

**New Castle, Colorado
Planning and Zoning Commission
Wednesday, October 25, 2023, 7:00 PM**

Call to Order

Commission Chair Apostolik called the meeting to order at 7:01 p.m.

Roll Call

Present	Chair Apostolik
	Commissioner Riddile
	Commission Alternate Rittner
	Commissioner Sass (arrived at 7:35 p.m.)
	Commissioner McDonald
	Commissioner Cotey
	Commissioner Westerlind
Absent	Commissioner Martinez
	Commissioner Alternate Parks

Chair Apostolik announced that Commissioner Sass was on her way.

Also present at the meeting was Town Planner Paul Smith, Town Administrator Dave Reynolds, Town Clerk Mindy Andis and Deputy Town Clerk Remi Bordelon and members of the public.

Meeting Notice

Deputy Town Clerk Remi Bordelon verified that her office gave notice of the meeting in accordance with Resolution TC 2023-1.

Conflicts of Interest

There were no conflicts of interest.

Citizen Comments on Items NOT on the Agenda

There were no citizen comments.

Items for Consideration

R2 Castle Valley Ranch Multifamily Sketch Plan Application

Town Planner Paul Smith introduced R2 Partners Principal Barry Rosenberg and DHM Design Principal Jason Jaynes, and he identified the proposed area of development in his staff report. Mr. Rosenberg introduced his team and expanded on R2 Partners development experience of 60 years. He said R2 Partners had rarely sold property that they developed. He highlighted the importance of that commitment, in regard to thinking and developing long term.

Project Information

Name of Applicant:	R2 Partners
Applicant's Mailing Address:	1009 Delta Avenue Cincinnati, OH 45208
Phone/Email:	614-266-7629/b.rosenberg@r2partners
Property Owner:	CTS Investments, LLC

Planning & Zoning Commission
Wednesday, October 25, 2023

Owner Mailing Address 343 Dakota Blvd.
Boulder, CO 90304
Proposed Use: 130 rental townhomes/apartments in 15 buildings

Approximate Residents: 338

Bulk Density: 2.74 units/acre

Open Space: 20acres/45% undisturbed open space;
14acres/31% developed common area open space;
34acres/76% total open space;

Underlying Zoning: Residential

Surrounding Zoning: Single family residential homes (N Wildhorse Dr.);
Open Space (VIX Park, LCR Golf Course)
Mixed use zoning (TC Midwest, LLC)
Residential zoning (CVRI & LCR)

VI Sketch Plan Exhibits:

- A. Applicant Sketch Plan Submittal – September 21, 2023
- B. Land Development Application – July 24, 2023
- C. Applicant Engineering Letter – August 2, 2023
- D. Utility Plan – July 12, 2023
- E. Comments from Fire Marshal – October 17, 2023
- F. Comments from Town Engineer – October 19, 2023

I Introduction

R2 Partners has been both a developer and owner of multifamily projects for over the past 60 years. Based in Cincinnati and various areas in the state of Colorado, R2 is rethinking multifamily residential living. Their current application in Castle Valley Ranch hopes their revisioning will dovetail with the values of current New Castle residents. The proposal contemplates 130 total units with three distinct models, each serving unique functions:

- Model 1: "Empty-nester" targets retirees who value convenience and practicality;
- Model 2: "Live/Work" targets professionals looking for adaptive designs and multi-functional space;
- Model 3: "Townhomes" are conventional urban concepts available for starters or those looking to downsize;

Prior to the current sketch plan meeting, R2 Partners and their team consulted with Town Staff on various occasions. Some of these included:

- A required pre-application meeting on June 21st, 2023;
- An informal meeting with the architect on August 11th, 2023, to discuss application completeness;
- A Staff meeting with the R2 team on August 2nd, 2023, including the fire marshal and the public works director exploring street design alternatives;
- Follow-up phone calls regarding application completion on various dates;

After one significant revision and several minor alterations, the sketch plan application was considered complete on October 2nd, 2023. The sketch plan is the first of three application steps required for new planned unit developments ("PUD") & subdivisions. The sketch plan review assesses initial compliance with town codes, provisions for utilities and infrastructure, substantial conformance to the comprehensive plan, and adverse impacts to the Town. The review provides the applicant preliminary, nonbinding feedback from Staff, the Planning Commission, and Town Council before significant expenses are incurred. Though no approvals are made at this initial step, constructive feedback can be anticipated.

Planner Smith outlined the staff report, applicant exhibits, developer application, Town Engineer Jeff Simonson's letter, Fire Marshal Orrin Moon's comments and Director of Public Works John Wenzel's statement. Planner Smith said the meeting was a sketch plan followed by a preliminary meeting and final meeting. He informed the commission

Planning & Zoning Commission
Wednesday, October 25, 2023

that nothing was binding for the sketch plan, but encouraged feedback that he would include in the staff report to Council.

Planner Smith referred to Exhibit A, page 14 of the commission packet for a visual example of R2 Partners development site plan (Exhibit A of these minutes). He said R2 Partners planned to build 130 townhomes, with three types of models: 'Empty Nester' model intended for retirees; 'Live/Work' model intended for working professionals/small couples; and 'Townhomes' model intended as a starter home or for residents looking to downsize.

Mr. Rosenberg explained the layout of each model. For the 'Empty Nester' model (Exhibit B), he said, catered to residents 55+ in age, who do not wish to own a home and would rather live in a high-end rental. He said the unit size would be bigger with a larger kitchen, ten-foot ceilings and larger bedrooms. He said there were no restrictions on who could rent an 'Empty Nester' unit but that the design was catered towards retirees wanting to rent high-end. Mr. Rosenberg clarified that the leases would reflect a limit to the number of renters per unit to avoid multiple renters in one rental. For the 'Live/Work' model (Exhibit C), Mr. Rosenberg highlighted the unique design of a modern, adaptive, working living room. He said the intent was to create an adaptable work from home environment with a one or two bedroom design that "folded" into working spaces. He said that design aspect had been seen nationally with a high success rate. For the 'Townhomes' model (Exhibit D), Mr. Rosenberg said there was a market for families and the three-bedroom townhomes was intended to cater to them. Commissioner McDonald asked if R2 Partners used the segmented building design in past developments. Mr. Rosenberg confirmed they built all three models in the past, successfully.

Commissioner Rittner and Commissioner McDonald inquired about property management. Mr. Rosenberg said they managed everything themselves with their management company based in Ohio, maintaining roughly 135,000 units. Commissioner Rittner suggested adding an onsite property manager. Mr. Rosenberg said they would consider hiring a local property manager, since R2 Partners was not local to New Castle.

Commissioner Sass asked what R2 Partners timeframe would be. Mr. Rosenberg said with the potential of getting the final development approval in 12 months, they planned to start building after that. He said the project was planned as one phase of building, but he did not have an exact timeline for the site work. He said it would take them 12 months to build the overall facility. Commissioner Westerlind asked what the estimated build cost would be per square foot? Mr. Rosenberg said he would get that information for the commission.

Commissioner McDonald asked if there were any plans for the undeveloped parcel next to the proposed project. Planner Smith said there was a small area of land that Steve Craven owned that had the possibility of building 6 more units since R2 Partners planned to build 130 units instead of the slated 136 units (Exhibit E). Planner Smith and Commissioner Riddile said Steve Craven would have to come to P&Z as a separate application. Mr. Rosenberg said Steve Craven's parcel would have legal access and would be a 'joiner' to that right-of-way.

II Staff Review:

Throughout the application process, the submittal documents will be reviewed pursuant to the criteria outlined in the Municipal Code (MC) for planned unit developments (PUDs) and subdivisions. At the sketch plan stage, an application should show general conformity to the following criteria (MC 17.100.040(E)):

- Consistency with the comprehensive plan;
- Compatibility of proposed zoning, density, and general development plan to neighboring land uses and applicable town code provisions;
- Availability of town services from public works, fire, and police;
- Vehicle, bicycle, and pedestrian circulation; and
- Preservation of the natural character of the land.

1) Is the proposal consistent with the comprehensive plan?

According to CVR PUD regulations (MC 17.104.010):

"The purpose and intent of the Castle Valley Ranch PUD zone district regulations are to:

- A. Encourage variety in the physical development pattern of Castle Valley Ranch;
- B. Provide a variety of housing densities greater than would be normally possible;
- C. Encourage the use of a more creative approach to the development of land;
- D. Encourage a more efficient, aesthetic and desirable use of open space;
- E. Encourage a more efficient use of energy through solar orientation, native vegetation, and water conservation;
- F. Provide a variety of dwelling and building designs;
- G. Provide high standards of development and provide amenities appropriate to the densities involved in the project;
- H. Provide an integrated open space system throughout areas as outlined on the Castle Valley Ranch PUD zoning plan as well as throughout individual districts;
- I. Provide for a variety of housing types in order to best meet the housing demands of all age groups;
- J. Maintain and preserve the general alignment of drainage ways for aesthetic, energy and functional purposes;
- K. Provide pedestrian networks throughout the open space districts as well as throughout individual districts thereby providing an integrated network throughout the entire development;
- L. Provide landscape areas and tree plantings throughout the entire development."

The preceding planning concept is consistent with the major elements of the currently adopted Comprehensive Plan ("CP") which is itself derived from public input such as surveys, stakeholder interviews, meetings, and Steering Committee contributions. Applicants are expected to clearly demonstrate substantial conformity with the CP in all applications (**Policy CG-1B**). The checklist below, though not exhaustive, provides a tool for reviewers to assess conformance. The application therefore should:

- ☐ Foster distinctive, attractive communities with a strong sense of place and quality of life.
- ☐ Demonstrate that individual project fits into a fully-balanced community land use structure.
- ☐ Ensure a mix of uses that complement the existing New Castle land-use patterns.
- ☐ Create walkable communities with non-vehicular interconnection between use areas.
- ☐ Guarantee a balance of housing types that support a range of affordability.
- ☐ Preserve open space, farmland, natural beauty, critical environmental areas, and wildlife habitat.
- ☐ Encourage economic development and supporting hard & soft infrastructure.
- ☐ Concentrate development in ways which provide efficient and cost-effective services.

According to the submittal packet (**Exhibit A, page 7**), the proposal aligns with a number of New Castle goals and values favorable for Smart Growth and a strong quality of life (**Goal CG-5**). The proposal focuses on conservation of the natural environment (**Goals EN-1 thru EN-8**), sensitivity

Planning & Zoning Commission
Wednesday, October 25, 2023

to architectural aesthetics, and promoting trails and open space (Goal RT-1). The Applicant aspires to create a space commensurate with community, outdoor recreation, and sustainability. Generous open space, interconnected trail systems, and thoughtful use of resources contribute to these ends.

As part of a Smart Growth strategy, policy Goal CG-4 expects large residential development (greater than 50 units) to integrate commercial services and conveniences. Though not contemplated within this application, commercial development is anticipated on the vacant parcel south of VIX Park. To meet Smart Growth objectives, the Planning Commission should consider how the current application will balance with the adjoining commercial enterprise to the southwest. Though independently owned, the Town should be mindful as to how these two developments can mutually contribute to Town's values.

Planner Smith identified the checklist in the staff report that assisted the commission in the specifications of a 'rough approval process' and the criteria to follow including consistency with the Comprehensive Plan. He said one of the main items in the Comprehensive Plan was smart growth and the points of walkable communities that incorporated nearby amenities that reduced vehicle use. Planner Smith said the R2 Partners development was entirely residential, however the undeveloped property next to it was zoned commercial. He said the zoning allowed for the potential for walkable amenities to all nearby residents.

Commissioner Riddle asked Planner Smith how similar this development was to the BLD development application. Planner Smith said there were general similarities. He said an important distinction was R2 Partners' development followed the contours of the topography with an open space plan.

Ms. Korber highlighted the intent of the architectural design of the buildings. She said the design was intended to provide a personalized address feel of a single-family home despite the buildings' composition of multiple units. Ms. Korber said the 'Live/Work' buildings were planned to be built in a stepped design where the downhill portion of the buildings would be a half story lower, in an effort to minimize cut fill. She added that the 'Townhomes' would also be stepped with different elevations giving a nestled feel into the hillside. She said the architectural design would give the area a residential neighborhood feel.

Ms. Kober discussed 'smart design' in relation to the buildings' architecture, including incorporating passive solar through glazing. She used the living rooms as an example and highlighted the point that glazing not only captured the views but made the buildings more energy efficient. She added the porch overhangs extended out enough to protect the living rooms from overheating. Chair Apostolik asked if they planned to integrate any active solar in addition to the passive solar design. Ms. Kober said their first strategy was to incorporate passive solar to make the buildings more efficient. She said they looked at active solar with each project they worked on.

Commissioner Rittner asked if the 'Empty Nesters' were single levels. Ms. Kober confirmed that both the 'Empty Nester' and the 'Live/Work' units were single levels. Mr. Rosenberg added that the 'Empty Nester' units required no stairs for entrance. He clarified that the upper level units had an entryway separate from the lower level. Ms. Kober said the design intended the buildings to feel like a residential two-story structure.

Commissioner Cotey pointed out that 1,200 square feet for a three-bedroom unit was a tight space for a family. She said, in support of family spaces, that she had concerns about practicality and livability. Ms. Kober confirmed they were compact three-bedroom units. Mr. Rosenberg said previous builds of theirs ranged in the 1,400 square foot range for the reasons that Commissioner Cotey highlighted. He explained it was a balance between size and price the family would be willing to pay for.

***Trails/Open Space/Recreation:** The trials map on **Exhibit A, page 17** demonstrates a certain level of fidelity with currently existing use-trails and trail agreements. Two trails will originate from VIX Park and lead east towards the locally named "Sunset Trail that ultimately connects with public lands. This alignment already exists. The goal is for a seamless trail experience with trails already prized by residents (**Goal POST-3**). Preservation of the Sunset Trail corridor should also be supportive of existing wildlife habitat (**Goal POST-4**). Other walking trails are dispersed within the development's interior. Taken together the trail network will be conducive to non-vehicular access to adjoining neighborhoods and specifically the future mixed-use development.*

*At least two private pocket parks are situated within the interior open space areas. These parks are often underestimated community assets directly adjacent to residential units (**Policy Post-2D**). In these spaces children can explore and play independently, dogs/owners can go for quick walks after work, and families can picnic together without the hassle of driving.*

Planner Smith discussed the trail system and said the main trail from VIX, traveling North-East, would be retained. He said the water drainage might be altered to fit the property. Commissioner Cotey stressed the importance of maintaining the existing drainage way as it was tied to a larger ecological system. Originally, with the BLD Group application, roundabouts were designed. Planner Smith said that Public Works Director Wenzel recognized the compromise of retaining the trails and accepted the T-turnarounds instead of roundabouts from the R2 Partners application. Planner Smith said only one road would cross through the trail and that R2 Partners planned a pedestrian tunnel, but it was not feasible based on the grade. Mr. Jaynes said it would have been wonderful to create an uninterrupted trail, however he said it was more feasible to do a street design. Planner Smith said they would retain Sunset Trail as well that ran North to South. Commissioner Cotey asked who would manage the trails. Town Administrator Reynolds explained that generally the town would have a private agreement with the landowner. He explained that generally the town would have an easement to the trail system and maintain the trails while providing the landowner liability protections for allowing public access. Commissioner Cotey asked R2 Partners to highlight public access at their next presentation.

Planner Smith said the development design included pocket parks intended for residents. He said the parks would incorporate more traditional park settings of grass sod, but the trails system would retain a more native environment with native grasses.

***Environmental Impact:** New Castle is committed to stewardship of the natural environment and recognizes the potential negative impacts of new development. The Town will work with Colorado Parks and Wildlife (CPW) and the applicant to identify and protect critical environmental resources (**Goal EN-1**). Though CPW defers comment until the preliminary stage, the areas north and east of the outer ring of buildings are recognized as year-long habitat for various birds and mammals. It will be important to minimize conflicts by prohibiting dogs off-leash, minimizing light trespass, preserving native vegetation, and/or limiting fences in certain areas. In some cases, added landscape buffers in certain locations may offset these impacts with enhanced vegetation and/or landscape features.*

Planning & Zoning Commission
Wednesday, October 25, 2023

*New Castle also endorses sustainable building, meaning the minimization of resources and maximization of renewable energy (**Goal EN-7**). All buildings will be expected to comply with the latest adopted energy code including the solar and electrical readiness provisions required by the state. It will be important for the applicant to discuss how sustainable building measures are featured in the proposal as the application progresses. Net-zero/all-electric alternatives are achievable options manifested in new developments throughout the Valley. No less should be expected of this proposal.*

*Raw water has been contemplated as the means to irrigate landscaping (**Exhibit A, page 8**). Raw water is non-potable water which bypasses the town's treatment facility thereby eliminating the processing step. The Applicant also receive a 25% reduction in water tap fees as a result of implementation. Opting for raw water is ultimately an economical and sustainability win for all.*

Planner Smith reviewed the environmental impacts. He said Colorado Parks and Wildlife (CPW) would provide comments, typically at the preliminary meeting. He said there was a focus on the sensitivity to migration patterns and restoration to natural habitat. Planner Smith added that the town was adopting the International Building Code 2021, beginning January 1, 2024, which would require the commission to also adopt the Solar Ready and Electrical Ready codes. Commissioner Cotey asked if that adoption would also require charging stations. Planner Smith clarified the residential requirement focused more on capacity, so the adoption would involve home integration such as garage conduit. Another example he shared was roof aspects that must be cleared for potential solar installations. Planner Smith said there were many net-zero homes in the valley and in New Castle. He said net zero was a realistic goal. Mr. Rosenberg said they have built many net-zero homes as well. He said R2 Partners ran conduit for electric vehicles during their builds, even if the homeowner may not have an electric vehicle, as he believed it was a growing need.

***Affordability:** The rental aspect of the proposed community is a unique attribute. Rental communities provide a fully managed property for tenants who do not have the time nor inclination to fuss with general repairs and upkeep. Rental communities also provide a way for retirees to downsize in communities dominated by larger single-family homes and a way for younger families to participate in communities in which they may otherwise be priced-out. The proposal also offers units for professionals seeking adaptable space that serves dual functions as a home and work area. These units have adjustable dividers to repurpose space as needed.*

*Of the 130 total units (**Exhibit A, page 9**), the types include 80 live/work units; 24 empty nester units, and 26 conventional townhome units. It is anticipated that the price point for these units will track market rates. However, the diversification of unit types could foster more attractive pricing options. Rent restricted options were discussed at the pre-application meeting (**Goal HO-1**). The Applicant understands the burden of affordability in the New Castle area and did not voice opposition to considering a modicum of price- controlled alternatives. Nevertheless, the idea was tabled pending future discussions with P&Z and Council.*

Commissioner Riddle asked about affordable housing and if the development planned to offer any spaces with reduced rental cost agreements, dedicated to town employees, first responders, and local teachers. Mr. Rosenberg said they were open to considering it. He said they would prefer to work with the town without deed restrictions. Commissioner Cotey clarified that deed restrictions were only for the sale of units and not for rentals. Mr. Rosenberg said he needed to investigate as his understanding was that deed restrictions were for rentals as well.

Commissioner Riddle asked R2 Partners what they would estimate the monthly rental would cost. Mr. Rosenberg said, in general, a high-end 'Empty Nester' unit would run four to five thousand dollars monthly, 'Live/Work' would be two to three thousand dollars monthly and 'Townhomes' similar to the 'Empty Nester' units would range between four to five thousand dollars monthly. Commissioner Cotey asked if their market assessment considered local and regional impacts. She inquired about the five thousand dollar threshold that identified a potential renter still choosing to rent instead of becoming a homeowner. Mr. Rosenberg said the market studies identified a range in price where a person would be more apt to buy than to rent. He said their pricing is just under that threshold and he was more than happy to share the market study with the commission. Mr. Rosenberg said they were looking for a higher-end consumer to rent their units.

Commissioner Rittner asked what amenities would be offered to residents of the development. Mr. Rosenberg said the amenities would be the privately managed outdoor space and the lifestyle that already existed in New Castle. He said their team discussed the option of a fitness center or a pool, but they were unclear if either option would be appropriate. Mr. Rosenberg said the development would allow for more open space. Commissioner Cotey requested to see, at preliminary, what would be publicly available space versus what would be private.

Commissioner Cotey thanked R2 Partners for their thoughtful approach. She said the commission wanted to offer the perspective of knowing and living in the community and wanted to see places that contributed to the community. Mr. Rosenberg expressed his desire to be part of that community and addressed the rental market in relation to the development project. He said the property site warranted an elevated product that would target a higher-end consumer that R2 Partners planned to pursue. Commissioner McDonald remarked on the new developments up valley, such as the bulky 350 units across from The Meadows in Glenwood Springs, with a starting rental rate of two thousand dollars. He said the local residents, he had spoken to in the area, considered the rental rate. He acknowledged that the R2 Partners development was a different product than the Glenwood Springs example. Mr. Rosenberg commented that R2 Partners project was unique, in the sense that it segmented the buildings, which in turn created diversity based on the different sizes of the units. He emphasized that of the 130 units planned, only 24 units were 'Empty Nesters' and 20 units were 'Live/Work' with an estimated monthly rental rate around five thousand dollars. He clarified that the 'Live/Work' units were 1,400 square feet. Chair Apostolik stated that despite the desirability to live in New Castle, as opposed to other places, salaries have not increased much over the years. He stressed Commissioner Riddle's previous point to consider providing a reduced rental option to first responders, local teachers, and town employees. Chair Apostolik said he understood R2 Partners' position with high-end consumers, but he emphasized the importance of the developer to understand local residents' need to live in the area.

2) Does the proposal demonstrate compatibility with the proposed zoning, density, and general development plan to neighboring land uses and applicable town code provisions

Land Use: The applicant has elected Castle Valley Ranch **MF-1** zoning criteria. According to MC 17.104.080 MF-1 is a "multifamily townhouse and patio home district allowing for creative

approaches to development with housing alternatives that are sensitive to existing and surrounding land uses.” The following land uses are permitted by right:

- Attached dwelling units in structures containing more than two units;
- Public parks, playgrounds and related accessory structures 5,000 sq. ft. or less;
- Parking facilities;
- Recreation facilities including, but not limited to health facilities, hobby rooms, activity rooms, meeting rooms, pools, gymnasiums, ball fields, tennis or basketball courts, volleyball courts, and any building of fields or play surfaces;
- Pedestrian and bicycle trails;
- Open space and parks

All proposed uses are permitted by right.

The Master PUD allows for the following density standards:

- Minimum lot area of 2,200sf;
- Minimum lot area per dwelling unit of 2,200sf;
- Maximum building height of 35’;
- Minimum front yard setback 18’;
- Minimum side yard setback of 0’;
- Minimum rear yard setback of 10’
- Minimum distance between buildings of 10’;

As shown in the submittal packet, lot areas will exceed 2,200sf per unit as required. Setbacks and building heights will be provided at the preliminary application. These provisions aside, the Planning Commission should prioritize ways of mitigating the potential visual impacts of building heights to the surrounding neighborhoods. Massing alternatives, structure orientation, landscape screening, and roof articulation, for example, are ways visual impacts can be diminished. Some of these elements have been included in the renderings (**Exhibit A, page 22ff**).

Planner Smith identified the second approval criteria: to demonstrate compatibility of proposed zoning, density and general compliance. He noted a continuous point of interest being the retention of the view angle/line of site and access point of the ridge lines. Mr. Jaynes reviewed the development’s roof line in relation to surrounding ridge lines. He said they worked hard to keep the roof lines low by designing the buildings with the grades. Mr. Jaynes said the development was set back from the southern boundary, and if there was net export on the site then there was potential to create landforms and native landscapes.

Commissioner Cotey asked if the developer’s portion of North Wildhorse would be dedicated back to the town. Planner Smith confirmed it would be dedicated to the town as well as the main looped road connecting to North Wildhorse within the development. He clarified that the remaining residential roads would be privately owned.

Parking: The purpose of off-street parking in the PUD “is to ensure that safe and convenient off-street parking is provided to serve the requirements of all land uses in the Castle Valley Ranch PUD and to avoid congestion in the streets” (MC 17.104.100). As shown on **Exhibit A, page 6**, the following Town standards apply:

- Duplex, tri-plex or four-plex – Two spaces per dwelling unit;
- Five or more dwelling units in one structure – One and one-half spaces per dwelling unit;

Commissioner McDonald asked about the design of the vertical parking and was concerned about the width of the parking lots in relation to larger vehicles and trucks. Mr. Rosenberg said calming traffic speeds could be created with narrower streets

versus bump outs. Commissioner Cotey said the bump outs should be on the main roads where there would exist primary crossings including marked cross walks. She added the trail crossing should have a notable bump out as well. She said that was a critical point.

Off-Street Parking: *Per the standards, required off-street parking totals 229 spaces. The distribution is as follows: The Townhome models provide for a mix of one and two car garages. Regardless of garage size, all units will include two-car driveways (Exhibit A, page 13), or 3-4 off-street parking spaces where only two are required. This provision solves for issues related to garages occupied by miscellaneous storage rather than vehicles. The Code reduces parking to 1.5 spaces per unit for Empty Nester and Live/Work models. The Applicant, familiar with the complications of high density residential parking, has offered at least two spaces per unit for the Empty Nester models and has exceeded the parking for the Live/Work units. It is uncertain whether seasonal/RV parking will be included with the proposal. Commitment to the required RV would mean a loss of 21 spaces otherwise available for general parking.*

Planner Smith said single car garages had been a problem in the past regarding providing enough residential parking. He said R2 Partners added additional, wider, off-street driveways. He said originally the 'Townhomes' end garages were oriented 90 degrees perpendicular to the end units. Mr. Jaynes clarified that the topography grades were too difficult to work with, and not feasible enough to accommodate perpendicular driveways for the end units.

Planner Smith reviewed parking requirements and stated there were two off-street parking spaces available per dwelling unit. He said for a building with 5 more dwelling units, there was 1.5 parking spaces in addition to one recreational vehicle per 5 dwelling units. Mr. Jaynes said the recreational parking spaces were not separated into their own category of parking. He said there were simply 21 additional parking spaces distributed throughout the development. Commissioner Cotey asked if those recreational parking spaces would not comply with the town standards. Planner Smith confirmed those parking spaces would be separate from the town standard for parking. He said the intention would be to have a separate parking area specifically for recreational vehicles with sign notifications of the parking rules for that space. Commissioner Cotey expressed concerns of unintentionally creating a RV parking lot and asked that R2 Partners explore that more with consideration of screening, signage, and management. Mr. Jaynes said they recognized there existed a seasonal use of recreational vehicles/equipment versus large RV campers. Commissioner Riddle and Commissioner Cotey explained the town standard of RV campers restricted to a 24-hour parking space on town streets and recommended the development match that standard. Mr. Rosenberg said he would not have a problem with keeping in line with the town standard. He stated large RVs needed to be stored at a proper off-site storage facility. Commissioner Cotey asked for R2 Partners to clarify what they termed as recreational vehicles, for the next meeting. Commissioner Westerlind posed a hypothetical of a resident needing to park a detachable trailer overnight and asked if there were any accommodations aside from the VIX Parking lot. Mr. Jaynes answered that the parking lots are all perpendicular, however the parallel right-of-way parking lanes could be an option for a detachable overnight trailer. Planner Smith said there existed town code around recreational vehicles and that those vehicles were not supposed to park in town right-of-way. He clarified that if RVs, campers, etc. started parking in the VIX parking lot that the Police Department would have to regulate that.

On-Street parking: On-street parking serves to accommodate overflow vehicle parking for guests, deliveries, trash pick-up, extra tenant vehicles, and emergency vehicles. To the extent these accommodations are priorities for the Town, they deserve special attention in a project design. Off-street parking is illustrated in **Exhibit A, pages 19-21**. The recently adopted Town standard shows a 58' ROW cross-section with parallel parking on both sides of the street (**Exhibit A, page 21**). The proposal, however, shows the ROWs reduced to 52'. This request is driven mainly by concerns with speeding, safety, and construction costs. Narrower roads, it is believed, attenuate speed by constricting travel flow. The color-coded ROW design on **Exhibit A, page 20**, show "blue" road sections with one parking lane. "Yellow" road sections are locations with on-street perpendicular parking within the ROW. Staff suspects this arrangement will only function properly if those spaces are specifically assigned to tenants of the adjacent units. Furthermore, Staff is uneasy with the prospects of the Town both owning and maintaining what is ostensibly private parking. Additional worries surface when the functionality and safety of the parking spaces are considered. Because of the minimal 10' drive lanes, a tight turning radius will be necessary and difficult to navigate for larger vehicles. All vehicles will be challenged to safely back in-and-out of traffic flow. For context, a typical parking space at City Market is 19' with two 12' drive aisles. Moving forward, it will be helpful for the Applicant's team to provide examples of this arrangement functioning as expected.

Planner Smith referred to the color-coded streets diagram (Exhibit F) and identified the four cross sections as:

- Teal - a 52-foot right-of-way with separated sidewalks and 12-foot drive lanes with no on-street parking. Staff was ok with this.
- Orange - a 52-foot right-of-way with separated sidewalks and 12-foot drive lanes with no on-street parking. Staff had recommendations.
- Blue - a 52-foot right-of-way with 10-foot drive lanes and on-street parking.
- Yellow - perpendicular parking for tenants only. Staff had recommendations.

Planner Smith said staff had spoken to the applicant regarding the streets, specifically Public Works Director Wenzel and himself. He said they would like to see a compromise with the applicant where staff recommended the orange-colored portion of the street be 58 feet of right-of-way. Planner Smith said the 58-foot right-of-way was the standard that the town adopted in 2023. Commissioner Cotey said she did not see an issue as the developer was meeting their parking requirement. She asked why staff recommended 58 feet versus the proposed 52 feet. Planner Smith clarified it was not a question of parking but rather livability for the residents. He summarized what Public Works Director Wenzel recommended, 10-foot drive lanes instead of 12-foot drive lanes and 8 foot on-street parking with separated sidewalks. He added that widening of roads had often led to speeding issues in the past, hence the reduction recommendation in the drive lanes to 10 feet. Commissioner Cotey proposed the consideration of an exception to the 58-foot standard. She pointed out that the developer was working hard on keeping the grades reasonable. She said widening the road would take up more surface, impacting the overall grading. Administrator Reynolds remarked on homeowner anticipation for having visitors and providing available parking for that, instead of meeting the minimum parking requirement with the driveways. He provided the example of Redstone Drive. Commissioner Cotey stated she felt 52 feet was an adequate right-of-way and was curious to see how that would evolve in the next conversation.

Planner Smith reviewed the yellow-colored portion of the street. He said, as designed, the perpendicular parking was privately assigned parking but located in the town right-of-way, resulting in the assumption that the town would maintain it. He said Public

Planning & Zoning Commission
Wednesday, October 25, 2023

Works Director Wenzel and staff would not want to consider that. Instead, he said, staff would rather see a V-panel, 19-foot stall of private parking with an additional on-street parking lane on the other side of the road with separated sidewalks. Planner Smith clarified it would remain a 52-foot right-of-way without the consideration of the private parking as town right-of-way. He highlighted the issue of the turning radius out of the stalls. He said there were a couple test runs he conducted and found it to be really tight. He remarked that other areas in town had the same issue with consistent feedback of the difficulty to navigate a modern sized truck in a tight turning radius. Planner Smith proposed that the parking in the yellow sections be private parking, not included in the right-of-way, and to have an additional on-street parking lane opposite the road of the private parking area. Mr. Jaynes agreed with Planner Smith and said they realized the two 10-foot drive lanes did not work for backing out, particularly with two-way traffic. Mr. Jaynes proposed shifting the right-of-way line over to widen the drive lanes to 12-foot lanes. He agreed that adding an additional parallel parking lane for extra parking was sensible. He added the possibility of creating a non-exclusive easement for continuous pedestrian access in front of the private parking lot, since the walkway would be outside of the right-of-way, for the yellow-colored street zone.

3) Is there availability of town services from public works, fire, and police?

Police: *The application anticipates an increase of approximately 338 new residents at build-out (Exhibit A, page 8). There is no indication at this point that this increase would compromise police service. However, the Police Department currently consists of nine FTEs with an ideal department of 11-12 officers. Generally, additional FTEs are considered for every 1,000 resident increase.*

Fire: *In light of the current multi-year drought and the ongoing expansion of the wildland-urban interface, Colorado River Fire Rescue now stresses improving the resiliency of structures and expanding the surrounding defensible space (Goal EN-8). Replacing conventional materials with those of more robust fire resistance, particularly in buildings along the perimeter of the development, buys time for fire firefighters during a wildland fire incident and inhibits fires from spreading from the source. In 2024, the Town intends to adopt standards for fire resistant materials and defensible space measures. The Fire Marshal recommends that exterior walls at the perimeter of this interface maintain the highest level of fire resistance available at the time of build (, i.e. Class A materials, see Exhibit B). To extend their firefighting potential, CRFR requests that two-track paths for fire apparatus be designed along the periphery of the outer structures. The Applicant has addressed this concern on Exhibit A, page 18 showing various fire access routes. It is important that these routes be modestly reinforced in order to carry the weight of any necessary fire apparatus. These routes should also be permanently signed "Emergency Access Only".*

Commissioner Riddile asked if there were any visual renderings of what the buildings would look like. Planner Smith referred to Exhibit A, pages 22 & 23. Commissioner Riddile asked what building materials would be used. Land and Shelter Architect Andrea Korber said they planned to use durable materials like metal, cementitious siding, and wood for the porches. She said they would find alternatives to any materials prohibited by the town. Commissioner Cotey advised using fire resistant materials given the nearby open space that could pose a safety and welfare hazard. Planner Smith said the town was adopting the amended Wildland-Urban Interface Code (WUI) by January 1, 2024. He said the defensible materials would be required and R2 Partners development would be expected to comply with those requirements.

Planner Smith said Fire Marshall Moon had reviewed the development with staff and asked for improved two-track fire access pathways, outlined in red (Exhibit G). Planner Smith said Fire Marshall Moon's recommendations included that any new structures have, at a minimum, exterior walls of Class A materials, specifically walls that face the open space and fire access pathways. Planner Smith added that with the adoption of the WUI code, exterior treatment materials must have a minimum of Class B materials. He said roofs would probably already be Class A materials. Commissioner Cotey agreed that exterior walls facing open space be Class A materials. She said it was a high fire risk area and a matter of health, safety, and wellness.

Public Works: *The CVR PUD is approved for 1,400 residential units and 100,000sf of commercial space. These totals were primarily the result of calculations performed on the basis of water dedicated from Elk Creek. At present (10/4/22) the PUD has 890 units plus five additional under construction and no commercial space. With 130 proposed units in this Application, the PUD is still well short of the 1,400 total rooftops allocated. The current sewer treatment plant is also sufficiently sized to process the full build-out of both CVR and Lakota.*

Streets: *The Town contemplates maintenance of the main ring road and the N. Wildhorse connector once all public improvements are accepted. Public Works agrees that speed, safety, and costs are priorities in road design. However, 58' ROW is still preferable since: 1) narrower, 10' drive lanes contribute to speed control, and, 2) the second parking lane solves for the concerns discussed above in "On-Street Parking": extra parking and room for emergency vehicles, deliveries, trash, etc. Public Works is most concerned with the 58' ROW in the "orange" Town house area. Otherwise, the Town's preferred alternatives are listed in Recommendation A below as informed by "Off/On-Street Parking" in Section 2 above.*

Open Space: *As mentioned, the Applicant has made efforts to integrate existing public use trails and fields into the development's open space plan (Exhibit A, page 14). Small, active parks are provided in two locations interior to the development in both the northern and southern halves. All proposed open space and natural trails, implied as Town wide amenities, should be identified on the plat as Town maintained. Interior trails, pocket parks, or courtyards meant solely for tenant use should be maintained by the HOA.*

Snow Storage: *Snow removal is not specified on the site plan at the moment. However, Public works will rely heavily on the separated sidewalks for snow removal and storage. Though snow removal on private roads and parking lots will be managed by the property owners, Staff recommends that the removal strategy should be disclosed in later stages of the approval process.*

Raw Water: *Raw water is available at the north end of VIX Park and is expected to irrigate all common areas within the new PUD. The raw water infrastructure will need to be extended and looped with the installation of the N Wild Horse road connection.*

Commissioner Riddle asked who was responsible for the improvements to the infrastructure such as water, sewer and streets. Planner Smith said the plan was for the developer to be responsible for the infrastructure.

Planner Smith said the landscape irrigation would be pulled from raw water. He reported that Public Works was currently piping the raw water ditch. Administrator Reynolds said 7,000 feet would be piped. Commissioner Cotey inquired about the possibility of incorporating grey water or water tolerant vegetation. Commissioner Westerlind asked if R2 Partners had planned on wide corridors of native vegetation on the trails or a more manicured look with blacktop asphalt. Mr. Jaynes clarified R2 Partners were picturing a more primitive recreational trail with natural vegetation. He

Planning & Zoning Commission
Wednesday, October 25, 2023

added that native vegetation was built into their development practice and was found to be beneficial in many ways. Commissioner Cotey said she would like to see what the limits of disturbance would be, once R2 Partners complete their grading plans.

Commissioner Riddile asked where the water would come from. Planner Smith said the domestic water use would come from the town's water processing plant and the landscape irrigation water would be raw water. Commissioner Riddile inquired about the use of the water tank above Lakota. Sopris Engineering Civil Engineer Yancy Nichol said he still needed to speak with Town Engineer Jeff Simonson, but that the plan was to pull from one of the two tanks – whichever was not being used as much. He said the water supply could be fed from both directions.

Commissioner Riddile asked about snow storage. Planner Smith said snow storage was not discussed heavily yet. He said snow storage would have to be located on the plat and the separated sidewalks would be the ideal locations. He said streets would be signed, advising on parking rules, during winter. Commissioner Rittner asked who enforced the parking regulations during snow plowing. Administrator Reynolds said the residents were good at compiling with the parking rules and that it did not require a lot of enforcement. Administrator Reynolds remarked that there were many areas to choose from for designated snow storage. Commissioner Cotey said she appreciated R2 Partners proposed detached sidewalks throughout the development, especially on the topic of snow storage.

4) Is there adequate vehicle, bicycle, and pedestrian circulation?

Vehicular Circulation: Road, sidewalk, and trail design is a critical component to any new development in New Castle. To optimize circulation, the applicant is committed to connecting N Wild Horse Dr. completing the underdeveloped section between Alder Ave. and Castle Valley Blvd. Of note, nearly 1/5th of this new road section is outside the applicant's property boundary. However, because of the importance of circulation and public safety, the applicant has agreed to work with the neighboring property owners, particularly CVR Investors, to fulfill this link. Staff anticipates that the connector will match the existing right-of-way design, including detached sidewalks with landscaping.

Bicycle/Pedestrian Circulation: The applicant has made a point not to disrupt the existing trail between VIX Park and the BLM land. Moreover, streets are purposely not connected through the design's interior in order to preserve an idyllic experience for trail users. T-turnarounds rather than cul-de-sacs were provided at dead-end streets to minimize encroachment of roads within open space corridors. The site design employs detached sidewalks throughout the public right-of-way to improve the pedestrian experience.

Commissioner Riddile expressed concerns regarding the perpendicular/vertical parking planned near VIX park and the potential traffic impacts. Commissioner Cotey agreed and suggested incorporating traffic combing with bump outs and pedestrian crossings due to the proximity of trail access and potential heavy foot traffic. Mr. Jaynes said the planned paving and perpendicular parking along North Wildhorse would connect the existing paved portions of that road on either side. He said it was not planned to be used for residential parking, but rather intended for the public in relation to the park and right-of-way access to local trails. He explained that perpendicular parking on both sides of the street for VIX Park was originally designed on one side of the street, however it created an undesirable situation of continuous parking along North Wildhorse. He said by double loading the parking on either side of the road allowed for

narrow pedestrian crossing sections. He said there would be a continuation of the trails with a trailhead near the parking area. He said they expected significant pedestrian crossings because of the trails and VIX Park. Mr. Jaynes said the team was committed to working with the town to understand how best to design the roads.

5) Is the natural character of the land preserved?

Topography: The site plan (**Exhibit A, page 4**) follows the sloping topography downhill from northeast to southwest. Each unit generally steps down with the slope (**Exhibit A, page 22**). Displacement between units helps to limit cut-and-fill and reduce the need for extensive landscape retention. Terracing of grade and structure softens the blunt, "blocky" appearance, and is a preferred fit with rolling terrain. The lot designs appear to preserve existing drainage features such as that found on the central single-track trail which bisects the development.

The ridgeline associated with Sunset Trail to the west is a prominent topographical feature for New Castle residents. Per **Policy EN-6B**, visual access to the ridgeline should be confirmed by the applicant. In other words, the ridge should be visible to the rest of New Castle residents once structures are in place. To mitigate building mass at the southwest elevation, modestly sized berms and drought resistant trees and/or shrubs could provide sustainable and more organic screening methods.

To conserve water and limit landscape maintenance such as mowing, staff requests the applicant consider drought resistant vegetation and seeding of native grasses to restore disturbed areas to their original state. Sod and landscape irrigation, likewise, should be used sparingly to limit the need for landscape maintenance.

IV Staff Recommendations

- A. To better preserve safety, traffic flow, and general quality of life, revise public rights-of-way shown on Exhibit A, page 19 as follows:
 - Teal ROW – no change requested.
 - Peach ROW – modify to meet the Town's 58' design cross-section.
 - Blue ROW – modify with on-street parking along one side of ring-road.
 - Yellow ROW – modify with on-street parking along one side of ring-road. All perpendicular parking adjacent to ring-road should be private and outside of the ROW.
- B. Parking lot lighting will need to be sensitive to dark-sky compliance per the comprehensive plan. Demonstrate that all exterior lighting will limit trespass. Parking lot lighting should be on timers to reduce the light duration at night while maintaining security lighting as needed.
- C. All outside parking areas facing residential-only use shall have a landscape buffer to obscure vehicles from view per Code Section 17.104.100.
- D. Fire access routes should be semi-impervious (compacted road base), two-track roads permanently signed "Emergency Access Only". Locations of fire access routes should be approved by the Fire Marshal.
- E. Extend raw water infrastructure from existing stub-outs into the new development with an extension along N Wildhorse Horse.
- F. Consider a limited number of rent reduced units for full-time employees of the development and/or other workers employed by Town businesses.
- G. Specify on the plat open space to be maintained by the HOA and open space maintained by the Town.

- H. *Provide a water sampling station per the recommendations of the Town Engineer and Public Works Director.*
- I. *Each townhome unit will be provided with separate water and sewer service directly from the main. Gas and electric service must run directly to each unit from the building exterior rather than through crawlspaces or attic spaces.*
- J. *Consider Net Zero building construction alternatives.*
- K. *The development shall comply with all currently adopted building code and municipal code requirements, including all sign code regulations in effect at the time of building permit application, as well as all recommendations of the Town Engineer and Town Public Works Director provided in response to review of the Application. All site specific development applications subject to the provisions of the International Fire Code or matters requiring fire alarms and/or fire suppression shall be submitted to the Fire Marshal for review and comment.*

Planner Smith highlighted general points of the staff recommendations as:

- Discussion of the roads
- Exterior lighting to be dark sky compliant
- Castle Valley Bolivard requirement of screening inward facing vehicles from apartments
- Fire access routes
- Raw water infrastructure with a testing station
- Separate access to each unit for utilities – water, sewer, electrical, etc.
- Possibility of rent reduction for some units for employees of the town
- Identify open space/public access and water sampling station
- Net-zero discussion
- Sound regulations

V Next Steps

Comments and recommendations made by staff and the planning commission should inform future revisions made to the application prior to Council review.

*After Council sketch review, but prior to the preliminary plan application, the applicant shall conduct a **community open house meeting** with the public. The applicant shall notify the town of the date of the community open house, and notice the community open house according to the town's public hearing notice procedures set forth in Section 16.08.040, except that notice to mineral owners is not required.*

The sketch plan review conducted pursuant to this Section 17.100.040 will remain in effect for one (1) year from the date of Council's review. If the applicant does not submit a preliminary PUD plan application within said year, the applicant may be required to submit a new sketch plan application before filing a preliminary plan application. Similarly, if applicant's preliminary PUD plan application includes substantial and material (e.g., proposes new uses, higher density development, new or additional variances, etc.) changes from the original sketch plan, the Town Administrator may require the applicant to conduct a new sketch plan review.

Commissioner Westerlind commented that he thought it was a nice development and asked to see pervious projects from R2 Partners. Mr. Rosenberg referred the commission to one of their previous projects he called 423 Hoge in Cincinnati. Commissioner Westerlind asked if R2 Partners had completed any local projects, and Mr. Rosenberg confirmed they had completed projects up valley.

Planner Smith confirmed the date of November 7, 2023, for the sketch plan presentation scheduled for Council. Commissioner Riddile reminded the commission that they cannot discuss the development with anyone until the public hearing.

Consider a Motion to Cancel the November 22nd Meeting and hold a Special Meeting for November 29th

Planner Smith explained that in years past, the commission traditionally canceled the regularly scheduled meeting the week of Thanksgiving, due to the holiday. He said there was an item for consideration on that agenda date, and proposed the commission hold a special meeting for November 29, 2023, canceling the regular meeting on November 22, 2023. He said the agenda item was for a conditional use permit for Jim Schrull to move his U-Haul business location.

MOTION: Commissioner Westerlind made a motion to approve the Special Meeting for November 29, 2023 and cancel the November 22, 2023 meeting. Commissioner Cotey seconded the motion and it passed unanimously.

Staff Reports

Planner Smith had no further comments or updates.

Commission Comments and Reports

Commissioner Riddile acknowledged that his council representation on the Planning and Zoning Commission would be rotated at the next meeting. He thanked the board for their dedication.

Chair Apostolik asked about the Council meeting topic regarding a discussion of the town's water rights and equivalent residential units (EQRs). Planner Smith said currently staff was working on presenting more concrete numbers before bringing that discussion to a Council meeting. Administrator Reynolds confirmed staff was not clear on when it will go to Council.

Review Minutes from Previous Meeting

MOTION: Commissioner Riddile made a motion to approve the September 27, 2023 meeting minutes. Commissioner Sass seconded the motion and it passed unanimously.

MOTION: Commissioner Riddile made a motion to adjourn the meeting. Commissioner McDonald seconded the motion and it passed unanimously.

The meeting adjourned at 9:10 p.m.

Respectfully Submitted,


Deputy Town Clerk Remi Bordelon


Chair Chuck Apostolik



Planning & Zoning Commission
Wednesday, October 25, 2023

Exhibitions Index to the Planning & Zoning Minutes of October 25, 2023

Exhibit A, Illustrative Site Plan, Page 14 of the Sketch Plan Application

Exhibit B, Empty Nester, Page 11 of the Sketch Plan Application

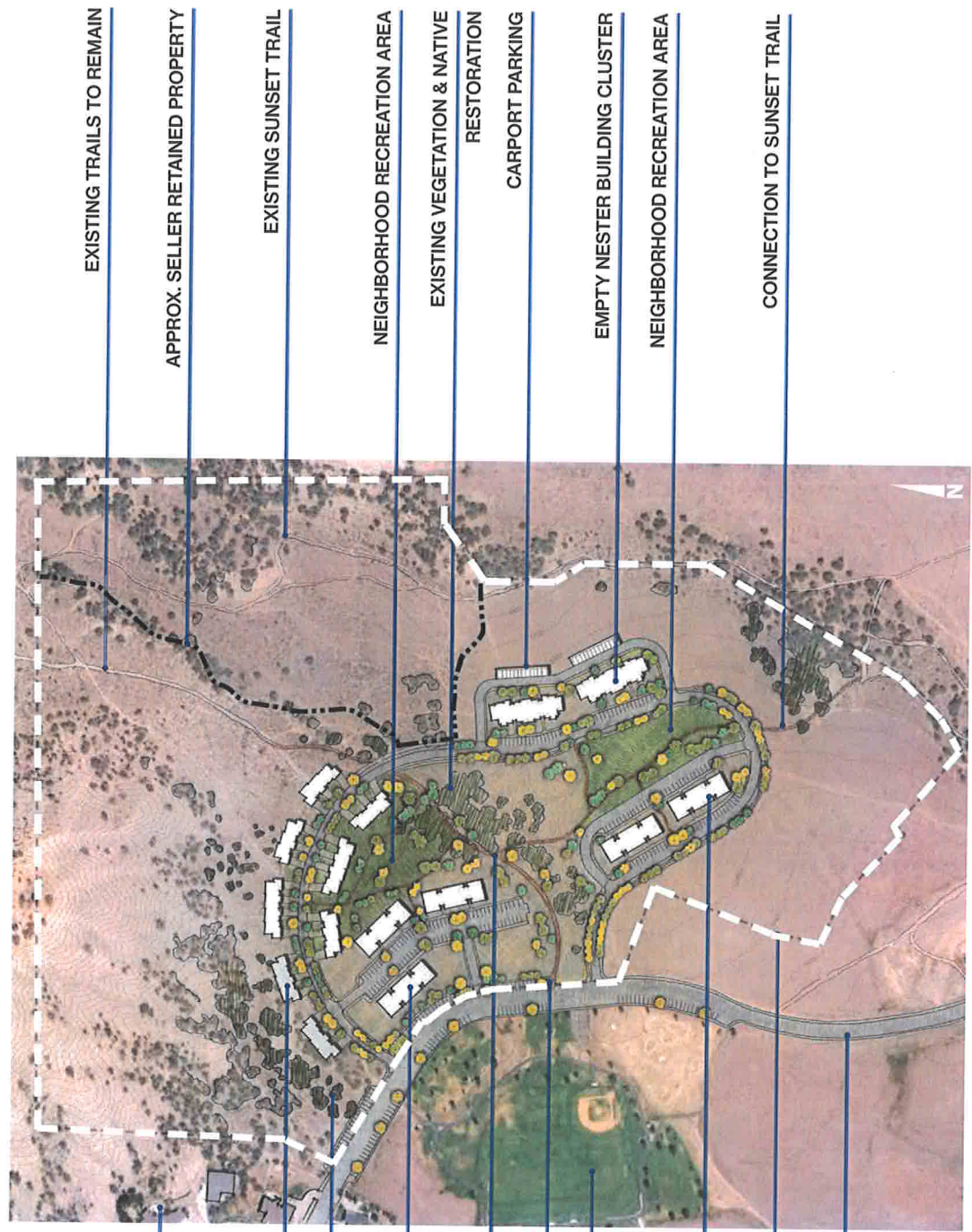
Exhibit C, Live/Work, Page 12 of the Sketch Plan Application

Exhibit D, Townhouse, Page 13 of the Sketch Plan Application

Exhibit E, Open Space, Page 4 of the Sketch Plan Application

Exhibit F, Typical ROW Conditions, Page 19 of the Sketch Plan Application

Exhibit G, Traffic Circulation, Page 18 of the Sketch Plan Application



EXISTING S.F. NEIGHBORHOOD

TOWNHOMES

200'+ BUFFER AND VEGETATIVE
SCREENING

LIVE/WORK BUILDING CLUSTER

PROPOSED TRAILS

TRAILHEAD

VIX PARK

LIVE/WORK BUILDING CLUSTER

PROPERTY BOUNDARY

EXTENSION OF N. WILDHORSE

EXISTING TRAILS TO REMAIN

APPROX. SELLER RETAINED PROPERTY

EXISTING SUNSET TRAIL

NEIGHBORHOOD RECREATION AREA

EXISTING VEGETATION & NATIVE
RESTORATION

CARPORT PARKING

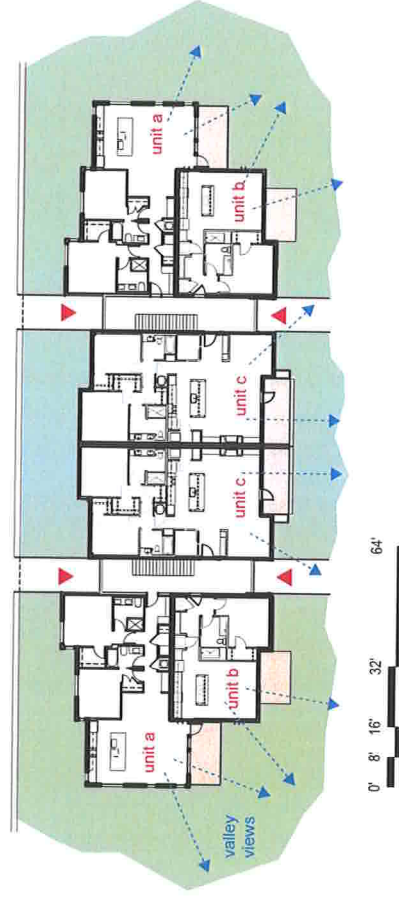
EMPTY NESTER BUILDING CLUSTER

NEIGHBORHOOD RECREATION AREA

CONNECTION TO SUNSET TRAIL

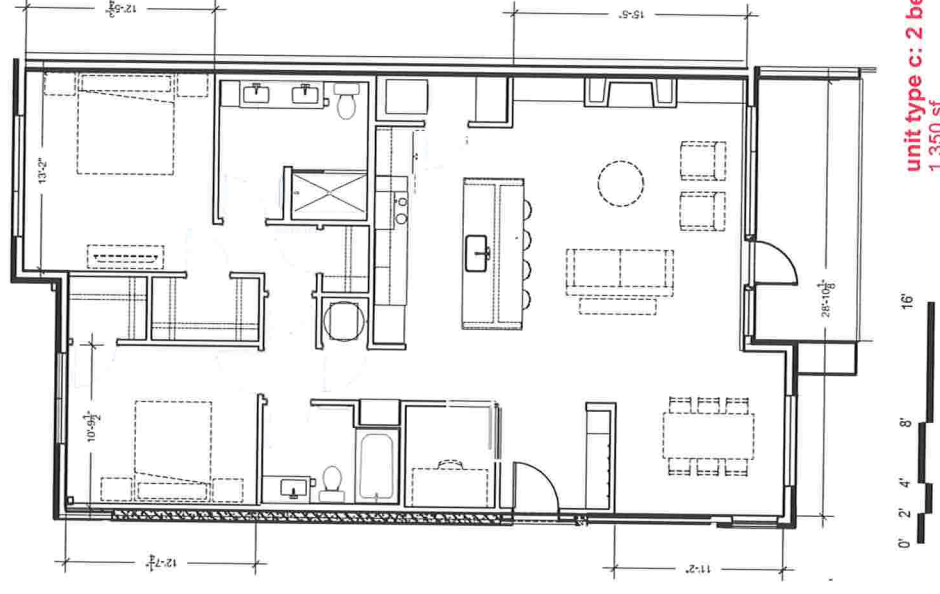
Illustrative Site Plan

Unit Layouts Continued:



unit mix per building

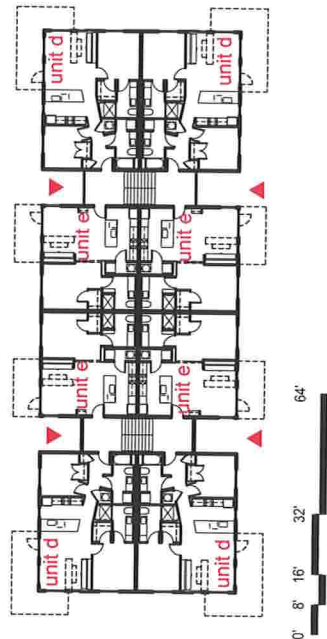
floor	1-bedrm	2-bedrm	
1	2	4	6
2	2	4	6
total	4	8	12



unit type c: 2 bedroom, 2 bath
1,350 sf

Unit Mix: Empty Nester

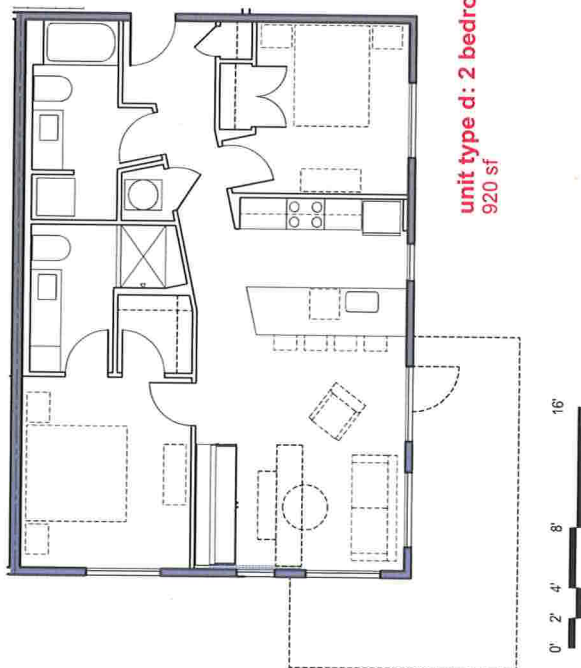
Building Layout:



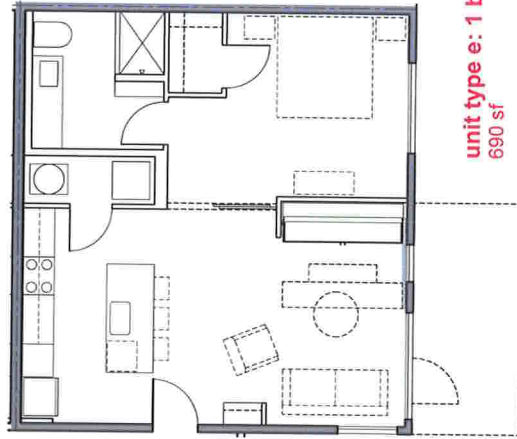
unit mix per building

floor	1-bedrm	2-bedrm
1	4	4
2	4	4
total	8	8

Unit Layouts:



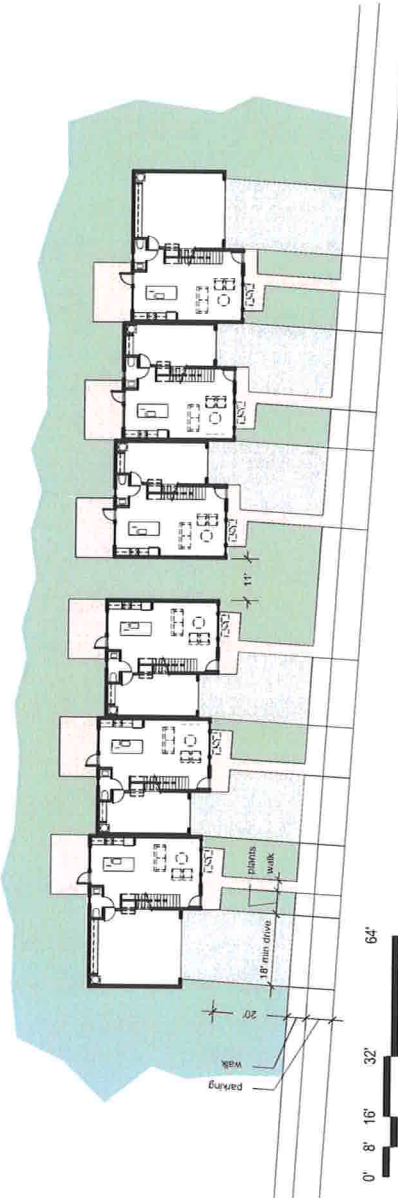
unit type d: 2 bedroom, 2 bath
920 sf



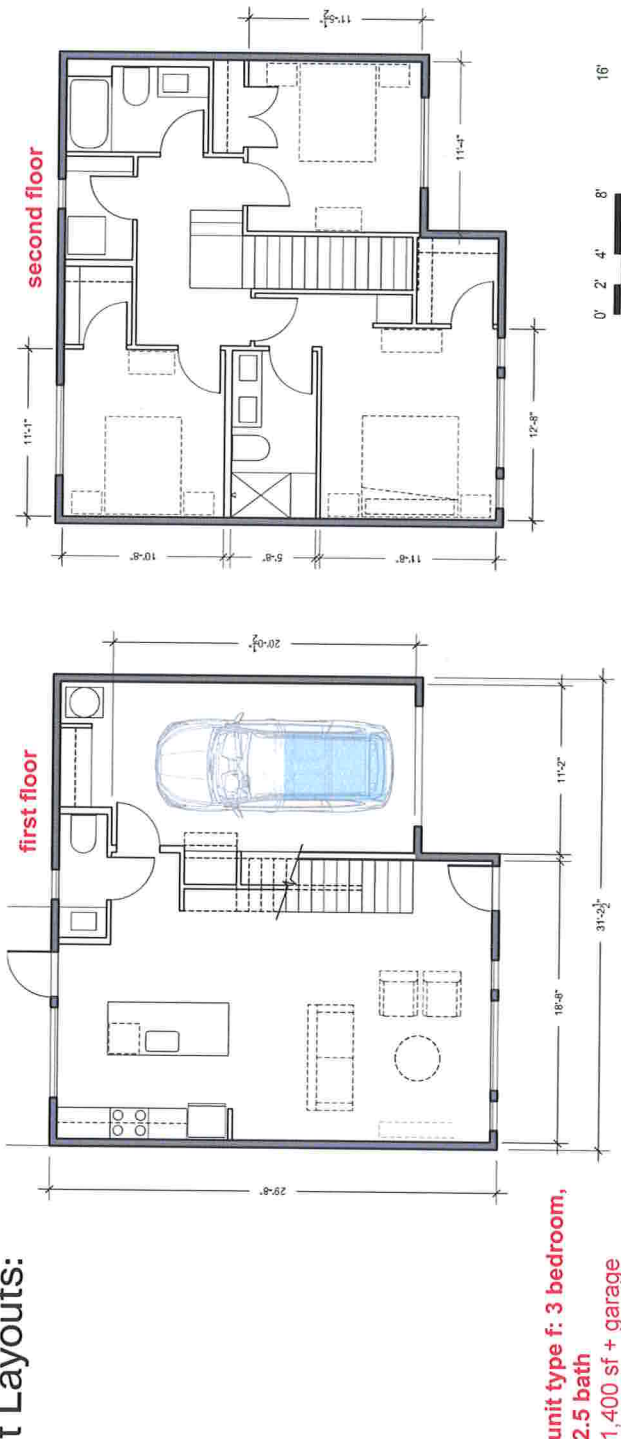
unit type e: 1 bedroom, 1 bath
690 sf

Unit Mix: Live/Work

Building Layout:



Unit Layouts:



Unit Mix: Townhouse

PARCEL ID
212329300194

SUBJECT PARCEL
TOTAL SIZE

+/- 59 acres

DEVELOPMENT
PARCEL SIZE
PRIORITIES

+/- 47.5 acres

clustered units, maintain trail connectivity, internal
open space connectivity, sensitivity and connection
to existing/surrounding land uses.

ADJACENT

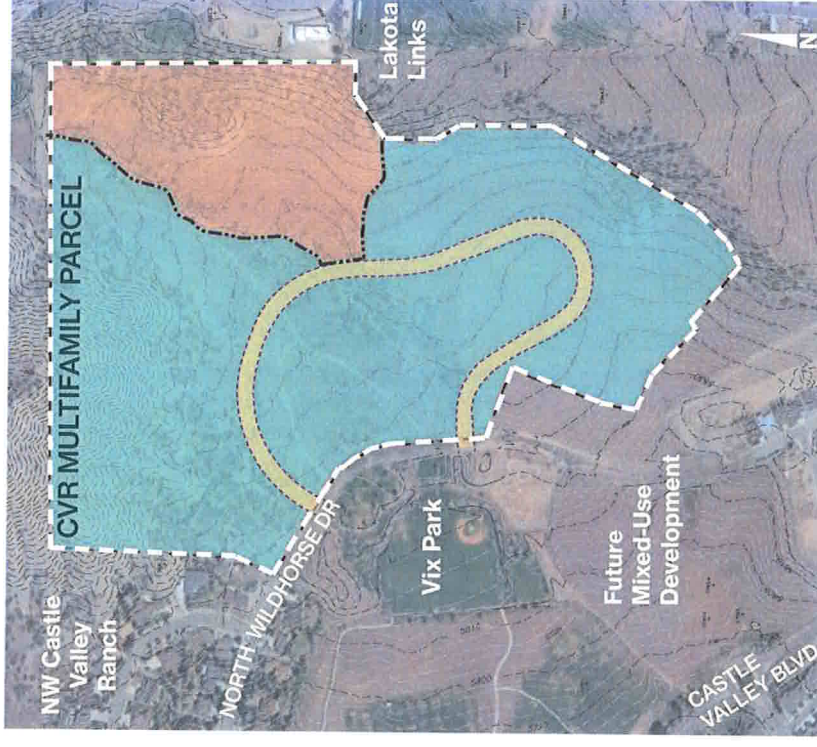
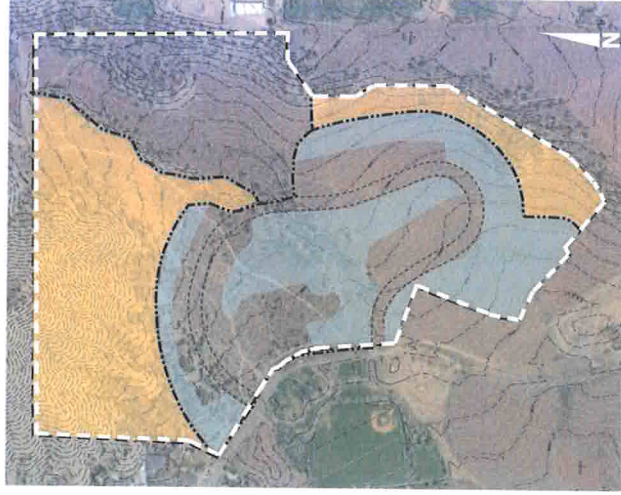
vix park, lakota links golf course, public open space,
nw castle valley ranch neighborhood, future mixed-
use development to the south

CURRENT OWNER

cts investments, llc

CVR Multifamily Parcel proposal includes a subdivision
and right-of-way dedication as follows (site areas are
approximate):

PARCEL SUB	SIZE (ac)	SIZE (% of total)
SELLER RETAINED	~ 11.5 ac	20%
R2 DEVELOPMENT	~ 44.5 ac	75%
FUTURE RIGHT- OF-WAY	~ 3 ac	5%



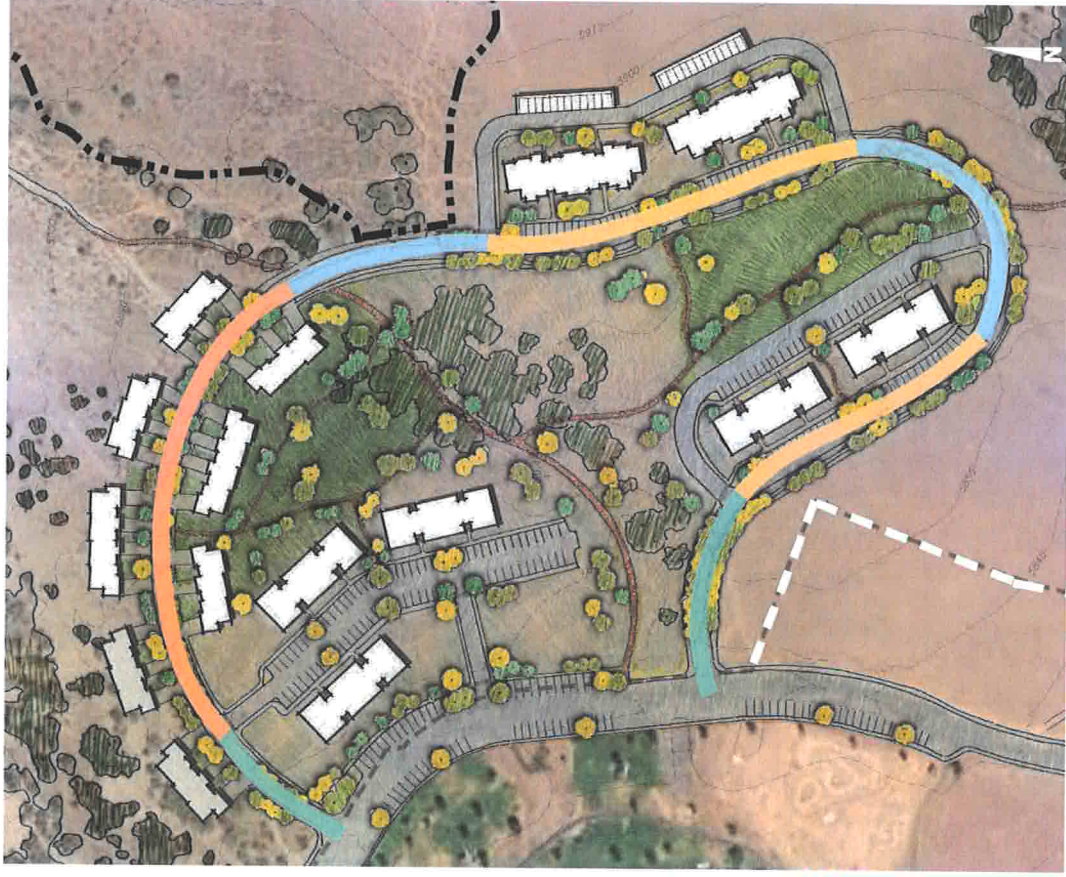
R2 Proposed Development Parcel (~ 44.5 ac) to be
comprised of the following:

NATURAL OPEN SPACE	DEVELOPMENT OPEN SPACE	TOTAL OPEN SPACE
20 acres 45% of R2 Parcel Area	14 acres 31% of R2 Parcel Area	34 acres 76% of R2 Parcel Area

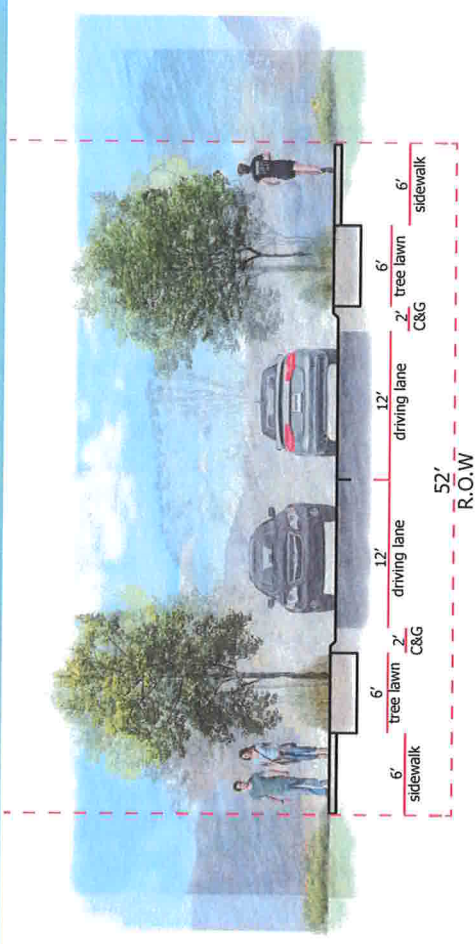
NATURAL OPEN SPACE = undisturbed site acreage outside of
development area; may include dedicated public land

DEVELOPMENT OPEN SPACE = open space such as lawns, landscaped
areas, natural areas, both public and private recreation areas and trails
within the development area. Development open space may include trail
easement for access to public trails

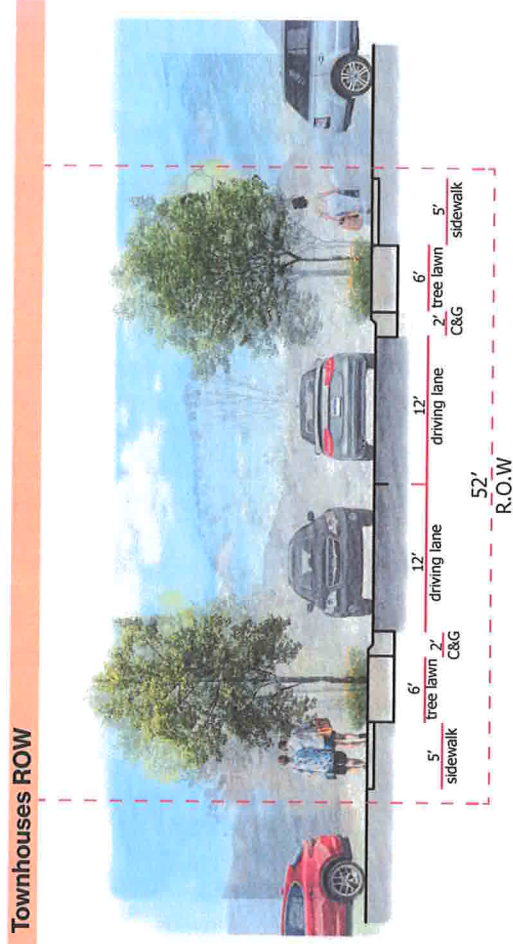
Site Development Summary: Open Space



Entry to Development ROW



Townhouses ROW



Typical Right-of-Way Conditions

Note:

The proposed streetscape sections vary from recently-established dimensional standards. This project proposes a modification to the standard to meet the intent of the standard while limiting total pavement area

Wildfire suppression

existing two-track path to remain

Wildfire suppression

approximate location of hydrant

Main development roadway (dedicated R.O.W)

two-way directional traffic with (proposed sections on following pages)

Private drives

two-way directional traffic with 90 degree parking stalls.
Minimum 22' access drive width (edge-to-edge of asphalt)

N Wildhorse Drive

extend from north to south and provide access to development entrances and connect to existing developments to north and south. Parking along N. Wildhorse, for Vix Park/public use, to be coordinated with town of New Castle.



Traffic Circulation