

MINUTES
CARBONDALE PLANNING AND ZONING COMMISSION
Thursday April 12, 2018

Commissioners Present:

Michael Durant, Chair
Yuani Ruiz, Chair Pro Tem
Ken Harrington
Jay Engstrom, 1st Alternate
Nick Miscione, 2nd Alternate

Staff Present:

John Leybourne, Planner
Mary Sikes, Planning Assistant

Commissioners Absent:

Gavin Brooke
Jeff Davlyn
Jennifer Gee DiCuollo
Marina Skiles

Other Persons Present

Natalie Redmond, 615 Buggy Circle Unit D
Kevin Kreuz, 421 Settlement Lane
Steven Wolff, 606 North Bridge Drive
Camille Schuman, 416 Settlement Lane
Dick Reed, 420 Settlement Lane
Katherine Curry, 403 Settlement Lane
Chris Klingelheber, 670 North Bridge Drive
Jane Kelly, 433 Settlement Lane
Mike Gamba, ESA Team
Jacques Machol, ESA Team
Eric Smith, ESA Team
Erik Cavarra, ESA Team
Haley Carmer, ESA Team
Lenn Haffeman, ESA Team
Chris Fasching, senior traffic engineer @ Felsburg Holt & Ullevig

The meeting was called to order at 7:02 p.m. by Michael Durant.

March 8, 2018 Minutes:

Ken made a motion to approve the March 8, 2018 minutes. Yuani seconded the motion and they were approved unanimously with Jay and Yuani abstaining.

Other Persons Present

There was no public comment.

CONTINUED PUBLIC HEARING – Thompson Park Development – Subdivision Conceptual Plan, Major Site Plan Review, Conditional Use Permit and Amendment to the Annexation and Development Agreement

An email was handed out and entered into record from Steven Wolff.

Applicant: ESA Architects

Location: Parcels 2, 3, & 4, Thompson Park/Highway 133

John said that this is a continued public hearing for a Subdivision Conceptual Plan, Major Site Plan Review, Conditional Use Permit, and Amendment to the Thompson Park Annexation and Development Agreement.

John stated that the applicant is proposing a development that includes 27 attached single family units located on parcel 2, 5 units on parcel 3 and 7 single family units detached on parcel 4. He said that there would be a total of 39 residential units on the three parcels.

John said that it should be noted that the applicant revised the application yesterday adding an additional affordable housing unit. He said that the applicant will comment on the proposed changes. He stated that this is why we will be recommending a continuation of this hearing as the revision came in late yesterday afternoon and Staff would like further time to review it.

John stated that the application is in conformance with the following zoning parameters;

- The Lot area per dwelling unit in the residential medium density district has been met.
- The setback requirements have been met.
- The pervious and impervious surface ratios have been met.
- The height of the proposed buildings are in compliance with the allowed building height.
- The landscaping strips along the public right of way are in compliance.
- Bulk storage for the all of the units is in compliance.
- Parking is in compliance.

John stated that Staff feels that the building design and orientation standards have been met.

John said that there are outstanding items that Staff would like to see addressed and the Commission noted from the last meeting;

John said that there was some concern about the street trees outlined in the last report. He said that a new landscape plan has been submitted, which will need to be reviewed by Staff.

John said that trash storage for the fiveplex is indicated but trash storage for the remainder of the units needs to be clarified.

John stated that the inclusionary housing requirements will need to be reviewed by Staff as the applicant has revised the number of units provided. He noted that the housing requirements would need to be approved by the Board but that the Commission may want to add comments.

John said that Staff has done an initial review of the traffic study and it appears that the data supports the conclusions and recommendations but that additional time will be needed by Staff to review the traffic analysis. He said that CDOT would also be asked to comment but that the Town's CDOT representative has been out of the country until this week.

John stated that this application is well thought out and well designed. He said that the Commission's comments have been positive, however there are some small items, which need to be finalized as well as reviewed for the proposed changes.

John stated that Staff recommends that the Planning Commission make the motion to continue the public hearing to April 26, 2018.

Michael commented that this week is almost over and that hopefully the CDOT representative returns tomorrow. He asked for clarification on the traffic study and was it concluded that the traffic situations could be mitigated by restriping.

John stated that this is correct and that the Town Manager and Public Works Director have discussed this with the applicant. He said that the proposed striping on the interior streets as well as the turn lanes on Lewie's Lane might take care of the issues prior to triggers for a signal or roundabout.

Jacques Machol began by introducing the development team of Lenn Haffeman, Eric Smith, Erik Cavarra, Haley Carmer, Mike Gamba and Chris Fasching, the traffic engineer.

Jacque stated that they have addressed all of the concerns and that they were hoping to get an approval with conditions for any of the remaining questions.

Haley explained that she has provided a letter for the Commission for the packet providing an overview of the issues that the Commission identified at our last meeting and how they have addressed those concerns. She said that they had commissioned a new traffic study to consider the impacts of forty units in light of the school that is now there, Ross Montessori. She explained the revised connections within the development. Haley stated that the concern of using garages to satisfy parking was addressed by

providing two car garages for every unit except for the one bedroom units and provide enough storage for both vehicles as well as toys for outdoor use here in Carbondale. She said that they have also included bulk and indoor storage within the units to accommodate storage sufficiently.

Haley stated that the concerns of the water and sewer infrastructure is sufficient to accommodate what we are proposing before you tonight and that their engineer has provided a letter with the details to explain what is in the ground.

Haley said that there were concerns with architecture and that their architect is here tonight to show the new site plan. She explained that the orientation of the single family homes on parcel four were facing the streets as per their development plan. She said that the more modern, simple architectural plan for these units will be better received in the market with features that will complement the historic structure that is adjacent to these parcels.

Haley stated that there was discussion of considering Thompson Park as a whole when satisfying code requirements verses a parcel by parcel basis. She said that issue is moot by reducing the density and increasing the impervious areas. She said that they recalculated the affordable housing units because they had changed the density. She said that they first calculated it on a parcel by parcel basis in light of the conversations at the March 8, 2018 meeting. She said that in response to Staff's comments about having to consider the development as a whole when calculating the affordable units that they added an additional unit on to parcel three, which is why they had the late revisions on that issue.

Haley said as a result of reducing the density and changing the site plan we did break up the sixplex that had all the affordable units on it on parcel two. She said that it is now a threeplex and a duplex, which faces another duplex, which has driveways and two car garages in order to reorient that. She said that all of the units have been moved closer to the streets to avoid the parking issues so that they are not treated differently as the affordable housing units were thought to be.

Haley stated that they feel that this was a fairly comprehensive response to the Commission's concerns and that she welcomes more comments as well as feedback tonight.

Eric Smith outlined the project with the changes of the submittal for parcels 2, 3 and 4. He said that they eliminated some of the units on parcel 2, down to twenty seven from thirty five previously. He said that they have reoriented the street network and connected back out to Lewie's Lane at the north end of the property, which eliminates the dead-end. He said that based on the suggestion given by the Commission that they have turned the building that is on the north end of the site so that it faces the townhomes directly across the street. He said that they have created more space between the units after eliminating some of the units on this site.

Eric explained the curb cuts on Lewie's Lane that are existing and the connections to these points to continue the internal loop. He showed the added parking on his PowerPoint presentation.

Eric explained the changes to parcels 3, which was the removal of the end unit across from the Thompson House so it keeps the space open to the west side of the historic home. He said that there are six units with the revised site plan. He said that the through street has been made to just have a southern access with it ending prior to Lewie's Lane.

Eric explained the elevations of the duplex, triplex, fourplex and fiveplex buildings on parcel 2. He said that on parcel 3 there would be a similar triplex that is on parcel 2. He stated that the duplex had been changed to a triplex to get the additional affordable unit.

Eric continued by showing the units on parcel 4, which he said are all single family lots.

Eric said that they tried creating different elevation functions as to not repeat the same building more than once along Lewie's Lane.

Eric noted the drawings prepared by Mike Gamba related to the subdivision that show proposed breakup of the lots.

Eric stated that they reviewed the street tree spacing and that it meets the current code requirements. He said that they also meet the impervious/pervious area of paving. He said that they feel that they have followed through with what was requested from the Commission as well as code questions brought up by Staff.

Mike Gamba stated that at the last meeting that there was a question of the capacity of the existing utilities. He said that he has provided a report, which indicates that the water system for the proposed development would utilize approximately three percent of the capacity of the water system for standard domestic use. He said that in the case of the emergency fire flow it is approximately one third of the capacity of the water system. He stated that for the sewer system it is a little over ten percent of the capacity. Mike said that we could do a development about ten times the size on these utilities. He said that the civil design for this site is a simple site design because it is flat and that all the requirements for grades and capacities are in place.

Ken asked if the percentages were for a broader system or is it for only your system that you are putting in.

Mike said that he was referring to the infrastructure that is there now on Lewie's Lane and Jewel's Lane. He gave the dimensions of the water and sewer lines.

Ken asked how it connects up to the city systems.

Mike stated that the ten inch water line provides a major link between the north and south side of Highway 133 for the city, which improves the overall capacity of the city

because of the looping of that system. He said that the eight inch sewer line connects into a fifteen inch sewer line following Highway 133.

Ken asked if the eight inch line was only for this development.

Mike answered yes.

Chris Fasching, senior traffic engineer, said that he has prepared the traffic study for the proposed development. He outlined the following;

- Two traffic impact studies from 2013 and the study just completed
- Conclusions of previous studies and current were the same, even with different numbers
- Ross Montessori is capped at 320 students, enrollment currently is 280 students
- Existing conditions with analysis and data of traffic peaks
- In person observations completed during peak traffic times
- Projected impact of forty units, seven single family and thirty-three multi-family equals thirty trips per peak hour of the evening for all three parcels
- Multi-family housing generates less traffic than single family housing
- Recommendations for fixes
 - Prohibit Parking on the narrow portions of Lewie's Lane
 - Prohibit U turns
 - Restriping on Highway 133 for a center excel lane
 - Signage and crosswalks to calm traffic on Lewie's Lane
- Roundabout at Weant/Lewie's Lane is a long term possibility

Nick asked if the number of trips would be increased because of the distance to amenities. He said that he was skeptical about the thirty trips per hour number.

Chris explained that the data is based on studies to our national professional societies and suburban in nature. He added that if the data was near amenities or transit that they do note that. He said that many suburban areas are not near shopping but they might be near schools.

Jay thought that Carbondale residents used cars a lot less than the majority of the US.

Nick asked if then there would be an increase in bicycle traffic.

Jay stated yes.

Michael said that when he thinks of a trip it might be someone coming from work and stopping at City Market and then going home. He said that it was uncharacteristic of Carbondale folks to go home and then go to City Market.

Ken asked if the traffic counts by hour were peak loads or throughout the day.

Chris stated that these were not averages throughout the day but instead evening peak hour, busiest sixty minute period that have been compiled.

Michael said that he has noticed at Snowmass Drive that the ten minutes that the kids are getting picked up or dropped off traffic is horrible but that for the rest of the day it is not so.

Ken asked what the trip difference between single family and multi-family was.

Chris stated that the average single family home generates a little over one trip per unit per hour during the evening peak hour. He said that for multi-family that there is a range because the data can vary depending on if it is apartments that are rental or ownership of a condo or townhome, high rises or low rises. He said that the range is .6 to .7 peak hour trips per hour. He said that it is approximately forty percent less than single family homes.

Ken asked for clarification of the 27 units on parcel 2 for the traffic count.

Chris said that 27 multi-family units multiplied by .65 is between fifteen and twenty.

Michael asked Staff if the Town wanted to reduce speed on Highway 133 if it would need to go through CDOT.

John answered yes and that one of CDOT's concerns is the line of sight and that it could cause conflicts. He stated that the public works director does want to discuss this with CDOT again.

Chris said that the normal speed limit in a school zone on the highway is 35 mph.

Further discussion ensued regarding speed limits.

Nick asked if there was an access from Lewie's Lane to Keator Road.

Michael answered no that it was private property.

Nick asked if pedestrian and bicycle traffic has been counted at this intersection.

Chris stated that it has not been studied like they have done for vehicles.

Nick stated that he would like to see more consideration for kids on bikes.

Further discussion ensued regarding trails and crossings for bikes.

Eric explained the bike/pedestrian connections from the proposed development to the existing trails.

PUBLIC COMMENTS OPENED

Chris Klingelheber, 670 North Bridge Drive said that he has been a resident here for five and a half years. He said that he has two children at Ross Montessori and that his concern is more congestion in the area. He said that he would vote for twenty seven units rather than forty.

Katherine Curry, 403 Settlement Lane said that there is already a lot of traffic on North Bridge Drive that is going way too fast and is not safe for bikes or pedestrians. She said that the traffic study did not include North Bridge Drive. She said that with the parking on Jewel's Lane she wonders how pedestrians, trash collecting or emergency vehicles will be able to get through safely.

Steven Wolff, 606 North Bridge Drive said that it is hard to remark on the Thompson Park proposal when it keeps changing, especially the night before. He stated that the traffic study does not take into account when children are present. He said that the cover sheet of the traffic study says Cerise Park, LLC 833 Michigan Avenue Milwaukee, Wisconsin, and asked if they were a non-Colorado State Corporation. Steven said that the map provided is not correct and that it leaves out parcel 4. He said that on page 4, figure 3, shows existing turning movement counts lane geometries and levels of service, LOS, and that he does not see the LOS's. He said that U turning on Lewie's Lane is almost impossible except where there are no bulb outs. He said that on page 10 that the reduction in traffic for the multi-family housing does not provide documentation for the data. He said that he thinks that the traffic study is flawed and that he hopes the Commission does not accept it.

Kevin Kreuz, 421 Settlement Lane said that he agrees that the application is very well thought out and very professionally put together however he believes that there are too many residential units in this project. He said that the result will be more traffic and safety issues. He stated that the applicant has incorrectly interpreted the UDC and that each unit needs to be located on its own separate lot and that each lot be 3000 square feet. He said that most of the lots in parcel 2 are less than 3000 sq. ft. He said that the applicant has taken the total lot area of parcel 2, which is 95,000 sq. ft. and then divided it by 3,000. He said that then it was determined that there was a possibility of thirty one dwelling units and that this is not what the UDC says. He said that the UDC says individual lots are 3000 sq. ft. Kevin stated that there are too many residential units being proposed.

Dick Reed, 420 Settlement Lane said the cars are going too fast and that he has nearly been clipped. He said that many are using Jewel's Lane to get to RVR. He gave the example of Catherine's Store road and that it is 35 mph and why would a school have a 45 mph zone.

Jane Kelly, 433 Settlement Lane said that she would like to support all the other comments that have been said. She said that the density question is the quality of life for the new development as well as the existing people in the neighborhood.

Camille Schuman, 416 Settlement Lane said that she can see Thompson Park from her front yard and that we were told that this would be a development of 27 units. She said that this is called bait and switch and that she does not like it and that she does not want it. She said that children in the area and the school would not be safe. She said that we agreed upon 27 units.

Motion to close the Public Comments

A motion was made by Ken to close the Public comments. Jay seconded the motion and it was approved unanimously.

Ken asked Staff if parcel 3 is allowed to have seven units, six originally proposed with one affordable unit being added.

Eric Smith explained that there were five units and that they have added one to make a total of six.

Ken asked if originally there were twenty seven units proposed on parcel 2 and if it did not include parcel 3 or 4.

John stated that he believes it was supposed to be 27 units on all three parcels.

Ken said that he would like to clarify the original plans.

Haley stated that the prior proposals that had come before the Commission were just for parcel 2. She said that the plan was to phase the development starting with parcel 2, then 3 and then 4. She said that we are now trying to get all the parcels approved as a whole.

Ken asked how many units were proposed for parcel 2.

Haley said that there had been two different proposals and that she thought it was sixteen or seventeen.

Michael said that he recalls that it was originally 40 units and then Ross Montessori bought parcel 1 and then it was reduced to 27 units.

Haley said that it was originally 45 units and then it was reduced to 27.

Haley stated that their vested rights are still active.

Jay stated that many here tonight think that cars are going to fast on North Bridge Drive. He asked if RVR or the Town would be responsible for putting up deterrents to slow down traffic.

Michael stated that they are Town streets and that the HOA could petition the Town. He said that we are looking at the Thompson Park application and that RVR could go to the Town separately.

Nick said that he is also hearing that there be traffic calming on Lewie's Lane, which is within the development proposed. He suggested speed bumps, trees or median strips to slow people down like in Willits.

Ken said that in the southern portion that there were curves for traffic calming but that near the school there wasn't anything in place.

Michael stated that Ross bought the land and built the school. He said that the original 27 units are not feasible to the applicant and that we have an application before us that is feasible and this is what we are to be deciding.

Nick said that he thinks it is a great project but that there are safety issues that need to be addressed and that we need to take care of the kids.

Ken said that there are three driveways into Lewie's Lane and he asked what was the purpose of the middle drive.

Eric stated that it was part of the original 27 unit plan and that the curb cuts were already constructed. He said that they kept that layout but we could eliminate the center drive.

Ken asked the applicant if the Town Engineer has asked them to keep it.

Eric said no not specifically but that they thought they were there for a reason and left them in because they were already constructed. He said that they could eliminate the center one.

Ken stated that there would be more turning motions lined up with the school, which is probably not what we would want.

Eric said that he thought that was a good point.

Ken said then there would be more open space and less runoff, which is a value.

Ken asked Staff what the UDC allows on these three parcels in regards to the lot size. He asked if there was any provision of the UDC that is not being met.

John stated that without the background knowledge and Janet's expertise on this project that he would try to answer this question. He stated that the development agreement prior to the UDC is what drives the standards for this development. He said the amendment to the development agreement, which will go before the Board is what is bringing the standards in alignment with the UDC.

Haley stated that has already happened.

Ken asked if our review was based upon the compliance of the UDC.

John stated correct.

Ken stated that he would like to clarify the lot size to ensure that this application does meet the UDC.

Haley stated that she has talked to Janet regarding this point. She said that Janet had explained that there were minimum lot dimensions of 50' feet deep and 25' wide. She said that all of our lots meet this requirement and therefore do meet the UDC.

Ken stated that he would rather hear it from Janet and that he does not want to approve anything that does not meet the UDC.

Nick asked if there was one HOA.

Haley stated that the current proposal was to have just one. She said that the HOA would maintain the private streets. She said that there has been discussion of having a sub-association for the affordable units to avoid having them pay high HOA dues.

Eric agreed and stated that they want to be able to control the costs and affordability of the affordable units. He said that they have experienced issues in other developments with the affordable units combined with the market rate units that might be a much higher value. He said that the affordable units usually have less votes and that the other units might vote for improvements that are costly. Eric said that it gives the affordable units control over their own destiny to have their own sub-association but that they would still be a part of the master association for maintaining streets as well as general services. He said that this format works better for the overall community.

Nick asked if the HOA would be responsible for Lewie's Lane.

Haley stated that the streets there now are public streets, Lewie's Lane and Jewel's Lane.

Eric explained the private and public streets.

Michael said that he likes the dead ending of Jewel's Court. He said that Ken's comments about curb cuts is very constructive.

Jay said that he really appreciates that the trails are being put through the development. He said that there are four more crosswalks and he thought that maybe there could be a raised crosswalk to slow down cars.

Ken said that he agrees that some kind of traffic calming needs to be on Lewie's Lane.

Eric said that the Town Engineer would need to weigh in on the public streets.

Further discussion ensued about crosswalks.

John said that raised crosswalks have been frowned upon because of snowplowing when there are parked cars.

Michael stated that the applicant had asked if we could approve their application with conditions. He said that with the new unit added that we would want to take some time to look at it and the next date certain is the next P&Z meeting. He said that he knows there is expense with extra meetings and he asked Staff for input.

John said that he would rather address the concerns from the Commission and the citizens when Janet is here to see if we could come to a middle ground.

Yuani said that historically if we do not have a complete packet that it gets pushed to the next meeting.

Michael said that he would like to hear back from CDOT.

Eric said that he has spoken with Mike Gamba and that because of drainage, a flashing crossing signal and striping will be a more effective way of dealing with traffic calming.

Yuani said that he sees a lot great planning in this application with the buffering of the parcels. He said that he is supportive of the design and architecture.

Michael said that he agrees with Yuani.

Haley stated that they are requesting an extension of their vested rights deadline by a year. She said that the vested rights expire on May 18, 2018 and that the next Board meeting to accommodate the vested rights would be May 8, 2018. She asked that the Commission make a recommendation to the Board for an extension by motion if this proposal is being continued.

John said that it could be added to the motion for continuance.

Motion

Ken made a motion to continue the public hearing to April 26, 2018 with the provision that the Commission recommends to the Board to extend the Vested Rights for one year at the Board's May 8, 2018 meeting. Yuani seconded the motion and it was unanimous.

Staff Update

John said that we are extremely busy. He said that there is an application in for Red Hill Lofts on Lot 12B in the Kay PUD. He said that it is all affordable 30-60 AMI and that it is being developed by Aspen Pitkin Employee Housing Inc. He said that there are several lot line adjustments as well as subdivision exemption applications. John said that there

have been many inquiries from citizens and professionals on what things are possible with properties.

Mary said that the building department is very busy with various permit applications including a triplex in the Boundary of RVR where there had been a foundation from ten years ago.

Commissioner Comments

There were no comments.

Motion

A motion was made by Yuani to adjourn. Nick seconded the motion and the meeting was adjourned at 9:01p.m.