



Department of Community Development

Planning and Building

The Town of Erie

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Memo

To: Layla Rosales

From: Hannah L. Hippely, AICP

Date: May 26, 2017

Re: SK-000765-2016: Erie Highlands Planning Area 8, 9 and 10 – Sketch Plan Application

cc: Marty Ostholtzoff

The Erie Highlands Planning Area 8 & 9 – Sketch Plan application revision was reviewed by staff on May 3, 2017. Revisions were provided by the applicant dated May 15, 2017. These comments reflect both the meeting discussion and the revised materials dated April 21, 2017.

The carriage house is a new type of single family detached product that will require modification of the UDC requirements through a PUD. Overall, the carriage house requires that minimum standards of the UDC be altered in a number of significant way resulting in a different development pattern than is usually the result of the UDC. It is necessary to consider if these modifications result in an acceptable type and quality of development. Staff anticipates that the Planning Commission and Board of Trustees will, during their discussion of the proposal, provide the necessary direction regarding the project as it relates to the purpose and intent of the UDC, the expected level of quality of development within the Town, the development's ability to provide a public benefit.

DEVELOPMENT PATTERN

Subdivision standards provide a basic framework for subdivision layout, Section 5.4.E.6 states that "each residential lot shall be provided with lot frontage on a street". The development pattern described by the UDC is reinforced in the development and design standards Section 6.7.E.2 which requires that dwellings be oriented to a street (an exception for alley loaded and greenway fronting products is included).

The modification to street frontage and orientation requirements is essential to allowing the proposal to move forward. This proposal does not utilize Streets or Alleys to provide access to the lots as anticipated by the UDC. What is being proposed is a shared and enhanced driveway (auto court) to which the dwellings face; two or four (depending on the layout) of the homes on each auto court will not have street frontage. This approach would create a development pattern new to the Town.

Staff does have concerns that this development pattern is rather congested. One element that is not provided within this development pattern is a dedicated pedestrian access to all of the

lots. A combination of the street orientation and sidewalk requirements (6.5 F) found in the UDC results in the provision of a pedestrian access (formal or informal) separate from vehicular access that leads directly from the sidewalk to the front of the home. In this scenario, the only option for pedestrian access to the rear lots is the driveway shared by four to six residences. Lack of parking in this scenario also contributes to the congestion concerns. A combination of the street orientation, parking requirements, and setbacks found in the UDC provides most single family homes with garage parking, driveway parking, and street parking (creating four to six spaces per dwelling) which can be used at the convenience of the residents and is available for guest parking. In the proposed scenario, the dwellings have only garage parking spaces onsite (parking in the auto court is not permitted) and the amount of street frontage typically available to one single family home is shared by two or three dwellings. While the UDC does not require dedicated guest parking for single family development, this development is not typical in its pattern and staff recommends that guest parking be incorporated into the plan. Rear yards are small and staff recommends that accessory structures not be permitted within Planning Area 9.

The proposal does include elements which break up the compact nature of the proposal including an 8 foot tree lawn, a well-developed street network, and a thirty foot landscape buffer and trail along Glacier Drive and all of these elements should be carried forward.

Dimensional Standards

Staff has compared the UDC dimensional standards with the Carriage House Typical and provided the comparison summary in the following table. The minimum requirements of the UDC are substantially altered by the proposed development. The homes themselves are relatively typical single family homes but, they are located on very small lots and this more compact development lack the open character and outdoor spaces typically found around homes in Erie's single family neighborhoods.

	Lot Width ft.	Net Area sq. ft.	Front Setback Ft.	Street Setback Ft.	Interior Lot Line Setback	Rear Setback
MR	50	5,000	20	20	5	20
Carriage House Typical	N/A	2,545	6*	10*	5	5

*Porch and Stair encroachments would need to be defined by the PUD.

Staff understands that the PUD currently allows a 2,800 sq. ft. lot in Planning Area 9, it is important to understand that staff and the UDC requirements for PUDs consider the modification of the UDC not the incremental modification of the existing PUD. Additionally, this development pattern was not contemplated by the prior PUD and it must be considered on its own merits.

NEIGHBORHOOD CHARACTER

The proposal for the Carriage House includes a variety of elements that contribute to neighborhood character. The Typical Carriage House Enhanced Design Elements Exhibit shows the enhancements to the driveway, these enhancements combined with the landscaping shown in the Typical Front Yard Landscape Plan, and the architectural elevations which demonstrate a commitment to enhanced architecture on the façade facing the auto

court creates an appealing neighborhood character within the auto court. Design requirements related to garages seek to minimize garages and create a high quality streetscape. Amendments to the UDC to allow this design include allowing only one type of garage rather than the diversity of garage locations as required by E.3.a. Also, E.3.b states that the garage shall not comprise more than 45% of the front façade however, as shown the garages are 66% of the façade.

Staff's concern lies in the quality of the neighborhood character as experienced from outside the auto courts. The proposals do not meet the UDC Architectural Character (use of masonry or style) requirements nor the current standards in the PUD. Proposed elevations have been provided which show that the Carriage House product elevations are very flat and many include minimal windows and stretches of blank walls. Privacy Side Elevations have a single small window, where clerestory windows could be utilized and privacy still provided. Elevations which are immediately adjacent to the street should be enhanced beyond what is shown on the Street Side Elevations; windows should be substantive and have rhythm and blank stretches of walls eliminated. The street side elevations should be as well developed and appealing as the elevation facing the auto court. Additionally, those side elevations which are adjacent to other rights of ways should also have an enhanced elevation. The elevations provided to staff include some thoughts about enhancing the architecture; work on this issue would continue as part of a future PUD and all architectural requirements would be codified within a PUD amendment.

Glacier Drive

Staff recommends that Glacier Drive be constructed in full from Erie Parkway to CR 5 as part of the development of Planning Areas 8 and 9 rather than leaving the remainder of the road to be completed at an unknown future date.