

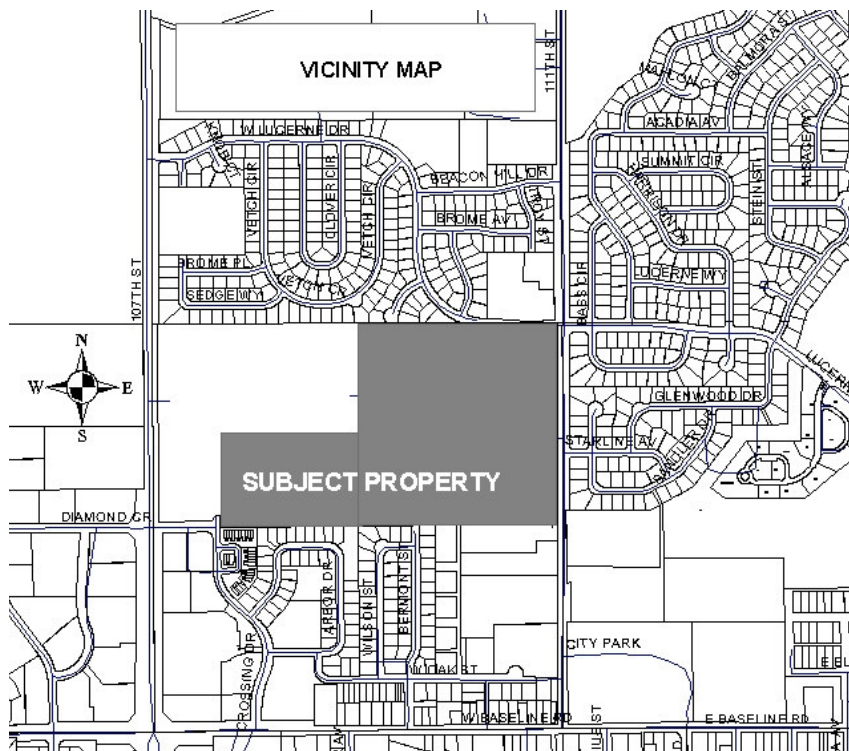


Planning & Building

MEMO

To: Planning Commission
From: Karen Westover, Senior Planner
Date: March 24, 2006
Re: Silver Creek Sketch Plan

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
Comp Plan Designation: Cabrini Gardens Tracts A & B - Mixed-Use (Parcel # 9)
Nuoci East – Medium Density Residential
Current: DR
Proposed: R-1/PUD and R-3/PUD,
Total Area: 52 acres



BACKGROUND

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.

Two Month Process: This applicant has been scheduled for a two month public hearing process. The first public hearing is scheduled for March 28, 2006 and the second has been scheduled for April 25, 2006.

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 include:

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 (Developing Resource). 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 south property line to accommodate existing utilities. Conditions of the annexation approval include:

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:

General: This is a request for Sketch Plan approval for 66 front-loaded single family lots, 56 alley-loaded single-family lots, and 170 townhome lots for a total of 292 lots on 52 acres. The Silver Creek plan is composed of two parcels of land as identified by the Comprehensive Plan Land Use Map. The eastern 40 acres, referred to as Nuoci East, is designated as medium density residential; the southwestern 12 acres are composed of Tracts A and B of the Cabrini Gardens Subdivision which are part of a mixed-use designation. The Cabrini Gardens plan designated these parcels as future residential development to meet the medium density residential component of the mixed-use ratio.

Adjacent land uses are as follows:

South – Two large residential lots, Sutak Subdivision, which is zoned R-1, West Oak Subdivision, containing medium 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	23%	7.6 ac
Open Area	10%	3.6 ac	Open Area	29%	9.9 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 2.7 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 33.5 acres. Using this calculation, the residential component is proposed to be 7.6 acres or approximately 23 % of the parcel. With the additional 1.3 acres of the ditch/trail easement the open area component for this mixed-use parcel is proposed to be 29%.

Use/Density:

<u>Use</u>	<u>Acres</u>	<u>Density</u>
Cabrini Gardens		
108 townhome lots	14 ac*	7.76 du's/ac
Nuoci East		
62 townhome lots & 122 single-family lots	40 ac	4.6 du's/ac
Overall Density		
170 town home lots & 122 single-family lots	54 ac	5.4 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.

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 / SFDAL Proposed
Front Yard			
Arterial Street 111 th Street	N/A	45'/6' to porch /10' to bldg	45'/8' to porch /12'to bldg / 20' to garage
Collector Street Cabrini Drive	35'/4' to porch /6' to bldg	35'/6' to porch /10' to bldg	35'/8' to porch /12'to bldg / 20' to garage
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'/27'	16'/27'

The proposed front yard setback seems to apply to the local street front yard which allows the porch to be closer to the street. In the case of the front loaded lots, the principal building is allowed to be closer than the garage. This setback encourages garages to be recessed from the main part of the house. 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. The applicant has also requested an increase of the accessory structure height from 16' to 27' to allow for additional storage, home offices, and "flex space" above detached garages.

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 50' wide right-of-way with parking and 5 ½' wide tree lawns on both sides of the street. A 4' wide detached meandering sidewalk is proposed on one side of the street, on the east and south side adjacent to proposed ditch/trail easement. 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. Local streets with less than 25 units, Street I, are proposed to be a 41' wide right-of-way with parking on both sides and a 4' wide tree lawn and a 4' wide detached sidewalk on one side of the street. 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.

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. Cabrini Drive to the west was platted to the west property line 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 Cabrini Drive.

Twenty-foot wide alleys are proposed to serve all of the townhomes lots and the alley-loaded single-family lots proposed in the south east section of the property. Alley-loaded lots are also proposed amongst the front-loaded lots north of Cabrini Drive. The alleys are proposed to be owned and maintained by the Homeowners Association.

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.

Transportation: A southbound RTD bus stop is adjacent to the northeast corner of this property on 111th Street. Pedestrian connections are proposed though out the project with sidewalks and trails. Bike lanes will need to be incorporated in the design of Cabrini Drive and 111th Street. 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.

Engineering/Utilities: 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. Approximately 44 townhomes are located within the 350' setback on the Cabrini Gardens Tract A and 31 townhomes and 16 single-family lots are located within the 350' setback on the Nuoci East parcel. Portions of the Cabrini Drive, and Streets B, D, E, and F right-of-ways are also located within the gas well setback.

The Goodhue ditch runs diagonally across the project from the southwest corner of the townhome development to the northeast corner of the single-family. Approval of the Cabrini Gardens plan and the Nuoci East annexation anticipated that the ditch would remain open. The applicant proposes to pipe the existing Goodhue Ditch and relocate it to run parallel with Cabrini Drive on the east and south side. A soft surface trail is proposed within the relocated 60' ditch easement. No plans were submitted to address how the pipe would connect to the existing irrigation ditch pipe located north of Cabrini Drive and 111th Street

intersection. Any alteration to the ditch will need to be approved by the Goodhue Ditch Company.

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. Water and waste-water services are available to this site. Separate water and waste-water service will need to be provided for each unit and shown on the utility plan to assure adequate easements are provided.

Drainage/Grading: Detention areas are proposed along the south 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 3.1 acre park extension and the 1.4 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. The total area proposed to be dedicated for the Silver Creek property is 6.5 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 3.1 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. Street F proposes to provide this connection.

The Open Space and Trails Master Plan (OSTMP) identifies three 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 Cabrini Gardens Subdivision approval required the Goodhue Ditch to remain as an open corridor and the Nuoci East annexation agreement required that a 60' wide irrigation easement be dedicated along the Goodhue Ditch, generally located 30' from the centerline of the ditch. Lafayette Open Space Advisory Committee (LOSAC) recommends that to the extent possible, the ditch remain open as a wildlife movement 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 within the easement across the Silver Creek development. 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 Street E 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 Street E is approximately 20' wide. A 4' wide detached sidewalk is proposed to provide pedestrian access adjacent to Street E 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 need to be submitted with a Preliminary Plan application. Street trees are shown along the public streets with tree lawns that vary in width from 4' to 6'. Islands within the center of the cul-de-sacs and street bulb-outs are proposed to be landscaped. Landscape buffers are proposed along Cabrini Drive and 111th Street. The landscape buffer along 111th Street is proposed within the dedicated right-of-way.

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 Street E. The radius of the intersection of this access and Cabrini Drive 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	41 students	29 students	70
Middle School	23 students	15 students	38
High School	21 students	14 students	35
TOTAL	85 students	58 students	143

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. A phasing plan will need to be submitted with a Preliminary Plan application which defines the area, including streets that can be built subject to the existing gas well setback.

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

Housing Need: The City's housing program requires 10% of the units be permanently affordable and 20% be market rate affordable units. Based on this requirement 29 units are required to be permanently affordable and 58 units are to be market rate affordable. The applicant has indicated that 29 of the townhome units are proposed to satisfy the permanent affordable requirement and 29 townhome units and 29 alley-loaded single-family units are proposed to satisfy the market rate requirement.

Goal Fulfillment: The proposed development meets several Comprehensive Plan Goals & Policies. These goals and policies are listed in the analysis section of this report.

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. Attached is a copy of the Executive Summary.

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 application construct a replica of the grain mixer building with viewable wall panels to house the grain mixer and return it to the property.

Public Notification & Comments: This application is being process as a two month hearing process, the first on March 28, 2006 and the second on April 25, 2006. The public hearings have been noticed in accordance with Section 26-16-9 of the Development Code.

Markel Homes held 2 neighborhood meetings, one on September 20, 2005 and the other on January 26, 2006. Attached is a sign in sheet and suggestion comments from the attendees. Also attached is correspondence received regarding this development. Several residents of the West Oak neighborhood attended the February 28, 2006 Planning Commission meeting and expressed concern about the proposed Bermont Street connection. Residents have also expressed concern about the proposed density for this development and impacts on 111th Street.

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

Procedure: In accordance with the Planning Commission's two month procedure, staff will present the staff report and the applicant will make a presentation at the March 28th meeting. The public will have the opportunity to address the Planning Commission at the April 25th meeting.

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

ANALYSIS:

This is a request for Sketch Plan approval of the Silver Creek Subdivision, located west of 111th Street between the Beacon Hill Subdivision to the north, the Lafayette Park Subdivision to the east and the West Oak Baseline Crossing, Sutak subdivisions and two large residential lots to the south. Based on the Comprehensive Plan Land Use map, the Silver Creek Subdivision contains two parcels of land, Tracts A and B of the Cabrini Gardens Subdivision and the Nuoci East parcel. The applicant proposes 292 residential lots on 52 acres. The purpose of a sketch plan is to review the concept and appropriateness of the proposed development in order to identify major issues which must be resolved. Staff has identified the issues discussed below for the Planning Commission's consideration.

Density

Cabrini Garden's Tracts A and B and the Nuoci East parcel are both designated by the Land Use Map as medium density residential with a maximum density of 6 dwelling units per acre. While the density proposed for Cabrini Gardens Tracts A & B exceeds the maximum density, the density proposed for the Nuoci East parcel is below the maximum density. The overall density of the Silver Creek Subdivision is 5.4 dwelling units per acre. Below is a comparison of the maximum density allowed for each parcel and an overall density.

Maximum Dwelling Units per Acre

	Land Use Map/Proposed	Max. # units/ Proposed
Cabrini Gardens	6/7.76	84 units/108 units
Nuoci East	6/4.6	240 units/184 units
Overall Density	5.38 du's per acre	324 units/292 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 townhome units are appropriately located closer to the commercial development to the west and the single-family units are appropriately positioned on the perimeter of the site adjacent to existing single-family lots.

Bulk & Area Requirements and Lot Configurations

The applicant is requesting a reduction in the front yard setback to allow the porch to be closer to the street and require the garage of the front-loaded single-family lots to be recessed behind the face of the house. The applicant indicated that bringing the face of the building and porch closer to the street will create a traditional urban experience. However, the configuration of some of the front-loaded single-family lots does not support this concept. For example, irregular shaped lots with long narrow driveways from the street will not be able to support a building design that has a porch 8' from the street and the building 12' from the street. Rather staff feels the long narrow "canyon affect" will detract from the streetscape. Staff feels porches set closer to the street are only

effective in creating interaction with the neighborhood and street if all lots have a similar design.

Staff is also concerned that the difference between the porch setback and the face of the house setback does not promote a usable porch. For example, if the townhome porch is setback 4' and the face of the home is setback 6', the porch will only be 2' deep. This also applies for the proposed setback of the single-family lots which would allow a 4' deep porch. Staff feels porches should be a minimum of 6' to be inviting and usable. Staff supports the reduced front yard setbacks provided a 6' deep minimum porch can be accommodated.

The Code considers any yard that abuts a street such as 111th Street and Cabrini Drive, as a front yard for setback purposes. While staff generally supports the reduced front yard setback on local streets, staff does not support a setback reduction along 111th Street and Cabrini Drive. While the proposed 60' wide ditch/trail easement provides more than the required 35' setback from Cabrini Drive the landscape outlot and narrow front-loaded lots abutting Cabrini Drive on the north side do not appear to provide enough depth to meet the 35' setback. The landscape buffer along 111th Street and the narrow alley-loaded lots also do not appear to provide enough depth to accommodate the 45' setback. Staff recommends the Preliminary Plan include documentation that all setbacks along 111th Street and Cabrini Drive can be met, either on the lot or through the use of a landscaped outlot.

The applicant has requested a reduction of building separation for the alley loaded single-family lots in order to provide a portion of the market rate affordable units. Staff does not support the reduction finding it not essential to promote the most beneficial and creative development of the land.

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. Staff does not necessarily have an objection to the rear yard setback however staff is unclear how much of the rear yard is open with detached or attached garages.

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 for subject to further review of the building envelop and layout.

The applicant is considering detached garages for the single-family lots and has requested an accessory structure height increase to allow usable space above the garage. In the OTR district the maximum height for accessory dwelling units which allow a residence above the garage is 20'. The additional 4' of garage height may promote an efficient use of the lot by providing an alternative for storage rather than using accessory sheds. Staff could support an increase from 16' to 20' to allow usable space above the garage if it encourages detached garages and reduces the need for accessory sheds.

Lot configuration

Staff has a concern about the configuration of three alley-loaded lots at the east end of Street E. These lots front onto Lucerne Drive however the adjacent front loaded lots front onto Street E. Access to these lots will be from the alley rather than from Lucerne Drive. Staff recommends Street E. be extended to provide street frontage to all of the lots on this block. This will provide a more consistent streetscape rather than having the front of a house directly next to the rear of a house.

Gas Wells

This site contains two existing gas wells. To date, the applicant has not been successful in purchasing the wells and abandoning their operation. Until the wells are abandoned any property within the 350' gas well setback can not be zoned commercial or residential without a PUD modification. A PUD modification was approved for the Cabrini Gardens Subdivision which allowed the Cabrini Drive right-of-way, and portions of the commercial and church lots, to encroach into the setback but prohibited the construction of any structure within the setback. Staff recommends that the development occur in a minimum of two phases, one phase for property outside of the gas well setback and one phase for property within the existing setback that would be zoned and developed upon abandonment of the gas well. Staff recommends a phasing plan be submitted with the Preliminary Plan reflecting at least two phases of development with respect to the 350' gas well setback. Any street right-of-way proposed within the setback will need to be reviewed with the Preliminary Plan.

Housing

The applicant proposes that all of the permanently affordable units will be the townhome product and one-half of the market rate affordable units will also be the townhome product. Staff is concerned that the all of the permanently affordable units are one type of product and the housing plan will not be able to meet the diversity of unit type. Staff recommends the housing plan submitted with the Preliminary Plan application specifically address how the plan meets the diversity guidelines.

Streets

Cabrini Drive is proposed to be extended from the west property line and connect with 111th Street. This connection has been identified as a collector street between 111th Street and Highway 287 and therefore traffic should be encouraged to use it as a collector street. The City Engineer is not comfortable approving on-street parking where bike lanes are proposed. Lucerne Drive is proposed to connect to Cabrini Drive rather than directly connecting to 111th Street as was envisioned when Lucerne Drive right-of-way was dedicated from the Nuoci East annexation and the Montessori Academy PUD. Staff supports the indirect connection of Lucerne to 111th Street and the way traffic is directed onto Cabrini Drive. However, access to the Montessori Academy property will be difficult with this proposed intersection. Staff recommends the applicant work with the property owner and the City to accommodate access to the Montessori Academy property and retain the indirect objectives for Lucerne Drive.

111th Street is proposed to be improved to generally match the existing street section adjacent to the Beacon Hill Subdivision with acceleration, deceleration left turn lanes, and sidewalks, curb, gutter and bike lanes on both sides. The design of the 111th Street has not been finalized and additional right-of-way may

be necessary to accommodate the 6' wide bike lanes. Staff does not support the landscape buffer located within the 111th Street right-of-way without knowing the final 111th Street width requirements.

Detached 4' wide sidewalks are proposed along the south and east sides of Cabrini Drive adjacent to the ditch/trail easement. Locating the ditch/trail and the sidewalk on the same side of the street is duplicative yet no pedestrian access is provided on the other side of the street. Staff recommends that the sidewalk be relocated to serve the pedestrians on the north and west sides of Cabrini Drive. Sidewalks approved with the Cabrini Gardens plan are a 5' wide on both sides of Cabrini Drive. Staff recommends all sidewalks are a minimum of 5' wide.

The tree lawn proposed for the local street is wider than the tree lawn proposed for Cabrini Drive. Staff recommends the tree lawn be increased along Cabrini Drive. Additional right-of-way may be available without the on-street parking. Staff recommends all trees lawns be a minimum of 6' wide.

Ditch/Trails

A 60' wide ditch/trail corridor is proposed along Cabrini Drive to provide pedestrian access through the development. Contrary to the conditions of the Cabrini Gardens Subdivision and Nuoci East annexation approvals, the applicant is proposing to relocate and pipe the ditch. LOSAC has recommended that, to the extent possible, the ditch remain open as a wildlife movement corridor. While the Ditch Company strongly recommends that the ditch be piped, they do not mandate that the ditch be piped unless it is relocated outside of the existing 60' wide ditch easement. The Ditch Company would not support a public trail easement with their ditch easement if the ditch is to remain open but have no objections to a trail easement if the ditch is piped. The topography of the existing ditch alignment is shown on the Cabrini Gardens parcel. The existing ditch or the easement is not shown on the Nuoci East parcel. As shown in the following air photo, the ditch crosses the property diagonally from southwest to northeast and crosses under 111th Street just north of the intersection with Cabrini Drive.



Staff has debated the issue of an open ditch and piped ditch but did not reach a consensus recommendation. Staff has outlined the pros and cons for the Planning Commission's consideration and requests the Planning Commission's direction on this issue.

Open Ditch within Existing 60' Wide Easement

PROS

- ❖ Maintains a wildlife corridor through the project.
- ❖ Preserves a natural open space corridor that enhances the pedestrian experience.
- ❖ Trails do not always need to be adjacent to a street, the easement can provide a significant buffer from the street and remove pedestrians from vehicular traffic.
- ❖ There are good examples where an open ditch and development co-exist such as Anna's Farm, Waneka Landing, and Indian Peaks.
- ❖ Trail can be located outside of the ditch easement.

CONS

- ❖ The open ditch creates an attractive nuisance where residents may deposit grass clippings and other trash into the ditch.
- ❖ The open ditch creates a potential safety hazard with children playing in the ditch when water running.
- ❖ The open ditch creates maintenance problems since the Ditch Company can no longer spray or burn weeds adjacent to development.
- ❖ The Ditch Company does not support a trail within open ditch easement
- ❖ Water seepage concerns for basements below the ditch.

In response to some of the concerns with an open ditch most can be mitigated though fencing, drainage systems for basements or possible ditch lining methods, HOA and City enforcement of dumping, visibility and supervision of young children. The amount of water running through the ditch is estimated to be approximately 6" deep and 12" across without rain during the irrigation season. An open ditch would require the ditch retain its current alignment which would be a significant re-design of the Sketch Plan.

Trail corridors are also proposed along the southern property line providing an east/west trail and along Street E providing a north/south trail to connect with the Beacon Hill Subdivision. The OSTMP recommend trail easements be a minimum of 50' wide. A minimum corridor width of 25' is proposed for the east/west trail and a minimum width of 20' is proposed for the north/south trail.

Staff supports a reduction of the north/south trail easement because it connects two community pedestrian sidewalk systems. While the east/west trail to 111th Street is only 25' wide, the other half of the east/west trail easement may be acquired with the development of the large lot to the south.

Pedestrian access to the RTD bus stop on 111th Street could be improved with mid-block pedestrian connection between Cabrini Drive and F Street. Staff recommends that the applicant review additional pedestrian connections to the RTD bus stop.

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.

An extremely important component of interconnectivity, as noted in Policy C.3.2, is the consideration and mitigation of impacts to existing neighborhoods through the use of multiple access connections, traffic calming devices and/or street design standards that avoid long, straight, uninterrupted routes. Multiple access connections are proposed with the Silver Creek Sketch plan. Two access points are proposed on 111th Street, and Cabrini Drive provides access to Diamond Drive which connects with Highway 287. A grid like street system is proposed for the townhome area which includes several street connections. Street connections are also proposed for Lucerne Drive to the north and Bermont Street to the south. When the West Oak and Beacon Hill subdivisions were platted in the late 1970's and early 1980's, three street right-of-ways were platted to the Nuoci East parcel to provide multiple street connections for those subdivisions and connectivity with the future development of this property.

Lucerne Drive was platted to the north property line and is proposed to be extended to Cabrini Drive which connects to 111th Street directly across from Lucerne Drive on the east side of 111th Street. The connection avoids a long straight, uninterrupted route by requiring a right turn from Cabrini Drive. The need for traffic calming devices should be explored for this connection. Bermont Street to the north is not proposed to be extended as a public street. Rather a pedestrian trail connection is proposed to allow residents to walk to the public park, the church site, the commercial development, and the library. Staff feels that a vehicular connection is not necessary at this location due to the close proximity of the Lucerne Drive Connection. The Lucerne Drive connection provides interconnectivity between the two developments.

Bermont Street to the south is proposed to be connected to Cabrini Drive with Street E. A small landscape island is proposed in the middle of the street as it connects with the existing Bermont Street. The proposed alignment represents a long, straight uninterrupted, route. While staff supports the Bermont Street connection, staff does not support the proposed street design because it is a straight connection and the traffic calming landscape island does not appear to be effective. Staff has considered other street designs for this connection such as blocking Street E between Streets F and B, and relocating the south portion of Street E to the east to still maintain a connection to Cabrini Drive. Each of these alternatives has ripple effects on traffic circulation. All street alternatives need to be reviewed with the objectives of connectivity, impacts on the existing neighborhood and the proposed local streets, and the location of detention area. Staff recommends the applicant work with staff to design a street connection that is more indirect, minimized the impact to the existing neighborhood and incorporates appropriate traffic calming device(s).

Comprehensive Plan Goals & Policies:

This development, subject to staff conditions, meets the following Comprehensive Plan 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. 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.

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 H.1.1: Pursue the development of neighborhood parks to address the current deficit identified in the 2003 Parks, Recreation, and Trails Master Plan Update. Assure that neighborhood park service is adequate to meet both the City's population based Level of Service (LOS) standards and are available within a ¼ mile radius of all new and existing residential development.

SUMMARY

Staff finds this proposal is a nice mix of new urbanism and suburbanism development and overall supports the Sketch Plan concept. 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 has identified several issues with this Sketch Plan. Some issues such as the ditch location, access to the Montessori Academy, and the Bermont street connection could significantly alter the design of the plan. The Planning Commission has the option of reviewing a revised Sketch Plan prior to approval. Because the Sketch Plan can be significantly altered by some of the staff's proposed conditions, the Planning Commission may choose to have the applicant work out some of the issues with staff and return to the Planning Commission before you take any action.

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.

Because this project is being review as a two-month process, staff has prepared a motion to continue this public hearing to May in accordance with the 2 month review procedure.

Proposed Motion to Continue the Public Hearing:

The Planning Commission moves to continue the Public Hearing for the Silver Creek Sketch Plan to the April 25, 2006 Planning Commission meeting.

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 existing healthy trees shall be preserved where possible.

3. An increase to the lot coverage is approved in concept, subject to Preliminary Plan and Site Plan / Architectural review.
4. All sidewalks shall be a minimum of 5' wide.
5. All tree lawns shall be a minimum of 6' wide.
6. Maximum height for detached garages is approved to be 20' provided the maximum lot coverage does not exceed 30%.
7. 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) Table indicating all proposed dimensional standards
 - d) Documentation that all proposed setbacks can be met especially along 111th Street and Cabrini Drive either on the lot or with the use of a landscaped outlot.
 - e) Building envelop and proposed maximum lot coverage for the townhomes and single-family lots.
 - f) Phasing plan that reflects the development within and outside of the 350' existing gas well setback.
 - g) A sidewalk shall be provided on the north side of Cabrini Drive.
8. Prior to submitting the preliminary plan the applicant shall work with staff to address the following issues:
 - a) Incorporation of a replica of the Nuoci grain building into the design of the development.
 - b) Access to the Montessori Academy from the Lucerne Drive/Cabrini Drive intersection.
 - c) Address how diversity of permanently affordable housing type is incorporated into the housing plan.
 - d) Redesign of irregular shaped front-loaded single-family lots to accommodate a reduced local street front yard setback.
 - e) Revision of the local street front yard setback to allow a 6' wide minimum front porch.
 - f) Extension of Street E to provide street access to the front-loaded single family lots.
 - g) Relocation of landscape buffer along 111th Street to coincide with final street design.
 - h) Improve pedestrian access to the RTD bus stop on 111th Street.
 - i) Incorporate appropriate traffic calming devise for the Lucerne Drive connection.
 - j) Design a Bermont Street connection that is indirect, minimizes the impact to the existing neighborhood and incorporates appropriate traffic calming devises.
9. Regarding the Goodhue Ditch
 - a) Without restricting or otherwise limiting the rights of the owner of the Goodhue Ditch, the corridor of the Goodhue Ditch corridor, as it traverses the proposed Silver Creek development, shall remain open so as to preserve the wildlife movement corridor. The applicant shall work with staff to mitigate open ditch concerns and provide a pedestrian trail along the outside perimeter of the 60' ditch easement.

OR

- b) 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' ditch easement.

Proposed Motion for Sketch Plan Approval:

The Planning Commission approves this request for Sketch Plan approval subject to the staff conditions, finding it complies with the Community Framework Plan meets several 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 it does not comply with the Community Framework Plan, does not meets Comprehensive Plan policies, and does not provides affordable housing opportunities.

Attachments:

- Reduced Copy of Sketch Plan
- Wildlife Presence/Absence Executive Summary
- Interconnectivity of Neighborhoods Position Paper
- Reduced Color Copy of Sketch Plan
- Neighborhood Meeting Sign In Sheets
- Public Comments
- Applicant's Letter
- Applicant's Questionnaire
- Full-sized plans