



March 10, 2023

VIA EMAIL – PLANNING@LAFAYETTECO.GOV

Planning and Building Department
1290 S. Public Road
Lafayette, Colorado 80026

Re: Cabrini Gardens Commercial Mixed-Use Development – Site Plan and Architectural Review

We are pleased to present to the City of Lafayette (the “City”) a Site Plan and Architectural Review application for a mixed-use, community-oriented development located between U.S. Highway 287 and Cabrini Drive, north of Diamond Circle (the “Project”). As described more below, this Project will bring new commercial uses, sidewalks and pathways, community spaces, tax revenues, needed storage space, and quality retail to the area, all while minimizing traffic and providing revenue to the City.

In this narrative, we provide the required application information pursuant to the “Complete the following information” section of the City’s Site Plan/Architectural Review Application Form (the “Form”). With this narrative, we are also submitting all items listed in the “Required information to be submitted with this form” section of the Form. In this narrative, we refer to the narrative and additionally provided information as the “Application”. We have additionally used this narrative to explain how the Application meets the review criteria set forth in Section 26-16-17.1 of the City’s Municipal Code (the “Code”).

Concurrently with this Application, we are submitting an application for approval of self-storage as a special use (the “Special Use Application”). In the Special Use Application, we discuss how the proposed use meets approval requirements, and additionally discuss how both the use and greater Project further the recommendations of the 2021 Comprehensive Plan (the “Comprehensive Plan”).

Applicant and Property Information

APPLICANT:

*Acting as an authorized representative of the
Property owner, The Salvation Army*

dcb Construction Company, Inc.

Contact: Mark Delgado

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LOCATION:

710 U.S. Highway 287

Lafayette, Colorado

LEGAL DESCRIPTION:

LOT 2B, CABRINI GARDENS RPT B MINOR

PARCEL:

Boulder County # R0514556

ZONE:

C-1 Regional Business District

Cabrini Gardens Commercial Mixed-Use Development
710 U.S. Highway 287
Lafayette, Colorado

PROPOSED USE: Self-Storage (S), Drive-Up Facility (S), Retail Sales (P)

PROJECT NAME: Cabrini Gardens Commercial Mixed-Use Development

Property Overview

The property described above (the “**Property**”) is a 2.43 acre vacant parcel located on the east side of U.S. Highway 287, across from the Walmart Supercenter. To the north of the Property is a Discount Tire store, to the east lies residential development, and to the south is retail development. The Property is highly visible to travelers on U.S. Highway 287, and is well-positioned for successful mixed-use development that complements existing nearby uses.

Project Overview

The Applicant has designed the Project to respond to the City’s current needs. Lafayette’s population is increasing: between 2010 and 2020 alone, the City gained nearly 6,000 residents. Comprehensive Plan, p. 36. However, Lafayette has less commercial and retail space than some of its neighbors. Comprehensive Plan, p. 43. The City is also significantly undersupplied from a self-storage perspective.

Thus, the Applicant proposes to develop a 2.43 acre vacant parcel which includes a “state-of-the-art” approximately 58,030 above-ground gross square foot, mixed-use three-story facility with a completely submerged basement level (for a total of 4 levels) on a 1.3428 net acre lot (eastern lot) in addition to an approximately 7,500 gross square foot commercial retail pad site development on the remaining 1.033 net acre lot (western lot). The mixed-use building will include an approximately 79,855 square foot self-storage facility with 845 square feet of associated leasing space, approximately 2,605 square feet of inline retail space, and approximately 900 square feet of community space. Although, at this juncture, the Applicant cannot disclose the names of tenants interested in the commercial space, it anticipates that at least one restaurant will lease at least part of the proposed retail space, with 3,000 square feet of the retail building currently designated for drive-up restaurant space and 4,675 square feet of the retail building currently designated for inline retail space.

(I) Site Layout

The proposed site design strategically positions the commercial retail pad site on the more visible portion, adjacent to U.S. Highway 287 and at the highest elevation of the property. On the lower, eastern portion, the Applicant proposes a three-story mixed-use facility. A pedestrian promenade through the site connects the neighboring residential to the recreational system of trails and greenways, while providing areas for gathering and placemaking at various sizes for the community. The promenade also supports a pleasant pedestrian experience along the neighborhood services and retail in the entire development.

(II) Commercial Retail Building

The proposed commercial retail building will be a single story with higher parapets at the northwest and southwest corners for signage and visibility from U.S. Highway 287, and will accommodate 2-3

users. The plaza at the southwest corner of the retail building will also provide a seating area shaded by a pergola, supporting the retail uses and enhancing the pedestrian promenade before its connection to the greenway trail system.

(III) Mixed-Use Building

The project's proposed mixed-use facility will be aesthetically pleasing and border a large pedestrian promenade that leads to the trail system at U.S. Highway 287. The size of the building is further masked by enhanced landscaping on the east side of the Project that will give the appearance of two separate buildings when being viewed from the east. The building will also offer a sensible visual and audio buffer between the residential community to the east and U.S. Highway 287 to the west. The mixed-use building wall articulation at the east elevation and view corridor provided at the 3rd story will help break up the building mass and conforms with the incremental increase in the mass of the neighborhood buildings as they approach U.S. Highway 287. The proposed north-south dimension of the storage building is approximately 25% larger than the footprints of the two condominium buildings that are directly next to each other across Cabrini Drive. The approximate increase in footprint from the Silver Creek duplexes to the condominium buildings is a 50% increase in size as an example of the incremental mass transition from east to west. Supplemental materials are provided for a better understanding of this incremental massing and relativity to the surrounding neighborhood context.

(IV) Building Materials, Design, and Operation

Both proposed building designs will incorporate high quality materials consisting of primarily masonry and brick, some wood-look materials, and architectural metal paneling, with varying, massing, textures, and colors. As mentioned, these different components have been articulated in such a way to help break up the façade but also provides a pleasing aesthetic, creating visually appealing buildings that complement the existing adjacent architectural character and provides a unique character to the site as well. The buildings' color and materials work together to also mitigate the perceived mass of the building, with the use of lighter colors at the eastern elevation of the mixed-use facility and glazing at the ground level conforming with City design standards. Colors of the interior storage doors and walls visible to the neighborhood in the mixed-use facility will be comprised of neutral tones as well.

Light spillage from the mixed-use facility will be mitigated with tinted glazing and a substantial landscape buffer on the east side of the storage building facing the residents. The proposed landscape design uses a concentrated mix of evergreens, tall shrubs, and deciduous trees to maintain this buffer throughout the year. The proposed landscaping will also provide a pleasant pedestrian experience with a meandering path from the farthest northeast corner of the lot as well as a direct access to the pedestrian promenade from Cabrini. The path and promenade will feature curated sculptures from local artists, and offer a dog waste station for neighborhood use as well.

The highly modernized self-storage facility that will be located in the mixed-use building has been designed with a high priority on customer security and safety in mind. The self-storage facility will be monitored by interior and exterior video surveillance to mitigate vandalism and loitering activities. Security is further heightened by controlled key-pad access at the loading area to track all customers entering and exiting the facility during the operational access hours of 6:00 a.m. to 10:00 p.m. On-site management will be present during the day from 9:00 a.m. to 6:00 p.m. and walk the property twice a day per operational standards, and the facility will have more than 20 security cameras located throughout the property to provide enhanced security. The mixed-use building will be a solar powered, state of the art modern building.

(V) Vehicular Access, Traffic Impacts, and Parking

The primary vehicular point of access is proposed at Cabrini Drive. Additional access is proposed from the two adjacent sites, Discount Tire to the north and Advanced Auto Parts to the south using shared access, utilizing the existing driveways at each existing site. In general, self-storage facilities generate only minimal vehicular traffic—we expect the traffic impact to the area from the mixed-use facility to be low, around 117 visits (234 trips) per day, including 59 visits (118 trips) to the self-storage use. The retail building is expected to generate approximately 407 visits per day (814 trips), including 316 visits per day (632) trips to the drive-up restaurant. A professional traffic study examining the impact of the proposed facility as well as different business types is provided with this submittal. It is worth noting that the overall traffic count for the proposed development is under what was approved for the Cabrini Gardens PUD, with the site specifically generating less traffic than if it had been entirely a use-by-right retail facility.

With these anticipated uses, Section 26-20-2 of the Code would require a total of 73 parking spaces. However, the Applicant will request approval of shared parking under Section 26-20-3 of the Code. The Project currently provides for 41 parking spaces, and pursuant to the parking analysis submitted with this Application, only 40 spaces are needed to provide sufficient parking for the entire Project at peak demand.

The development's internal drive lanes and parking areas will be asphalt with the self-storage loading area and the drive-up unit apron will be concrete. A 5-foot wide pedestrian sidewalk will be provided from the pedestrian promenade to the loading dock area as an accessible route. The proposed drive aisles will be designed to meet fire department apparatus weight requirements and to accommodate turning radius through the dedicated fire access route. Initial coordination has been done with the Fire Department as well as with the City regarding aerial apparatus access for the development and lane widths.

Approval Criteria

The Project meets each of the approval criteria set forth in Sections 26-16-7.1 and 26-16-7.2 of the Code, as set forth in the tables below.

Sec. 26-16-7.1 Site plan/architectural review criteria	Response
(a) The scale is appropriate to the site and function of the project and/or building.	<p>The mixed-use building footprint occupies 22,740 square feet (approximately 39% of the 1.342 acre lot area). It will have three above-ground levels resulting in a total square footage of 62,380 square feet above grade, which is appropriate to the proposed mixed-use function of the building, accommodating neighborhood services, retail, and self-storage.</p> <p>The retail building footprint occupies 7,675 square feet (approximately 17% of the 1.033 acre lot area). The one-story building will accommodate 2-3 tenants, and the proposed spaces and total footprint are appropriate to the proposed use. A majority of the remaining lot proposes shared parking for both buildings as emphasized in the Comprehensive Plan.</p>
(b) The architecture promotes a harmonious transition in scale and character of the proposed building to surrounding land uses.	<p>The mixed-use building mass conforms with the incremental increase in mass of the neighborhood and adjacent buildings as they approach U.S. Highway 287. The proposed north-south dimension of the mixed-use building is approximately 25% larger than the footprints of the two condominium buildings that are directly next to each other across Cabrini Drive. The approximate increase in footprint from the duplexes to the condominium buildings is a 50% increase in size, again in line with an incremental mass increase. Supplemental materials are provided for a better understanding of this incremental massing and relativity to the surrounding neighborhood context. The commercial retail building (7,675 square feet) has a scale and mass that are complementary to the adjacent mixed-use building as well as the existing retail buildings to the north and south, which provide space for a single user with footprints ranging from 3,700 square feet to 6,700 square feet.</p>
(c) The quality and overall design is compatible with the location and proposed use as demonstrated by building elevations.	<p>A massing study and contextual studies of the immediately adjacent surrounding neighborhood (existing and proposed/under construction) was done, and the mixed-use building design is compatible in the incremental increase in footprint/massing sizes as the buildings approach U.S. Highway 287. The incremental increase in footprint/massing is also reflected in the design of the commercial retail building (which accommodates 2-3 tenants), which is a comparable footprint to the adjacent retail users (single-user tenants) as mentioned in the previous criteria topic. The supplemental studies are included with this submittal as an appendix. The proposed uses of the development are compatible with the adjacent retail and residential uses, and generates less traffic than a use-by-right retail, aligning with the neighborhood's expressed desire for less traffic in that area. The</p>

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Sec. 26-16-7.1 Site plan/architectural review criteria	Response
	building elevations and building articulation incorporate elements from the surrounding architecture as well as adds to the diversity in building forms and materials.
(d) Any diverse architectural treatments are integrated into the overall architectural theme in order to avoid a cluttered appearance.	The diverse architectural elements are subtly incorporated into the building elevations and architectural themes, avoiding a cluttered appearance. For example, a mix of masonry, metal panel, architectural planting terraces, glass and stucco work together on a single elevation to provide a systematic massing and incorporation of the City’s design standards.
(e) The landscape design has been incorporated into the plan and takes into consideration the function and use of open areas and buffering.	The landscape area design at the pedestrian promenade and connector pathways will provide a pleasant and park-like experience, slowly transitioning to providing shade and a pleasant biophilic experience along the plazas and retail entries, before slowly transitioning to the connection to the trail along U.S. Highway 287. The landscape design complies with the landscape requirements of the Code, as well as incorporates the City’s water conservation goals with large areas of low-water plantings. The landscape design also creates a year-round visual and audio buffer between the mixed-use building and neighboring areas.
(f) The overall landscape treatment of exterior spaces enhances the quality of the project and creates usable open areas.	The aforementioned landscape buffer will not only create a living screen between the mixed-use building and surrounding residential neighbors, but will also create a pleasant pedestrian experience and provide placemaking/gathering areas and neighborhood amenities, such as a dog waste station.
(g) The traffic and pedestrian circulation system, including parking lots, contributes to the orderly and aesthetic quality of the site.	The traffic generated will be concentrated on the west area of the site that serves the commercial retail and drive-up storage units. The design of the pedestrian circulation enhances the site by providing areas for gathering, a pleasant outdoor experience, and continuous connection from the neighborhood access on Cabrini Drive to the trail system connectors along U.S. Highway 287.
(h) The screening of service yards, rooftop mechanical equipment and other items which tend to be unsightly has been accomplished through the placement of walls, fences, plantings, or a combination thereof; further, the screening is effective during all seasons of the year.	The rooftop mechanical equipment for both buildings will be screened with an attractive enclosure that coordinates with the architectural themes and design of the buildings. The plantings at the east of the site will also provide year-round screening of the transformer as seen from Cabrini Drive while maintaining the requirements for clearances. Evergreen plantings will be provide year-round screening of the trash enclosure at the east of the site.
(i) Monotony of design within a project has been avoided by providing variation of detail, form and siding that provides visual interest.	To provide visual interest and character, every elevation of the buildings will include details such as window mullion designs, lattices for vine-like plantings, and varied materials, all in compliance with applicable design standards.

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(j) The building materials are suitable to the type of building and design for which they are to be used. The building exteriors have the same materials, or those which contrast in pleasing ways as to be architecturally harmonious. Metal materials as a primary architectural feature have not been used.	As mentioned, different material components have been articulated in such a way to help break up the façade on both buildings, creating a visually appealing, harmonious development that complements the character of the existing and proposed buildings (Silver Creek). The buildings' color and materials work together to also minimize the perceived mass of the mixed-use building, with building articulation and glazing at the ground level conforming with City design standards. Metal materials have not been used as a primary architectural feature.
(k) The materials selected are of a durable quality and offer protection from rot and/or corrosion through the use of commonly accepted maintenance procedures.	The proposed building architecture will incorporate high quality materials consisting of primarily masonry and brick, stucco, and some architectural metal paneling in compliance with the City's design standards. These materials are all durable and, when properly maintained, offer protection from rot and/or corrosion.
(l) For any design in which the structural frame is exposed to view, the structural materials are durable and compatible within themselves and harmonious to their surroundings.	The structure will be wholly contained within the exterior building materials.
(m) Building articulation and rooflines are varied by the use of architectural and site design.	Both buildings will have flat roofs with varying parapet heights, like the neighboring retail buildings to the north and south. The mixed-use building east wall articulation will help break up the building mass and conforms with the incremental increase in mass of the neighborhood buildings as they approach U.S. Highway 287. The commercial building articulation at the parapet and west facing wall also enhances the architectural character of the building and complement the existing retail buildings to the north and south.
(n) Building components such as windows, doors, eaves and parapets are visually attractive in proportion, scale and relationship to one another in each building.	The proposed building components are proportionately appropriate to the building and architectural forms created by the façade design. Elements such as the mullion design for the building windows add visual interest and are proportionate to the function and pedestrian experience. The vertical articulation of the parapets work with the building massing and also adds some visual interest to the building's overall character.
(o) The colors, including accents, are harmonious and compatible.	A natural palette and accents are harmonious and compatible with the relative surroundings for both buildings. The accent colors are designed to attract new customers from U.S. Highway 287, but as the colors approach the neighborhood sides of the building, the palette becomes more neutral. The colors of the interior storage doors and walls visible to the neighborhood will be comprised of neutral tones as well.

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Sec. 26-16-7.1 Site plan/architectural review criteria	Response
(p) The materials used to buffer mechanical equipment, electrical equipment or other utility hardware on the roof, ground or building, are harmonious with the building.	The materials used for buffering are compatible with the surrounding context and architecture of the building, and visually appear to be part of the building design. These materials will be of the same type used in the building, and will be within the palette of colors defined for the building.
(q) Exterior lighting, which is a part of the architectural concept, is harmonious with the building design, and does not shine directly on adjacent properties.	Exterior lighting is harmonious with the building design and the wall parks are a full cutoff fixture, which minimizes the resulting light spread and adds a downward direction to the light throw. There will be minimal lighting at the north elevation, except for the code-required lighting for the stair exit path. There will also be minimal fixtures at the eastern elevation of the mixed-use building and lighting along the south will be provided by street lamps in conformance with the City lighting requirements for a pedestrian pathway. The photometric study provided with this submittal show that the compliance with the City requirements. Access to the interior of the self-storage portion of the mixed-use building will be limited to the hours of 6:00 a.m. – 10:00 p.m., and the lights at the interior will be only activated/in the “on” position by motion sensors calibrated for the interior. Additionally, building windows will be tinted on the east side of the mixed-use building, minimizing any interior light spillage into the adjacent neighborhood.
(r) Service yards, storage yards and exterior work areas are buffered from view from any public street, public pedestrian access or other public way, and from adjacent properties with less intensive uses through the placement of the building or buildings on the site or with the use of screening walls or enclosures constructed with materials that are harmonious to the building to which it is associated.	There are no service/storage/exterior work areas.
(s) Refuse, waste, and recycling collection areas shall be enclosed and screened from view from any public street, public pedestrian access or other public way, and from adjacent properties. The enclosure shall be constructed of materials harmonious to the building to which it is associated. Gates on the enclosure shall be of metal	The trash enclosure for both buildings is comprised of a durable masonry with the same finish palette as the buildings. The gates will be metal and finished to coordinate with the building and enclosure architectural design.

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or some other comparable durable material and shall be finished to match the enclosure.	
(t) Drive-up restaurants, and restaurants that include an outdoor eating area, shall develop a litter collection plan and submit such plan as part of the site and architectural plan review. Such plan shall obligate the restaurant operator to keep the area immediately surrounding said restaurant free of restaurant litter.	A waste collection letter describing the locations, size of dumpsters, and will-serve letter from a waste management company are included with this Application.

Sec. 26-16-7.2 Additional Site plan/ architectural review criteria	Response
<p>(a) For facilities containing a drive-up window, the drive-up windows, drive-up aisles, menu boards, and directional signs shall be orientated away from public street rights-of-way and to the interior of commercial subdivisions, where practical. In cases where a drive-up window or aisle is orientated to, or visible from, a public street right-of-way, the view of the drive-up facility shall be screened from the public street right-of-way by the use a minimum three-foot high berm, slope or masonry wall, or other site design techniques. Landscaping shall be used to soften the berm, slope or masonry wall. In cases where menu boards and directional signs are orientated to, or visible from, a public right-of-way the view of the signage shall also be screened through the use of landscaping, berms, walls, or other site design techniques.</p>	<p>All signage (not related to vehicle movement) and the drive-up window will be oriented away from the public R.O.W. and placed on the east side of the building along the drive thru lane shown on the site plan. The drive-thru lane is concealed from view by the proposed retail building and the mixed-use building.</p>
<p>(b) The solid wall of a car wash facility shall be sited parallel to any public street right-of-way.</p>	<p>This criterion is not applicable.</p>
<p>(c) Detached canopy structures shall be designed in such a manner to create a strong architectural association with the principal building. Columns shall provide a visual appearance of substance.</p>	<p>This criterion is not applicable.</p>
<p>(d) Drive-up restaurants, gas stations (fuel facilities), car washes, and drive-up facilities shall be designed to minimize interference with access and circulation on public street rights-of-way, pedestrian and bicycle access, and within the parking lot. All drive-up restaurants, drive-up gas stations (fuel facilities), car washes, and drive-up facilities shall provide efficient traffic flow through the site.</p>	<p>Signage will be provided to minimize the interference with access and circulation on the intersecting shared access lanes on the site. The drive-thru itself is located towards the center of the lot so congestion will not occur at the entrance to the site on Cabrini Drive.</p>

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Sec. 26-16-7.2 Additional Site plan/ architectural review criteria	Response
(e) Pedestrian walkways and/or bicycle paths shall not intersect the drive-up aisles, unless there is no other reasonable alternative. When no reasonable alternative exists such walkways or paths shall be identified by signage, lighting, raised crosswalks, special paving or similar type of treatment.	The pedestrian path location does not have an alternative location, and signage as well as special paving will be provided to indicate the pedestrian crossing.
(f) Drive-up restaurants, gas stations (fuel facilities), car washes, and drive-up facilities shall provide stacking spaces for vehicles entering the facility. Stacking space is the minimum parking length of an on-site drive aisle necessary to allow for the movement of vehicles within a parking lot to a drive-up window service or other drive-up service without impeding the flow of traffic on-site and off-site. Information, such as studies or other forms of documentation, shall be submitted by the applicant in order to demonstrate that adequate stacking space is being provided.	<p>185' of stacking space to the drive-thru window is provided.</p> <p>Average maximum queues are 170' (fast-food) to 220' (coffee shop). Source: Drive-Through Queue Generation article published by Spack Consulting (2012). Thus, the 185' provided is in line with the industry standard. It is additionally in line with requirements from nearby jurisdictions, which typically require stacking space of 140'-180':.</p> <p>The 185' provided is also comparable with that provided in newer, nearby developments as follows:</p> <ul style="list-style-type: none"> • Wendy's off W South Boulder Road, between Hwy 287 and S Public Road, has about 185' of drive-through stacking space behind their service window. • Einstein Bro. Bagels off Hwy 287 south of W South Boulder Road, has about 180' of drive-through stacking space behind their service window. • McDonald's off Black Diamond Drive west of Hwy 287 and north of W Baseline Road, has over 200' of drive-through stacking space behind their service window.
(g) The entrance to each drive-up lane/aisle and the direction of traffic flow shall be clearly designated by signs and pavement marking or raised curbs.	The entrance to the drive-up will be clearly marked with signs and pavement markings approaching the entrance point.
(h) Drive-up banks shall not contain greater than four (4) drive-up lanes/aisles for the purposes of window tellers, remote tellers, or automatic teller machines (ATMs).	A single drive-up lane is being provided to the drive-up window shown on the site plan.

Conclusion:

In closing, the Project will provide a positive impact to the surrounding properties while offering much needed amenities to the immediate residents, businesses as well as the surrounding community. The Project addresses the neighborhood's concern of the generation of additional traffic, as well as provides an economically viable revenue source for the City between the multiple uses of the site by both the mixed-use facility and retail building.

We look forward to hearing Staff's comments and discussing the project further at the public hearings.

Sincerely,

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