lots | 14 ac* | 6.85 du's/ac |
| Nuoci East | | |
| 53 townhome lots & | | |
| 122 single-family lots | 40 ac | 4.37 du's/ac |
| Overall Density | | |
| 131 town home lots & | | |
| 140 single-family lots | 54 ac | 5.01 du's/ac |

*Includes the 2 acre proportional share of the Cabrini Gardens Public Land Dedication

The density proposed for the Cabrini Gardens parcel exceeds the maximum density of 6 dwelling units per acre prescribed by the Comprehensive Plan Land Use Map, while the Nuoci East is less than allowed. The total overall density is less than the maximum allowed.

Below is a comparison of the maximum density allowed for each parcel and an overall proposed density.

| Maximum Dwelling Units per Acre | | |
|---------------------------------|-----------------------|------------------------|
| | Land Use Map/Proposed | Max. # units/ Proposed |
| Cabrini Gardens | 6/6.85 | 84 units/96 units |
| Nuoci East | 6/4.37 | 240 units/175 units |
| Overall Density | 5.01 du's per acre | 324 units/271 units |

According to the density allowed for each parcel, Tracts A and B could have a maximum of 84 dwelling units and Nuoci East could have a maximum of 240 dwelling units. Staff supports the proposed distribution of density finding the higher density on the Cabrini Gardens parcel is appropriately located closer to the commercial development to the west and the mix of townhomes and alley loaded lots provides a variation of housing styles on the Cabrini Gardens parcel.

Bulk & Area Requirements: Below is a comparison of the R-3 and R-1 zone district requirements and the bulk and area requirements for the proposed single-family detached front loaded lots (SFDFL), the single-family detached alley loaded (SFDAL), and the townhomes (TH). The Code considers any yard that abuts a street as the front yard for setback purposes. While the back or side of a house may face 111th Street or Cabrini Drive for example, the collector street or arterial street setback would apply to the side or rear of the house.

Residential Bulk and Area Requirements & Proposed Modifications:

| Principal Building Setbacks | R-3 Zoning / TH Proposed | R-1 Zoning / SFDAL Proposed | R-1 Zoning /SFDFL Proposed |
|-----------------------------|---------------------------------|---------------------------------|--|
| Front Yard | | | |
| Arterial Street | 45'/30' | N/A | 45'/30' |
| 111 th Street | | | |
| Collector Street | 35'/30' | 35'/30' | 35'/30' |
| Cabrini Drive | | | |
| Local Street | 20'/4' to porch /6' to bldg | 25'/6' to porch /10' to bldg | 25'/8' to porch /12'to bldg / 20' to garage |
| Side yard | 5'/5' | 5'/5' | 5'/5' |
| PUD Bldg Separation | 15'/15' | 15'/10' | 15'/15' |
| Rear yard | 20'/8' | 25'/8' | 25'/15' /20' adjacent to north property line |
| Minimum Lot Area | 2,500 sf/1,300 sf - 3,500 sf | 7,000 sf/3,000 sf - 7,500 sf | 7,000 sf/4,500 sf - 11,000 sf |
| Maximum Lot Coverage | 30%/48% | 30%/48% | 30%/48% |
| Bldg Height | | | |
| Principal | 35'/35' | 27'/27' | 27'/27' |
| Accessory | | 16'/16' | 16'/16' |

The proposed local street front yard setback allows the porch to be closer to the street, and in the case of the front loaded lots garages are proposed to be recessed from the main part of the house. Staff feels porches should be a minimum of 6' deep to be inviting and usable. Staff supports the reduced front yard setbacks provided a 6' deep minimum porch can be accommodated. Additional modifications include reduced building separation for the alley-loaded lots, a reduction of the rear yard setback, a reduction of the minimum lot size, and an increase of the maximum lot coverage. Staff does not support the building separation reduction finding it not essential to promote the most beneficial and creative development of the land. In the past, staff has received negative reaction to the construction of a development that reduced the separation between buildings to 10'.

The applicant is requesting an 8' rear yard setback for the townhome and alley-loaded single-family lots. In most cases this setback would be measured from the alley. A 15' rear yard setback is proposed for the front-loaded single-family lots, except those that abut the north property line where a 20' rear yard setback is proposed. At this time staff does not object to the rear yard setback especially with side yard courtyards. However, staff would like to see the building layout including detached garages with the Site Plan/ Architectural Review before formulation a recommendation.

The applicant has also requested an increase of lot coverage from 30% to 48%. A lot coverage increase is typical for townhome lots; however staff does not have enough information about the design of the townhomes to determine if 48% is appropriate. Staff does not support the increased lot coverage for the single-family lots without more detailed information. Depending on the design and layout of the building a slight increase would be appropriate. Staff recommends an increase of the lot coverage be subject to further review of the building envelop and lay-out at Site Plan/Architecture Review.

The setback along 111th Street is proposed to be reduced to 30'. The 30' setback includes a 20' rear yard and a 10' wide landscaped outlot. Staff supports the proposed setback reduction because the landscaped outlot does provide a buffer between the private lots and the street right-of-way and a useable rear yard is preserved. A 30' setback is proposed along the north side Cabrini Drive and the 60' wide ditch/trail easement is provided as a minimum setback on the south side. A 5' sidewalk easement is proposed within the 30' rear yard setback along the north side of Cabrini Drive. Staff does not support the public sidewalk within the private lots. Staff recommends the sidewalk be located within the right-of-way. Staff could support a reduction in the setback along Cabrini Drive provided a landscape buffer is provided similar to the buffer proposed on 111th Street.

Streets: The site is bordered to the east by 111th Street. The City anticipates 111th Street to be widened to generally match the 111th Street street section adjacent to the Beacon Hill Subdivision to the north and include bike lanes on both sides of the street.

Cabrini Drive is designated as a collector street through this development connecting Highway 287 via Diamond Drive and 111th Street. It is proposed to be a 48' wide right-of-way with 6' wide bike lanes on both sides of the street, parking on the south side adjacent to the 60' wide trail/ditch easement, a 6' wide

tree lawn and a 5' sidewalk on the north and west side of the street. The 5' wide sidewalk is not proposed within the right-of-way. Local streets are proposed to be a 54' wide right-of-way with parking, 6' wide tree lawns, and 4' wide detached sidewalks on both sides of the street. The cover sheets includes a street design for local streets with less than 25 units, however there are no streets within the development that reflect this street design. The end of the cul-de-sacs are proposed to be one-way around the landscape islands with parking, a 5 ½' wide tree lawn and a 4' wide detached sidewalk on one side.

Access to the Montessori Academy property to the north is proposed from Cabrini Drive. The townhomes lots south of B Street, east of the unlabeled cul-de-sac, and abutting the public park, do not have public street frontage. Staff recommends C Street be extended to the east and then north to connect with B Street to provide public street access to all the townhome buildings. Such design could eliminate the unlabeled cul-de-sac and turn it into a green court yard. This design may also cause some garages to front onto the street. The extension of C Street would also provide on-street parking for the public park as was shown on the original Sketch Plan.

Twenty-foot wide alleys are proposed to serve all of the townhomes and alley-loaded single-family lots. The alleys are proposed to be owned and maintained by the Homeowners Association. The alley intersecting F Street is too close to the J Street and F Street intersection. Staff recommends the applicant work with staff to address this concern.

A traffic signal is anticipated to be installed at the 111th Street and Cabrini Drive intersection when traffic warrants are met. The applicant will need to participate in a proportional share of the costs of the signal.

Connectivity: The City's policies supporting neighborhood connectivity are reflected in the following PUD standards and criteria, and the Comprehensive Plan Policies:

PUD Standards

- 14.1.1: Unless there is no practical alternative, every proposed development over 50 units shall include more than one access point to an arterial or major collector street, regardless of whether an individual cul-de-sac or street within said development or portion thereof is less than 500 feet in length. (Res. No. 2003-30)
- 14.1.2: Where practical, neighborhoods shall be interconnected to provide vehicular, pedestrian, bicycle and similar access between neighborhoods. (Res. No. 2003-30 & 2003-31).

Comprehensive Plan Policies

- Policy C.3.2: Encourage street connections between proposed and existing residential neighborhoods. Impacts on existing neighborhoods will be considered and mitigated through the use of multiple access connections, traffic calming devices and/or street design standards that avoid long, straight, uninterrupted routes. Such techniques will be employed to minimize cut through traffic.
- Policy G.1.8: Encourage all proposed subdivisions to have multiple vehicular access points. In the rare case when multiple access points are

not practical, a secondary emergency vehicle access point should be provided.

Policy G.3.8: Ensure that proposed development and redevelopment plans include the interconnection of all multi-modal neighborhood transportation systems.

PUD Transportation Criteria states that the city shall encourage an efficient and environmentally sound transportation system.

As noted in the attached 2001 Interconnectivity of Neighborhoods position paper, interconnectivity provides for improved response for emergency services; provides for better distribution of underground utilities thereby making routine and emergency repairs less problematic; provides for alternative routes for residents in case of road and utility repairs; provides for more even wear of streets that in turn extends the useful life of street pavement; and provides for greater human interaction between developments. Additionally, staff also believes that interconnectivity helps disburse traffic through the public street system which may reduce congestion on collector and arterial roads; may provide more opportunities for carpooling; enables a more efficient delivery of services such as trash collection, meter reading, newspaper, and mail delivery.

The Beacon Hill, Cabrini Gardens, and West Oak subdivisions have public streets that have been platted to the Nuoci East property lines in anticipation of being extended with the development of the property. This development proposes connectivity to these three subdivisions. Lucerne Drive platted to the north property line is proposed to be extended and connect with Cabrini Drive. Bermont Street also platted to the north property line, is not proposed to be extended as a public street but is connected with a pedestrian trail. Staff feels that a vehicular connection is not necessary at this location due to the close proximity of and direct connection to the Lucerne Drive Connection. The Lucerne Drive connection provides interconnectivity between the two developments.

Cabrini Drive to the west was platted to the west property line of the Nuoci East property and is proposed to be extended to connect with 111th Street. Bermont Street platted to the south property line is proposed to be extended and connect to G Street and 111th Street. The connection to Bermont Street provides an alternative route for the West Oak neighborhood to access 111th Street, east bound Baseline Road, Cabrini Gardens commercial area, Wal*Mart commercial area, and Highway 287. This alternative route is expected to reduce the existing traffic congestion at the Bermont Street and Baseline Road intersection.

The Bermont Street connection has been revised from the original Sketch Plan by removing the direct connection to Cabrini Drive and B Street and providing an indirect connection to B Street with the extension of G Street. This street alignment was discussed at the April Planning Commission meeting as Option 2. Staff supports this street design because it provides indirect access to B Street and Cabrini Drive.

A street connection is proposed to the future extension of Rainbow Lane. Rainbow Lane is currently improved to the southwest corner of the new Police facility. It anticipated to be extended to serve the Sutak Subdivision when the subdivision is developed in the future. There was some discussion at the April Planning Commission meeting about Rainbow Lane providing the sole

interconnection between Silver Creek and the development to the south. The time frame for the development of the Sutak subdivision and the street connection is unknown and therefore will not provide any immediate traffic relief for the West Oak neighborhood. Traffic calming devices will need to be explored further for all neighborhood connections. Staff does not support the wide bulb-out and median proposed for the Bermont Street connection. Staff prefers the travel lanes be narrowed and some type of pattern or striping used to emphasize the crosswalk. The cross walk at the Cabrini Drive and E Street intersection should also be emphasized.

The applicant had the attached traffic impact diagram prepared for the proposed street designs. The top number shows the daily trips projected to be generated by the Silver Creek development and the bottom number is the total number of daily trips projected to be generated from Silver Creek and surrounding traffic patterns. For example, 90 trips from Silver Creek and 240 trips from the area south of Silver Creek are project to use Bermont Street. The traffic impact diagram did not take into account the existing traffic on 111th Street, Baseline Road and Highway 287 but does show projected use of the designated streets within Silver Creek Subdivision and Bermont Street. The City Engineer and the applicant's traffic engineer will be present at the meeting to discuss the diagram and answer questions. A more in- depth traffic study is required with the Preliminary Plan

Transportation: A southbound RTD bus stop is adjacent to the northeast corner of this property on 111th Street. The applicant will need to provide bus stop improvements for this stop. While pedestrian connections are proposed throughout the project with sidewalks and trails, staff feels that a mid-block pedestrian connection will benefit the neighborhood. Street connections between neighborhoods may increase carpooling opportunities

Parking: The Code requires 2 off-street parking spaces for each single-family unit, and 2 off-street parking spaces for each townhome unit plus 0.5 spaces per unit conveniently located for guest parking. The applicant has indicated that the parking requirement will be met but has not shown exactly how it will be done. This detail will need to be included with a Preliminary Plan and Site Plan / Architectural Review applications.

Gas Wells: An existing gas well is located just southeast of the Cabrini Drive round-about and another gas well is located approximately in the center of the Nuoci East property. The Code requires a 350' distance between an existing oil and gas well and a residential or commercial lot line. The applicant has submitted a development plan showing how development would occur with the existing gas wells. Approximately 22 townhomes and 13 alley-loaded lots are located within the 350' setback on the Cabrini Gardens Tract A and 24 townhomes, 8 alley-loaded, and 11 front loaded lots are located within the 350' setback on the Nuoci East parcel. Portions of the Cabrini Drive, and B, D, E, and F Street right-of-ways are also located within the gas well setback. A PUD modification was granted with the Cabrini Drive PUD to allow the right-of-way to encroach into the 350' setback. The Fire Code prohibits public streets closer than 75', which prohibits the construction of the east end of B Street and the north end of G Street.

Until the well is removed, the Bermont Street connection will reflect the applicant's "preferred street alignment" option that was discussed at the April

Planning Commission meeting. This option was the least objectionable and supported by some members of the West Oak neighborhood.

Goodhue Ditch: The Goodhue ditch runs diagonally across the project from the southwest corner of the townhome development to the northeast corner of the single-family. The Planning Commission indicated at their April meeting that piping the ditch was preferred over leaving the ditch open. Trees are not typically allowed within an irrigation ditch easement. Staff recommends provisions are made to accommodate the required street trees along Cabrini Drive without encroaching into the ditch easement.

Subsidence & Floodplain: The property is not located within the 100-year flood plain. According to the Dames and Moore study the property is not affected by subsidence.

Water and Wastewater: The City has the projected water and waste-water capacity to serve this development and such services are available to this site.

Drainage/Grading: Detention areas are proposed along the southern property line and in the center of the Nuoci East parcel. Detention for the Cabrini Gardens parcel is accommodated with the regional detention pond located to the south.

Water Rights: The Code requires developments requiring over 5 acre-feet of water dedicate Colorado Big Thompson (CBT) shares to the City. Water rights will be due when the property is zoned from DR to a residential zoning district. This is typically done concurrently with the recording of the residential final plat and the development agreement.

Public Land Dedication: Public land dedication was satisfied for the Cabrini Gardens parcels with the dedication of the 4 acre detention/park. The required public land dedication for the Nuoci East parcel is 4.8 acres. Public Land dedication for the Nuoci East parcel is proposed to be satisfied with the dedication of a 3.0 acre park extension and 1.7 acres with the dedication of the 60' wide ditch/trail corridor. An additional 1.6 acres is proposed to be dedicated on the Cabrini Gardens parcel with the dedication of the ditch/trail easement. In addition to the public land dedicated with the Cabrini Gardens Subdivision, the total area proposed to be dedicated for the Silver Creek property is 6.3 acres.

Open Space/Recreation: The Community Framework map shows a future park for the Nuoci East parcel and the Cabrini Gardens parcel. A 4 acre detention pond/park was dedicated along the south property line of the Cabrini Gardens Subdivision. The applicant is proposing a 3.0 acre extension of the park to provide a 7 acre public park. The Community Framework map also shows a pedestrian/bicycle route connecting 111th Street to the future park. F Street proposes to provide this connection.

The Open Space and Trails Master Plan (OSTMP) identifies three proposed soft surface trail corridors within this property. One corridor generally follows the alignment of the existing Goodhue Ditch, another is shown along the southern property line, and the third connects the ditch/trail corridor to the south trail corridor. The applicant proposes to comply with the OSTMP by piping the Goodhue Ditch within a 60' wide easement along the east and south sides of Cabrini Drive to provide trail access. The Cabrini Drive street section indicates a

meandering sidewalk within the ditch/trail easement. Although the OSTMP recommends a soft surface trail, staff discussed and identified the maintenance and durability benefits of a hard surface trail. Staff recommends an 8' -10' wide hard surface meandering sidewalk throughout the ditch easement. In order to provide a consistent level of maintenance throughout the Silver Creek development staff recommends that in addition to the street trees, the Homeowners Association maintain the ditch/trail easement.

The applicant is also proposing an east/west trail along the southern property line which connects with the southern trail approved in the Cabrini Gardens Subdivision and extends through the public park and private detention area to connect with 111th Street. The trail corridor narrows to 25' at the east end before it connects with 111th Street. A north/south trail is proposed from the end of the Bermont cul-de-sac along E Street then across Cabrini Drive to connect with the ditch/trail and adjacent the public park to connect with the east/west trail connection. This trail connection from Bermont to E Street is approximately 20' wide. A 4' wide detached sidewalk is proposed to provide pedestrian access adjacent to E Street until the sidewalk reaches the public park. This connection proposes to replace the north/south trail connection anticipated between the Cabrini Gardens church site and the west property line of Nuoci East.

Landscaping: A conceptual landscape plan has been submitted as part of the Sketch Plan. Detailed plans will be submitted with a Preliminary Plan application. Street trees are shown along the public streets with 6' wide tree lawns except along the cul-de-sacs where the tree lawns are proposed to be 5 ½' wide. Islands within the center of the cul-de-sacs and street bulb-outs are proposed to be landscaped. Landscape buffers are proposed along the south side of Cabrini Drive and along 111th Street.

Public Safety: The estimated Fire Department response time for this development is approximately 3 minutes. The Crime Prevention Technician (CPT) recommends that the residents join a Neighborhood Watch program.

An emergency vehicle access is proposed at the east end of E Street. The radius of the intersection of this access and Cabrini Drive and alley intersections will need to accommodate emergency vehicles.

Schools: According to the Boulder Valley School District's ratios the following students will be generated from this development:

| | Single-family | Multi-family | Total |
|-------------------|--------------------|--------------------|------------|
| Elementary School | 48 students | 22 students | 70 |
| Middle School | 25 students | 10 students | 35 |
| High School | 24 students | 10 students | 34 |
| TOTAL | 97 students | 42 students | 139 |

The neighborhood schools for this development are Lafayette Elementary, Angevine Middle School and Centaurus High School. To date staff has not received comments from BVSD.

Developer's Ability to Complete the Project: Markel Homes has successfully developed and built several projects in the Lafayette area including Spring Creek Subdivision, White Hawk Ranch Subdivision, and Hawkridge Estates.

Build-out Rate & Growth Management Priority Status: Until the gas wells are abandoned the project will likely be developed in two or more phases since residentially zoned property lines can not be created within the 350' setback. Two alley-loaded lots at the southwest corner of B Street and D Street are shown within the 350' gas well development plan and can not be developed until the well is abandoned.

Building permit allocations and priority status are assigned with an approval of the Preliminary Plan.

Community Housing Program: The City's housing program requires 10% of the units be permanently affordable and 20% be market rate affordable units. Based on this requirement, the applicant proposes that all of the permanently affordable units be the townhome product and one-half of the market rate affordable units also be the townhome product. The other half of the market rate affordable requirement is proposed to be satisfied with the alley-loaded lots. Staff is concerned that all of the permanently affordable units are one type of product and that the proposal does not meet the requirement for diversity of unit type. Staff recommends the housing plan submitted with the Preliminary Plan application specifically address how the plan meets the diversity guidelines.

Goal Fulfillment: The proposed development, subject to staff conditions meets the following Comprehensive Plan Goals & Policies.

Policy C.3.1: Encourage new residential development to provide a variety of housing densities, styles, and price ranges.

Policy C.3.2 Encourage street connections between proposed and existing residential neighborhoods. Impacts on existing neighborhoods will be considered and mitigated through the use of multiple access connections, traffic calming devices and/or street design standards that avoid long, straight, uninterrupted routes. Such techniques will be employed to minimize cut through traffic.

Policy G.1.8: Encourage all proposed subdivisions to have multiple vehicular access points. In the rare case when multiple access points are not practical, a secondary emergency vehicle access point should be provided.

Policy G.3.8: Ensure that proposed development and redevelopment plans include the interconnection of all multi-modal neighborhood transportation systems.

Policy C.3.4: Ensure proposed residential developments provide adequate community facilities, physical infrastructure, and services.

Policy C.1.5: Enhance Lafayette's pedestrian, small-town character by targeting future medium and high-density residential development to infill development locations that are readily accessible to and otherwise integrated with potential employment centers, commercial shopping areas and transit service routes.

Policy C.3.7: Review the design of proposed new residences within existing neighborhoods to address issues of compatibility.

Policy C.3.8: Require applicants proposing development to meet with residents in adjacent neighborhoods regarding the development proposal. This will allow applicants to identify concerns expressed by existing residents and propose strategies that the applicants could pursue to address the concerns.

Policy C.3.9: Ensure that new residential development provides pedestrian connections to adjacent development and whenever feasible to existing and proposed trail systems as indicated on the Community Framework Plan or an updated Master Trails Plan.

Policy D.2.1: Improve the streetscape along important thoroughfares, as identified on the Community Framework Map, to strengthen Lafayette's overall community image and to stimulate future development and redevelopment by providing a more attractive and cohesive street edge.

Policy B.2.2: Encourage compact and clustered development to facilitate more efficient provision of utility, drainage, and transportation infrastructure; community services; and, community facilities.

Policy G.3.1: Ensure that pedestrian and bicycle routes, which include trails, paths, sidewalks, and street bike lanes, are planned and built to allow users access to key city destinations, and are integrated with and strengthen the City's alternative transit system.

Policy G.3.5: Incorporate bike lanes in the construction and/or redesign of all roadways, wherever possible.

City's Financial Ability to Serve: The City is currently providing services in this area. The project will be able to utilize existing utility lines, streets and city services available to surrounding properties and therefore is economical to serve.

Environment: A Wildlife Presence/Absence Survey was submitted with the Cabrini Gardens Preliminary Plan. The survey recommended that the ditch easement corridor be preserved to maintain a wildlife movement corridor that is currently being used by raccoons, skunks, and coyotes.

Existing trees were not shown on the plan. All existing trees will need to be shown on a Preliminary Plan and should be preserved whenever possible.

Cultural: In 2005, the Nuoci farmhouse and associated farm outbuildings were demolished or removed from the property. The buildings were eligible for the National Register of Historic Places. Prior to complete demolition, the property owner allowed the City to salvage the grain mixer that was situated within the grain mixer building. The Historic Preservation Board has recommended that the applicant construct a replica of the grain mixer building with viewable wall panels to house the grain mixer or incorporate the grain in mixer into a sculpture or art piece.

Public Notification & Comments: The public hearing for June 28, 2006 to consider the revised Sketch Plan has been noticed in accordance with Section 26-16-9 of the Development Code.

Markel Homes held 2 neighborhood meetings on the original Sketch Plan, one on September 20, 2005 and the other on January 26, 2006. Since the April

Planning Commission meeting the applicant held a third neighborhood meeting on May 10, 2006. Attached is a sign in sheet from the attendees. Also attached is correspondence received regarding this development since the April hearing. Several residents of the West Oak neighborhood attended the February 28, 2006 Planning Commission meeting and expressed concern about the proposed Bermont Street connection. Surrounding residents have also expressed concern about the proposed density for this development, impacts on 111th Street, Rainbow Lane connection, and construction impacts.

Homeowner's Association: All outlots, including alleys are proposed to be owned and maintained by the Homeowner's Association. Homeowner's Association documents will be submitted with the Preliminary Plan.

Procedure: If the Planning Commission approves this application, the applicant then has 2 years to submit a preliminary plan before the sketch plan approval expires.

SUMMARY

Staff feels the applicant has done a good job addressing the comments and concerns discussed at the April Planning Commission meeting. Alley-loaded lots have been mixed with the townhome area proposed on the Cabrini Gardens parcel to help create diversity of housing type and style. The applicant has reduced the total number of lots by 21 and has reduced the density within the Cabrini Gardens parcel. The number of irregular shaped lots has been reduced and conforming street frontage has been provided for most of the lots.

Staff has worked with the applicant to develop the Bermont Street connection and feels this proposal provides the interconnectivity between the two neighborhoods and believes this connection will help reduce the existing traffic congestion at the Bermont Street and Baseline Road intersection. The G Street connection to B Street will not be constructed until the existing gas well is abandoned. Until then, the Bermont Street connection will provide access to 111th Street and J Street.

A 20' rear yard and a 10' wide landscape buffer is proposed for those lots adjacent to 111th. Due to the landscape buffer, staff feels the 30' setback on 111th Street is sufficient. However, the 30' setback along the north side of Cabrini Drive does not provide an adequate buffer from the collector street. Staff feels setbacks along collector streets should be maintained unless, as proposed on 111th Street, a landscape buffer is planted between the rear yard and the street. The 30' setback includes the 5' sidewalk which is typically in the right-of way and does not include a landscaped buffer separating the rear yard from the collector street. The original Sketch Plan had street frontage and on-street parking on C Street proposed along the public park. Staff feels this parking still needs to be provided. By extending C Street, all of the townhome buildings will comply with the public street frontage requirement.

Staff finds this proposal is a nice mix of new urbanism and suburbanism development and supports the Sketch Plan concept subject to staff's recommended conditions. The alley-loaded townhome and single family lots eliminate the dominance of garage doors along the streets. Markel Homes has developed and constructed quality developments within Lafayette and staff would expect the same type of development for this project.

Staff recommends approval of the Silver Creek Sketch Plan finding it complies with the Community Framework Plan meets Comprehensive Plan policies, and provides affordable housing opportunities.

RECOMMENDATION: Staff recommends approval of the Sketch Plan, with the following conditions:

1. The applicant shall pay a proportional share of the traffic signal anticipated on 111th Street and Cabrini Drive.
2. All healthy trees shall be preserved where possible.
3. An increase to the lot coverage and reduction to the rear yard setback are approved in concept, subject to Preliminary Plan and Site Plan / Architectural review.
4. C Street shall be extended east and north to provide on-street parking for the public park and public street frontage for the townhome buildings.
5. The Homeowner's Association shall maintain the ditch/trail easement.
6. The Homeowner's Association shall participate in the Neighborhood Watch Program.
7. The setback reduction between buildings is not approved. Building separation shall be a minimum of 15' between buildings.
8. In addition to the standard requirements of the Preliminary Plan, the plan shall include the following:
 - a) Location and dimensions of off-street parking spaces.
 - b) Location and caliper of all existing trees.
 - c) A table indicating all proposed dimensional standards
 - d) Documentation that all proposed setbacks can be met
 - e) Building envelope and proposed maximum lot coverage for the townhomes and single-family lots.
 - f) 111th Street bus stop improvements.
9. Prior to submitting the preliminary plan the applicant shall work with staff to address the following issues:
 - a) Incorporation of the grain mixer and/or history of the Nuoci farm into the design of the development.
 - b) Address how diversity of permanently affordable housing type is incorporated into the housing plan.
 - c) The location of the alley intersection at F Street.
 - d) Alley and emergency access radius to accommodate emergency vehicles.
 - e) Revision of the local street front yard setback to allow a 6' wide minimum front porch.
 - f) Relocating the sidewalk provided on the north side of Cabrini Drive into the street right-of-way.
 - g) Landscape buffer on north side of Cabrini Drive to justify reduced setback.
 - h) Improve pedestrian access to the RTD bus stop on 111th Street.
 - i) Incorporate appropriate traffic calming design for the Lucerne Drive and Bermont Street connections.
 - j) Treatment of cross walks to emphasize their location.
 - k) Without restricting or otherwise limiting the rights of the owner of the Goodhue Ditch, the Goodhue Ditch may be relocated and piped with a pedestrian trail within the 60' wide ditch easement.
 - l) Street trees along Cabrini Drive shall be located outside of the Goodhue Ditch easement.

- m) An 8' -10' wide hard surface meandering sidewalk within the ditch/trail easement.

Proposed Motion for Sketch Plan Approval:

The Planning Commission approves this request for Sketch Plan approval subject to the recommended conditions of approval, finding that it complies with the Development Code, Comprehensive Plan policies, and provides affordable housing opportunities.

Proposed Motion for Sketch Plan Denial:

The Planning Commission denies this request for Sketch Plan approval, finding that it does not comply with the Development Code, Comprehensive Plan policies, and does not provides affordable housing opportunities.

Attachments:

- Interconnectivity of Neighborhoods Position Paper
- Traffic Impact Diagram
- Public Comments
- Neighborhood Meeting Sign In Sheets
- Applicant's Letter
- Reduced Color Copy of Revised Sketch Plan & Gas Well Impacted Revised Sketch Plan
- Full-sized plans