



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 – Special Use Review

We are pleased to present to the City of Lafayette (the “City”) a special use application to allow self-storage and a drive-up facility as part of 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, and needed storage space 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 Special Use Review Application Form (the “Form”). With this narrative, we are submitting items 1-6 of the “Required information to be submitted with this form” section of the Form. At this time, we are not submitting item 7, a certification of Mineral Interest Notice completed, because we will do this in advance of a scheduled public hearing. Additionally, copies of the neighborhood meeting sign-in sheets as well as comment cards received by the applicant at the neighborhood meeting (item 8) are not being submitted because the neighborhood meeting was held virtually at the City’s request. Instead, we are submitting meeting minutes containing a list of attendees and questions asked via the chat function at the virtual meeting. In this narrative, we refer to the narrative and additionally provided information as the “Application”.

Concurrently with this Application, we are submitting an application for approval of a site plan and architectural review (the “Site Plan Application”). Throughout this Application, we have generally kept our responses applicable to the requested special use. However, in appropriate places, we also discuss the Project as a whole, particularly in our discussion of compliance with 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

909 E 62<sup>nd</sup> Ave

Denver, CO 80216

(303) 287-5525

[mdelgado@dcb1.com](mailto:mdelgado@dcb1.com)

**LOCATION:**

710 US Highway 287

Lafayette, Colorado

**LEGAL DESCRIPTION:**

LOT 2B, CABRINI GARDENS RPT B MINOR

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<b>PARCEL:</b>	Boulder County # R0514556
<b>ZONE:</b>	C-1 Regional Business District
<b>PROPOSED USE:</b>	Self-Storage (warehouse) – Special Review Drive-Up Restaurant – Special Review
<b>PROJECT NAME:</b>	Cabrini Gardens Commercial Mixed-Use Development

**General Project Description**

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 underserved 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 62,400 above-ground GSF, mixed-use three-story facility with a completely submerged basement level (for a total of 4 levels) on the 1.34 net acre eastern lot in addition to an approximately 7,500 GSF commercial retail pad site development on the remaining 1.033 net acre western lot. Although 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.

As described more in the Site Plan Application, the Project will feature an aesthetically pleasing site design, with open space, walkable paths, and a view corridor.

**Form and Municipal Code Requirements**

Section 26-15-4 of the City’s Municipal Code (the “Code”) provides review criteria applicable to special use applications. The Form also requests discussion of several of these criteria, and of other items, as noted below. The self-storage use, drive-up restaurant use, and Project as a whole satisfy all applicable criteria and provide numerous benefits to the City.

**(I) Compliance of the application with the Municipal Code (Code § 26-15-4(a)(1); Form Item 4)**

The Application complies with the Code because it requests special use review of special uses allowed in the C-1 Regional Business zone district: warehouse (including mini-storage) and drive-up restaurants. As described more below, the Application also satisfies all applicable review criteria.

**(II) Compatibility of the proposed use with the existing character of the surrounding area (Code § 26-15-4(a)(2); Form Item 5)**

Self-storage and drive-up restaurant uses are compatible with existing character of the surrounding area, which includes a mix of commercial, big box retail, smaller retail, auto service, and residential uses. Like surrounding uses, self-storage is a use that serves a growing population with minimal adverse impact. Self-storage use generates relatively little traffic and almost no noise, having in fact a quieter impact than many surrounding and permitted uses. Similarly, drive-up restaurants are

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a use demanded by a growing population, and while they typically generate more traffic than a self-storage use, they do not generate substantially more traffic than nearby uses. Further, drive-up restaurants do not emit notable dust, and produce relatively little noise and light.

As discussed in the Site Plan Application submitted concurrently with this Application, the site plan applicable to the entire Project is also compatible with the existing character of the surrounding area.

**(III) Desirability and need for the proposed use in the specific area of the community, and the community as a whole (Form Item 6)**

As noted above, Lafayette is a growing community. Between 2010 and 2020 alone, the City gained nearly 6,000 residents. Comprehensive Plan, p. 36. With an increase in residential population comes an increased need for self-storage and drive-up restaurant facilities.

Currently, Lafayette has less square feet of self-storage per capita than the nationwide and Colorado state average. Further, our market research shows that nearby self-storage facilities are full or nearly full, leaving residents looking for self-storage with minimal—if any—options. As such, Lafayette is in need of an additional self-storage facility, especially a high-quality climate controlled self-storage facility, and will benefit from both this use and the other uses proposed for the Project. In addition to supporting nearby residences, the limited exterior drive-up units at the ground level of the northwest side of the building help support small businesses that typically lease such units. Finally, as a growing community, Lafayette can support a desirable drive-up restaurant use.

**(IV) Negative impacts, both environmentally and physically, that may result from the proposed use and how these impacts are proposed to be reduced (Code § 26-15-4(a)(3); Form Item 7)**

The proposed self-storage use will have little to no negative impact on the property or surrounding area. Compared to other permitted uses, self-storage creates little traffic, with an average of only 59 visits (118 trips) on a typical day. Additionally, self-storage produces little to no noise, dust, or emissions. Likewise, a drive-up restaurant will generate relatively little negative impact, with minimal noise, dust, or emissions, and 316 visits (632 trips) on a typical day. The proximity of the site to the residential neighborhood directly east, and the proximity to other uses north and south of the site, increase the potential for non-motorized travel (walking and bicycling) on provided paths to and from Property.

As discussed more in the Site Plan Application, the site and buildings are designed to minimize any negative environmental and physical impacts from the Project. Access will be taken from Cabrini Drive, minimizing the direct impact on U.S. Highway 287; buildings will be powered by solar panels; the site will feature climate-conscious xeriscaping; and the overall design will minimize runoff. Additionally, light spillage will be mitigated with tinted glazing and landscaped buffers, and interior lighting in the self-storage facility will be motion-activated.

**(V) Compatibility of the proposed use and the site plan with the current Comprehensive Plan (Code § 26-15-4(a)(4); Form Item 8)**

The Comprehensive Plan is an “*advisory* document that guides the future evolution and changes in a community over the next 20 years.” Comprehensive Plan, p. 20 (emphasis added). Moreover, it “does NOT define site specific design.” Comprehensive Plan, p. 14. Thus, while the

Comprehensive Plan is certainly relevant to any decisions made regarding the proposed self-storage and drive-up restaurant uses, we note that it does not provide any binding approval criteria. Still, we are pleased to discuss how the uses and Project further many of the Comprehensive Plan's recommended policies and fit within the Property's designated Adaptable Commercial classification.

## **POLICIES**

The Comprehensive Plan provides four planning frameworks, and sets forth policies and strategies within these frameworks. We believe that the proposed uses comport with the entire Comprehensive Plan. Below, we explain how the proposed uses specifically further several of the listed policies.

### **(1) Community Character**

- *Policy 2.3: The city will encourage connections and neighborhood design that provides for walkability to neighborhood services.* Approval of the self-storage and drive-up restaurant uses will allow development of the Project, which will include the build-out of sidewalks and paths connecting neighboring residential and business uses.
- *Policy 2.7: The city will encourage the development of neighborhoods that offer a full complement of amenities and features to serve people as they live, work, and play.* Approval of the self-storage and drive-up restaurant uses will provide needed services to the community and allow construction of the Project, which will offer a mix of uses, amenities, and features to serve the community. Specifically, the Project will include self-storage space, outside and community gathering space, paths and sidewalks connecting to nearby businesses, and is anticipated to include at least one restaurant.
- *Policy 2.8: The city will encourage the adaptive reuse of existing buildings and strategic infill development of parcels within Lafayette to more efficiently plan for lands within the city's boundaries, help preserve existing building stock, and reduce environmental pollution.* The Property currently lies vacant in an otherwise developed area. As proposed, the Project wisely uses this space to provide a mix of needed uses and community amenities with minimal traffic or other negative impacts. Not only are the Project's buildings designed to be environmentally friendly, but the development of a mix of uses with multimodal paths will allow community members to easily run errands with little—if any—car use.
- *Policy 2.9: The city will encourage the use of sustainable building practices for new projects (renovation, rehabilitation, or new construction) within Lafayette.* The buildings that will make up the Project are designed with environmental sustainability in mind, including by incorporating solar panels. Additionally, the Project is designed to minimize runoff and landscaping will be climate- and water-conscious.

### **(2) Environmental Stewardship**

- *Policy 4.4: The city will promote collaboration with the development community and with other organizations in the local area to achieve the community's goals for high-quality outdoor recreation and trail opportunities.* As proposed, the Project is designed to provide onsite outdoor recreation and trail opportunities for community use. Thus, by approving the self-storage and drive-up restaurant special uses, the City will directly promote collaboration with the development community to provide such opportunities.

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- *Policy 5.12: The city will seek to reduce and/or prevent inappropriate noises associated with development and land use, and promote projects that improve the quality of noises in the community and the presence of more natural sounds.* As discussed, neither the requested uses individually nor the Project as a whole will emit significant noise. Further, as also discussed, the self-storage use will create little traffic impact, thus further minimizing noise impact. Additionally, by including open space, paths, and climate-conscious landscaping, the Project will encourage small animals, birds, and insects to live on the Property, increasing the presence of natural sounds.
- *Policy 6.4: The city will promote sustainable building practices, including, but not limited to, the use of durable materials, low impact development practices, and building design that promotes health and life safety through features that are resilient to natural and human-made hazards.* As discussed, the Project is designed in an environmentally-conscious way, including with solar panels. Additionally, the Project is designed with high-quality, durable materials consisting of primarily masonry and brick, designed to last well into the future, even in the face of natural and human-made hazards.
- *Policy 7.6: The city will ensure that there are adequate public facilities and infrastructure to support new development.* As discussed, self-storage use generates only approximately 59 visits (118 total car trips) per day. Traffic studies submitted with this and the associated Site Plan Application demonstrate the relatively minimal traffic impact of the Project as a whole, and no new traffic lights or road improvements will be required in connection with the Project. Further, because the Project only supports existing residents rather than bring in new ones, it does not place demand on the City's public facilities such as libraries and schools. Finally, the self-storage portion of the Project will be monitored by interior and exterior video surveillance to mitigate vandalism and loitering activities, and on-site management will monitor the site during the day, minimizing any impact on City police and fire services.

**(3) Connected Community**

- *Policy 8.1: The city will pursue opportunities to enhance local and regional connectivity, including regional trails and transit connections.* As discussed, the Project will provide sidewalks and paths, enhancing the City's overall local and regional connectivity.
- *Policy 8.11: The city will expand the network of on-street and off-street pedestrian facilities, such as sidewalks and multi-use paths, for commuting, recreation, and meeting daily needs.* By approving the self-storage use, drive-up restaurant use, and associated Site Plan Application, the City will promote the development of sidewalks and multi-use paths for commuting, recreation, and meeting daily needs.
- *Policy 8.12: The city will expand opportunities for community members to be able to bike for commuting, recreation, and meeting daily needs.* As discussed above, approval of the self-storage use, drive-up restaurant use, and associated Site Plan Application will allow development of the Project, in turn facilitating the creation of more multimodal transportation opportunities.

**(4) Strong Economy**

- Although none of the policies underneath Strong Economy directly relate to the Project, as they primarily concern housing, education, and regional cooperation, we are confident that the requested uses and Project will contribute to the City’s strong economy. In particular, the Project will contribute not only a one-time impact fee, but also a 3.5% ongoing sales tax on self-storage revenue.

**ADAPTABLE COMMERCIAL CLASSIFICATION**

The “Adaptable Commercial” classification “provides a blueprint for how larger format commercial spaces should be initially developed . . . [and] provides prototypes for how these areas could be reimagined as walkable, high-quality districts that integrate various land uses into areas of increased vitality and activity.” Comprehensive Plan, p. 14. Among other things, the Comprehensive Plan provides that:

- “[l]arge format retail should be integrated into other uses to form a cohesive neighborhood/development;”
- “[t]he city encourages the development of residential and office uses above retail spaces or sites that abut major transportation corridors;”
- “Adaptable Commercial areas should include attractive streetscape features, such as public art, appropriately spaced lighting, street trees, a variety of landscape features, seating areas, and areas for outdoor dining and activities;” and
- “The city encourages the minimization of parking areas and the potential conversion of parking to areas for future commercial or residential development.” Comprehensive Plan, p. 150.

The Project furthers the intent of these recommendations as follows:

- A larger, self-storage use is integrated with commercial uses, community spaces, and paths and sidewalks to form a multi-use, walkable, and bikeable development;
- Roughly 900 square feet of space above the ground level of the self-storage space will be available as an office-like community space;
- The Project will provide climate-conscious landscaping and community-oriented open space in excess of the Code requirements; and
- The self-storage use has low parking requirements, allowing more of the Property to be available as community-oriented open space than as a parking lot.

Additionally, the Project will meet many of the urban design guidelines for developments on secondary streets, set forth on pages 151-53 of the Comprehensive Plan, as follows:

- *Mobility System Network Type: Developments should include a network of streets and pedestrian and bike connections that work together to form a complete mobility network and*

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*framework for buildings.* The Project will develop sidewalks and paths, providing multimodal connectivity to other sidewalks, paths, and nearby streets.

- *Lot Size Minimum Width: Smaller lots to encourage the creation of a walkable environment.* The Property was intentionally subdivided to encourage the creation of the Project as a walkable development with retail, commercial, self-storage, and community uses, along with outdoor gathering space.
- *Land Uses Allowed Ground Floors: Civic, retail, service, residential, entertainment.* Ground floor uses of the commercial portion of the Project—which is the portion visible from U.S. Highway 287—are likely to include retail and service uses.
- *Building Siting Street Corners: Encourage the orientation of buildings to street corners.* The location of the entries are oriented to the south and west corners of the proposed sites to move the site pedestrian and traffic activity further from the neighboring residential buildings as well as the entry to the site.
- *Building Siting Parking and Loading: Parking to the side or rear of buildings.* The parking is at the side of the buildings as viewed from the street and highway, in locations compatible with existing north to south drive connections as well.
- *Building Height: Generally limited to three stories with transitions to surrounding contexts.* The mixed-use building does not exceed three stories and has varying parapet heights in conjunction with the “view corridor” at the third level, which transitions the building to heights adjacent to the site. The parapet heights for the mixed-use building also complement the proposed Silver Creek multi-family parapet and roof heights across the street. The retail building furthers the Project’s height transition to the existing retail buildings to the north and south with its varying parapet heights.
- *Building Façade: Moderate-High ground floor transparency.* The ground floor transparency is appropriate to the interior function, with a majority of glazing at the ground-level retail street frontage at both buildings. The two-story storefront assembly at the southeast corner of the mixed-use facility adds to the ground-floor transparency along with punched storefront assemblies at the masonry and stucco along the eastern elevation.

<b>Mixed-use Building</b>				
<b>East</b>				
	<i>Glazing</i>	<i>Masonry</i>	<i>Stucco</i>	<i>Metal Panel</i>
<b>Total</b>	31%	20%	8%	41%
<b>North</b>				
	<i>Glazing</i>	<i>Masonry</i>	<i>Stucco</i>	<i>Metal Panel</i>
<b>Total</b>	12%	23%	16%	48%
<b>West</b>				
	<i>Glazing</i>	<i>Masonry</i>	<i>Stucco</i>	<i>Metal Panel</i>
<b>Total</b>	19%	22%	16%	37%
<b>South</b>				

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	<i>Glazing</i>	<i>Masonry</i>	<i>Stucco</i>	<i>Metal Panel</i>
<b>Total</b>	39%	15%	13%	33%

Total glazing at 1st floor	30%
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<b>Retail Building</b>					
<b>North</b>					
	<i>Glazing</i>	<i>Masonry</i>	<i>Stucco</i>	<i>Wood-look</i>	<i>Metal Panel</i>
<b>Total</b>	18%	35%	9%	19%	19%
<b>South</b>					
	<i>Glazing</i>	<i>Masonry</i>	<i>Stucco</i>	<i>Wood-look</i>	<i>Metal Panel</i>
<b>Total</b>	26%	34%	13%	0%	27%
<b>West</b>					
	<i>Glazing</i>	<i>Masonry</i>	<i>Stucco</i>	<i>Wood-look</i>	<i>Metal Panel</i>
<b>Total</b>	41%	24%	16%	9%	10%
<b>East</b>					
	<i>Glazing</i>	<i>Masonry</i>	<i>Stucco</i>	<i>Wood-look</i>	<i>Metal Panel</i>
<b>Total</b>	3%	33%	29%	0.3%	35%

Total glazing at 1st floor	22%
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- *Building Façade: Low-Moderate upper floor transparency.* As shown in the tables above, the transparency at the upper floors of the mixed-use facility falls within a “low-moderate” percentage appropriate to the uses at the upper floors. See tables above.
- *Building Façade: Moderate-High frontage coverage – primary street façade.* The mixed-use building is set back 76.5’ from the street frontage and occupies 2/3 of the street frontage, in line with this guidance.
- *Building Façade: Moderate-High frontage coverage – side street façade.* Both buildings do not have a “side street”, but the combined frontage occupies 53% of the shared access drive, in line with the principle behind this guidance.
- *Streetscape: Moderate width pedestrian sidewalk.* The pedestrian promenade is 11’-0” wide with the intent of providing places to gather at various nodes, but also enough space for accommodating pedestrian traffic connecting to the recreational trail at the west.
- *Streetscape: Moderate amenity zone/semi-private areas.* Various areas/plazas have been provided along the main pedestrian promenade, set back from the main traffic flow zone for small to medium sized gatherings. Proposed sculptures commissioned from local artists will also line the pedestrian pathways through the site. A dog waste station has also been provided for the neighborhood at the south connection to Cabrini Drive as well.



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- *Streetscape: Street trees, planters, public art, public seating.* As mentioned in the above streetscape criteria, public art will be commissioned to be placed at various points along the different pathways on the site. Planters and trees will also be provided along the pedestrian pathways on the site. In addition, the gathering zones mentioned above will have site furniture such as site benches along the pathways as well.
- *Civic Spaces: Planters, public art, public seating, pop-up retail, outdoor dining areas.* Planters, public art, and public seating will be provided per the two points previously discussed. The various gathering zones also have two areas where tables and seating have been provided to support the retail spaces and provide areas for outdoor dining.

Finally, we again note that the Comprehensive Plan is merely an *advisory* document; it does not define site-specific design, and no one project needs to meet all of the recommendations under the applicable classification. For example, the fact that the Project does not follow the guidance that upper floors contain residential, lodging, civic, or office uses does not mean that the City needs to—or should—deny the requested approval. Rather, the City should consider the Project’s overall compatibility with the Comprehensive Plan. As explained above, the Project is compatible with the Comprehensive Plan. It furthers several of the stated policies and complies with most applicable design guidance. More generally, it is aligned with the vision of a City that is vibrant, inclusive, connected, and environmentally-conscious.

**(VI) Significant adverse impacts on governmental services and existing developments in the surrounding neighborhood or any anticipated future development (Code § 26-15-4(a)(5))**

The self-storage and drive-up restaurant uses, and the greater Project, will not have any significant adverse impacts on governmental services and existing developments in the surrounding neighborhood or any anticipated future development, including, but not limited to:

- (a) **Significant impact in traffic generation and parking.** An extensive traffic generation study was done to support that the proposed storage use will generate a very low volume of traffic as compared to other proposed uses. Specifically, as noted above, the self-storage use is anticipated to generate approximately 59 total vehicle visits (118 trips) per day, and the drive-up restaurant use is anticipated to generate approximately 316 total vehicle visits (632 trips) per day. Under Section 26-02-2 of the Code, only four parking spaces will be required for the self-storage use, and thirty parking spaces will be required for the drive-up restaurant use. As discussed in the Site Plan Application, the Applicant will request approval of shared parking for the Project under Section 26-20-3 of the Code.
- (b) **Lack of screening of parking, loading, traffic circulation, or outdoor activities; garbage collection facilities and storage.** The proposed landscape design provides a living buffer between the neighboring residences and Cabrini Drive. The location of traffic circulation and any loading activities will be concentrated away from Cabrini Drive and the entrance to the site, instead being concentrated along the western part of the site (which will be shielded by the building). The trash enclosure at the east is screened by the landscaping, and the enclosure materials will replicate materials used at the base of the building, blending in with the overall appearance. The trash enclosure for the proposed retail building will be located at the northwest corner of the site and will also incorporate the materials used in the development.

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- (c) **Significant intrusions of noise, light, dust, or glare onto nearby properties.** As discussed above, self-storage use and drive-up restaurant use emit minimal noise, light, dust, and glare. Additionally, the site plan is designed to reduce any potential minimal impacts. For example, the proposed landscape design provides a living buffer between the neighboring residences and Cabrini Drive, and tinted glazing is also proposed at the glazing facing the residences. The proposed drive-up location visibility is shielded by the retail building itself.
- (d) **Significant increases in burdens on housing, schools, public utilities, or governmental services such as fire, ambulance, police, library and recreation.** Because the requested uses provide needed services for existing residents but do not create new residents, they do not burden governmental services and facilities such as schools, library, and recreation facilities. Additionally, because they do not require a large number of employees, they do not burden housing availability. Further, with solar panels providing energy to the buildings, the uses will have minimal impact on public utilities, and the Project will utilize existing utility infrastructure without needing to increase sizing. Finally, as also noted above, because the self-storage use will feature video surveillance and on-site management during the day, it will have little to no impact on police, fire, and ambulance services.
- (e) **Hours of operation.** The self-storage use in the mixed-use facility will be accessible from the hours of 6:00 a.m.-10:00 p.m., and will have on-site management between the hours of 9:00 a.m. and 6:00 p.m., ensuring compatibility with surrounding businesses and residential neighborhoods. Additionally, the building and site are designed to minimize the impact of any allowed early morning or late evening activities, such as by utilizing motion-activated interior lighting that will be turned off in the absence of motion. At this time, the Applicant is not aware of any anticipate hours of operation for a drive-up restaurant use.

**(VII) Effects on General Health, Safety, and Welfare of City Residents (Form Item 9)**

Neither the proposed special uses nor the Project as a whole will negatively affect the general health, safety, and welfare of City residents. On the contrary, by providing needed services, connectivity and community gathering space, and tax revenue for the City, the Project will positively impact the City and its residents. For example, the surrounding neighborhoods will be able to utilize the park-like setting on the east side of the Property to walk their pets and enjoy outdoor space.

**(VIII) Materials to be used in Building Construction and Siding (Form Item 9)**

- (a) *Windows.* The windows will be a clear, insulated, low-e storefront system with mullion patterns adding visual interest. The east storefront glazing on the mixed-use building will be tinted gray to reduce interior light extending far beyond the face of the glazing.
- (b) *Doors.* Doors located in the storefront system will have the same finish as the adjacent storefront system, with insulated glazing to match the adjacent storefront glazing. The hollow metal doors for stairway exits at the mixed-use building will be painted a complementary color to the adjacent surfaces. The drive-up unit storage doors will match the accent color of the self-storage logo, but a majority of those doors are not visible from the west because of the location of the retail building.

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- (c) *Trim.* Trim for both buildings installed at the proposed metal paneling will match the adjacent metal paneling. The metal coping used at the top of both buildings will be a single neutral color as a uniting element in the development.
- (d) *Roof.* The proposed roof for both buildings will be a flat fully adhered membrane roof with parapets. The canopy over the loading area for the mixed-use building will also be a fully adhered membrane roof assembly.

**(IX) Additional Review Criteria for Drive-Up Restaurant (Code § 26-15-4(b))**

(1) *Drive-up restaurants shall be located a minimum of two hundred (200) feet from residentially zoned lot lines; tracts zoned DR that have a residential land use designation in the Comprehensive Plan; property having a residential land use designation in the Comprehensive Plan when such property is not currently zoned.* The proposed drive-up restaurant use meets these requirements, with the restaurant drive-up located 291'-3" away from the nearest residential (the proposed Silver Creek multi-family buildings).

(2) *All drive-up windows or point of drive-up service shall be at least one hundred fifty (150) feet from the drive-up window or point of drive-up service of any other lot, or other drive-up window or point of service for a separate use on the same lot.* Any proposed drive-up windows will meet this requirement. The window is located 143'-0" away from the drive-up doors at the Discount Tire to the north; we can shift the window 7'-0" to the south if this generates a comment from the City.

(3) *Carwashes that are proposed in conjunction with a gas station (fuel facility) shall be treated as a single use for the purpose of the locational requirements of criteria 2 above.* This criterion is not applicable to the Project.

(4) *Every drive-up restaurant shall include an indoor dining component that features tables and chairs sufficient to service year-round walk-in trade.* The proposed drive-up restaurant will meet this requirement.

**Conclusion**

We thank you for your consideration of this Application and the Project. We look forward to hearing Staff's comments and discussing the Project further during this submittal process and public hearings.

Sincerely,

Mark Delgado, AIA  
dcb Construction Company Inc.  
909 E. 62nd Avenue  
Denver, Colorado 80216