

Introduced by Hindman

First Reading 3-1-04 Second Reading 3-15-04

Ordinance No. 018020 Council Bill No. B 68-04

018020

Permanent Record  
Filed in Clerk's Office

AN ORDINANCE

rezoning property located on the northwest corner of Silvey Street and West Worley Street, extended, from District R-1 to District PUD-6; approving the PUD site plan of The Villas at Vintage Falls; granting variances from the Subdivision Regulations; and fixing the time when this ordinance shall become effective.

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF COLUMBIA, MISSOURI, AS FOLLOWS:

SECTION 1. The Zoning District Map established and adopted by Section 29-4 of the Code of Ordinances of the City of Columbia, Missouri, is amended so that the following property:

A tract of land located in the Southwest quarter of Section 9, Township 48 North, Range 13 West, Boone County, Missouri, being part of Smithton Ridge Plat 5 as recorded in Plat Book 37 at Page 55, and of the surveys as recorded in Book 957 at Page 789, and Book 1502, at Page 530, all of the records of Boone County and more particularly described as follows:

Beginning at the Northeast corner of Smithton Ridge Plat 5 as shown in Plat Book 37, Page 55 of the records of Boone County; Thence N86°56'00"W, 8.00 feet; Thence S01°06'35"W, 383.99 feet; Thence along a 30.00 foot radius curve to the right, 47.47 feet to the north right-of-way of Worley Street, said curve having a chord S46°26'20"W, 42.67 feet; Thence along said right-of-way along a 467.00 foot radius curve to the right, 319.98 feet, said curve having a chord N68°36'20"W, 313.75 feet; Thence N48°58'35"W, 200.00 feet; Thence along a 533.00 foot radius curve to the left, 399.29 feet, said curve having a chord N70°26'15"W, 390.02 feet; Thence S88°06'05"W, 565.05 feet to the Northwest corner of Smithton Ridge Plat 5; Thence N06°25'25"W, 42.88 feet; Thence N61°46'00"W, 209.85 feet to the north line of Smithton Ridge Plat 6 as shown in Plat Book 37, Page 56, said point also being on the quarter section line

of section 9-48-13; Thence along said line, N86°56'00"W , 651.22 feet to the Northeast corner of a survey as recorded in Book 297, at Page 32, said point also being on the south line of a survey recorded in Book 957, Page 789; Thence N00°07'35"W, 153.00 feet; Thence N83°59'15"W, 292.00 feet to the west section line of section 9-48-13, said point also being the Southeast corner of a survey recorded in Book 448, Page 558; Thence N84°19'30"W, 165.00 feet; Thence N01°22'35"E, 200.00 feet; Thence N52°48'10"W, 150.57 feet; Thence N59°00'40"E, 379.95 feet; Thence along a 600.00 foot radius curve to the right, 492.04 feet, said curve having a chord N82°30'15"E, 478.37 feet; Thence S74°00'10"E, 870.49 feet; Thence along a 1000.00 foot radius curve to the left, 475.00 feet, said curve having a chord S87°36'35"E, 470.55 feet; Thence S26°28'35"E, 234.22 feet; Thence S73°38'40"E, 650.88 feet to a point on the east line of Tract 1 of a survey recorded in Book 1502, Page 530; Thence along said line, S01°06'55"W, 217.89 feet to the point of beginning and containing 39.91 acres.

will be rezoned and become a part of District PUD (Planned Unit Development) with a development density not exceeding six dwelling units per acre and taken away from District R-1 (One-Family Dwelling District). The zoning district map shall designate the property PUD-6. Hereafter the property may be used for all permitted uses in District R-1 and single family attached villas. The statement of intent submitted by applicant, marked "Exhibit A" is attached to and made a part of this ordinance.

SECTION 2. All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION 3. The City Council hereby approves the Planned Unit Development Site Plan of The Villas at Vintage Falls, dated February 5, 2004, subject to the following conditions:

1. That a payment of \$14,742 toward future improvements to Silvey Street be paid prior to final plat approval.
2. That the final plat shall show a greenspace trail easement along the Harmony Creek 100-year flood plain; and, that the final plat show a minimum 10-foot wide pedestrian easement, connecting at least one of the public streets within the development to the greenspace trail easement.

SECTION 4. Subdivider is granted a variance from the requirements of Section 25-25(a)(1) of the Subdivision Regulations so that only 39.91 acres of subdivider's 95 contiguous acres shall be included on the preliminary plat.

SECTION 5. Subdivider is granted a variance from the requirements of Section 25-43 of the Subdivision Regulations so that all streets, except for the west 450 feet of Savoy Drive, for this development may be constructed with a pavement width of 28-feet in a 50-foot right-of-way. The west 450 feet of Savoy Drive may be constructed with a pavement width of 24-feet in a 38-foot right-of-way.

SECTION 6. Subdivider is granted a variance from Section 25-47(a) of the Subdivision Regulations so that the maximum cul-de-sac length can be extended to 780 feet on Savoy Drive.

SECTION 7. Subdivider is granted a variance from Section 25-47(b) of the Subdivision Regulations so that construction of a cul-de-sac bulb shall not be required on Savoy Drive.

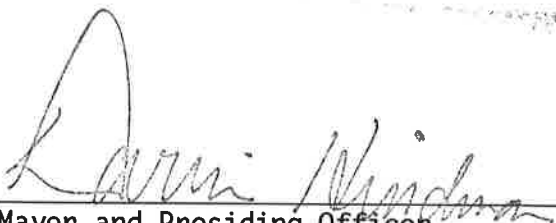
SECTION 8. Subdivider is granted a variance from Section 25-48.1(a) of the Subdivision Regulations so that sidewalk construction shall not be required along the south side of Savoy Drive.

SECTION 9. This ordinance shall be in full force and effect from and after its passage.

PASSED this 15th day of March, 2004.

ATTEST:

  
\_\_\_\_\_  
City Clerk

  
\_\_\_\_\_  
Mayor and Presiding Officer

APPROVED AS TO FORM:

  
\_\_\_\_\_  
City Counselor



**A CIVIL GROUP**  
CIVIL ENGINEERING • PLANNING • SURVEYING

December 22, 2003  
Revised January 8, 2004

RECEIVED

JAN 08 2004

PLANNING DEPT.

Statement of Intent

**Vintage Falls PUD-6**

- a) The types of dwelling units proposed and any accessory buildings proposed.

**Single family attached Villas with zero lot lines are proposed and all accessory uses allowed in R-1 zoning shall be allowed**

**All structures shall have a minimum of a two-car garage for each unit or in other words, two 2-car garages for each building.**

- b) The maximum number of dwelling units proposed and the development density.

**There are 39.91 acres of land in this tract. The Plan has 6.85 acres used for public street right-of-way, leaving 33.06 acres for development. 172 units are proposed (86 Buildings) and the "PUD defined" density is 5.20 units per acre. The density as commonly defined would be 4.31 units per acre.**

- c) The maximum building height proposed

**The maximum building height is 38 feet**

- d) The total number of parking spaces proposed and the parking ratio



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**The parking spaces proposed will follow the city's requirements for single-family dwellings.**

- e) The minimum percentage of the entire site to be maintained in open space, such as landscaping or natural vegetation.

**The minimum percentage of open space will be 50%**

- f) Any amenities proposed, such as swimming pools, golf courses, and tennis courts, hiking trails or clubhouses.

**Outside maintenance such as lawn care, landscaping, irrigation and snow removal will be provided for all owners within the development.**

- g) A general description of the plan including minimum lot sizes, if applicable, minimum building setbacks from streets and minimum setbacks between buildings.

**An 18-foot front, 20-foot rear and 5-foot side yards will be the minimum setbacks allowed except where the perimeter setback requires 25 feet.**

Source

Roy Dudark



**TO:** City Council  
**FROM:** City Manager and Staff  
**DATE:** February 20, 2004

**RE:** A request by Burton and Colette Schauf and Greenwing Development to rezone property from R-1 (One-Family Dwelling District) to PUD-6 (a planned unit development having a development density of not more than six dwelling units per acre) and for approval of a PUD site plan to be known as "The Villas at Vintage Falls." The subject property, which is approximately 39.91 acres in size, is located on the northwest corner of Silvey Street and West Worley Street, extended. The rezoning and PUD site plan would allow for construction of 86 two-family structures (172 dwelling units) on the subject site.

Fiscal Impact

YES

NO 

EXECUTIVE SUMMARY

At its meeting of February 19, 2004, the Planning and Zoning Commission voted unanimously (7-0) to recommend approval of the proposed rezoning and PUD site plan. No one from the public spoke in opposition. The proposal would allow for a residential development consisting of 172 two-family attached dwelling units.

The Commission's recommendation included the following conditions:

1. That a payment of \$14,742 toward future improvements to Silvey Street be paid prior to final plat approval
2. That the plan be revised to allow for parking on one side of the 24-foot wide section of Savoy Drive.
3. That at the time of final plat submittal, the final plat shall show a greenspace trail easement along the Harmony Creek 100-year flood plain; and, that the final plat show a minimum 10-foot wide pedestrian easement, connecting at least one of the public streets within the development to the greenspace trail easement.

It should be noted that the plan drawing has now been revised to indicate that there will be parking on one side of the 24-foot wide section of Savoy Drive; therefore, condition number 2 has been met.

The Commission's recommendation also included approval of the following variances to the subdivision regulations:

- Section 25-25(a)(1), which requires that all land under single ownership, up to 80 acres be included in a preliminary plat. The applicant is proposing a PUD site plan for 39.91 acres of the current property owners' total contiguous land holdings, which is approximately 95 acres.
- Section 25-43, which requires that local, residential streets have 50 feet of right-of-way and 32 feet of pavement width (except cul-de-sacs). The applicant is proposing that all streets, except for a portion of Savoy Drive, be built at a 28-foot width, within a 50-foot wide right-of-way. The west 450 feet of Savoy Drive is proposed to have 24 feet of pavement width, within a 38-foot wide right-of-way.
- Section 25-47(a), which limits the maximum cul-de-sac length to 750 feet. Savoy Drive is proposed to be a 780-foot long cul-de-sac.

Other Info.

- Section 25-47(b), which requires that streets have a cul-de-sac bulb with an outside roadway diameter of 76 feet and a right-of-way diameter of at least 94 feet. Savoy Drive is proposed to have a “t” type turn-around rather than a standard cul-de-sac bulb.
- Section 25-48.1(a), which requires construction of a sidewalk on both sides of all streets. Savoy Drive is proposed to have a sidewalk on the north side only.

Staff has concerns over two of the above variances:

1. The variance to Section 25-43, which would allow 28-foot wide streets is a concern. The proposed street standards, now being discussed by the Council, allow for a 28-foot wide local residential street limited to single-family residential development. This proposed PUD would have two-unit structures and a slightly higher density than typical R-1 development. The applicant maintains, however, that since this will be housing for retirees, there will be very light traffic and no on-street parking. Other similar developments done by the contract purchaser (Country Club Villas and Sedona Villas) were offered to support the applicant’s statements.
2. The variance to Section 25-47(b), which would allow the modified cul-de-sac or “t” turnaround is problematic for the Public Works Department’s operational personnel, in that it may be hard to clean with street sweepers and may attract parking which would block service vehicles. Furthermore, allowance of this type of turnaround will set a precedent for more of the same in future PUDs.

Another issue with this PUD is the proposed 18-foot building setback from internal street frontages. While there is no specific setback requirement for a PUD, other than the 25-foot perimeter setback, staff believes that 20 feet is needed to prevent long vehicles parked in the driveway from blocking the adjacent sidewalk. The applicant maintains that most of the houses will be set back a minimum of 20 feet from the street right-of-way, but the 18-foot minimum allows for some flexibility. Also, there will be restrictive covenants prohibiting parking in the driveways. The applicant has also suggested that the sidewalks could be placed closer to the street than the standard one foot from the property line, thereby allowing more room for occasional vehicles in the driveways. The Commission members felt that, under these circumstances, the 18-foot minimum was sufficient.

A staff report, locator map, reduced copies of the plan and excerpts from the minutes of the Planning and Zoning Commission meeting are attached.

#### SUGGESTED COUNCIL ACTION

The Planning and Zoning Commission recommends approval of the proposed rezoning and PUD site plan, subject to the above three conditions. The Commission also recommends approval of the five variances to the Subdivision Regulations and the 18-foot front building setback.

**AGENDA REPORT**  
**PLANNING AND ZONING COMMISSION MEETING - FEBRUARY 19, 2004**

**ITEM NO.** 11-PUD-03

**NAME OF DEVELOPMENT**

The Villas At Vintage Falls PUD site plan. This PUD, which also serves as a preliminary plat, includes requests for the following variances to the Subdivision Regulations:

- Section 25-25(a)(1), which requires that all land under single ownership, up to 80 acres be included in a preliminary plat. The applicant is proposing a PUD site plan for 39.91 acres of the current property owners' total contiguous land holdings, which is approximately 95 acres.
- Section 25-43, which requires that local, residential streets (except cul-de-sacs) be 32 feet in width. The applicant is proposing that all streets, except for Savoy Drive, be built at a 28-foot width. Savoy Drive is proposed to be 24 feet in width.
- Section 25-47(a), which limits the maximum cul-de-sac length to 750 feet. Savoy Drive is proposed to be a 780-foot long cul-de-sac.
- Section 25-47(b), which requires that terminal streets have a cul-de-sac bulb with an outside roadway diameter of 76 feet and a right-of-way diameter of at least 94 feet. Savoy Drive is proposed to have a "t" type turn-around rather than a standard cul-de-sac bulb.
- Section 25-48.1(a), which requires construction of a sidewalk on both sides of all streets. Savoy Drive is proposed to have a sidewalk on the north side only.

**APPLICANT**

The current owners are Burton and Colette Schauf and Greenwing Development. The contract purchaser/developer is Fairways Meadows Corp.

**LOCATION**

On the northwest corner of Silvey Street and West Worley Street, extended

**PROPERTY SIZE**

Approximately 39.91 acres

**EXISTING ZONING**

R-1 (One-Family Dwelling District)



**REQUESTED ZONING**

PUD-6 (A planned unit development having a development density not exceeding six dwelling units per acre)

**HISTORY**

The subject property was annexed into the City in 1969 and was zoned a combination of A-1 and R-1. In 2003, the western, A-1 zoned portion was rezoned to R-1.

**GENERAL DESCRIPTION OF PROPOSED DEVELOPMENT**

A residential development consisting of 86 two-family structures on individual lots, for a total of 172 dwelling units. Development density would be 5.20 dwelling units per acre, based on the "net" land area of 33.06 acres. Maximum building height would be 38 feet.

**DATE REQUEST WAS SUBMITTED TO THE PLANNING DEPARTMENT**

December 18, 2003

**EXISTING CONDITIONS**

	<u>ZONING</u>	<u>LAND USE</u>
SITE	R-1	Undeveloped
NORTH	R-1	Undeveloped
SOUTH	A-1, R-1 & R-3	Undeveloped & Strawn School
EAST	R-1	Church site
WEST	R-1	Single-family residence on large tract

**ACCESS**

Primary access to the site will be off of a westward extension of West Worley Street, which is classified as a neighborhood collector street. The development will also have frontage on, but no direct access onto Silvey Street, which is an unimproved neighborhood collector street. While no direct access is proposed off of Silvey Street, the traffic from this development, which will be onto West Worley Street, will have an impact on Silvey Street which is open to the north and connects to I-70 Drive Southwest outer roadway.

For that reason, staff recommends that approval of this PUD include a requirement that the developer make a payment towards future improvements to Silvey Street. This recommendation is consistent with City policy on recently-approved PUDs which front on unimproved collector streets. The amount recommended to be charged for recent PUDs, has been \$24.57 per lineal foot of frontage, which in this case would be 600 feet of frontage or \$14,742.

Internal access to the site will be by means of a curvilinear street system with adequate connections to the north and south. A connection to the west is not feasible due to the location of Harmony Creek. Access to the east will be by means of a westward extension of West Worley Street, along the frontage of the subject property. Aside from the requested variances to the street standards, staff has identified no concerns in regard to the proposed internal street system.

Two access issues affecting the proposed PUD warrant additional discussion: 1) The potential for an extension of Scott Boulevard to a new I-70 interchange; and, 2) certain variances requested to existing street standards.

#### Potential Extension of Scott Boulevard to I-70

On June 26, 2003, the CATSO Coordinating Committee approved an amendment to the Major Roadway Plan to include the extensions of Scott Boulevard and Route E to connect with I-70 at a location west of Stadium Boulevard. These roadways would be identified as "placeholders" to be evaluated along with other modifications to I-70 access and interchanges as part of the I-70 EIS process. A "placeholder" is an identified improvement pending the outcome of the required engineering and environmental studies to determine the need for the improvement, design characteristics and location.

The proposed development is located in the vicinity of the potential extension of Scott Boulevard. Although no specific alignment has been determined, at least three possible alternatives have been identified (see enclosed map). Alternate A would extend Scott Boulevard northeast from the Broadway intersection through the subject property to connect to I-70 near Silvey Street (extended). Alternate B would extend Scott Boulevard as a big "S" curve first northwest, then east, then north again to connect to I-70 at the same location as Alternate A. Alternate C would extend Scott Boulevard northwest to connect to I-70 near the Sorrel's Overpass. Because the Scott Boulevard extension is a "placeholder" and there has been no specific alignment selected, right of way cannot be required as a condition of subdividing the property without the consent of the property owner. In this case, the property owner does not wish to dedicate or reserve right of way for Scott Boulevard through the subject tract as shown under Alternate A because it would place the road closer to Smithton Ridge Subdivision and it would interfere with his plans for an apartment development on the north side of west Worley Street. However, the developer has laid out the proposed PUD in a manner that would reserve the right of way for an extension of Scott Boulevard as shown by Alternate B. Alternate C would not be affected by the proposed development.

On February 5, the I-70 study team led by CH2MHill recommended that new on and off ramps connected from I-70 south to Fairview Road would attract sufficient traffic to enable the Stadium/I-70 interchange and the Stadium/Bernadette intersection to operate at an acceptable level of service under forecast traffic conditions in 2030. At this point they have concluded that the extension of Scott Boulevard to a new I-70 interchange is not needed to solve the Stadium traffic congestion problem. However, the traffic analysis showed that the Scott extension would divert more traffic from Stadium north of Broadway and from Broadway west of Stadium than would the Fairview connection to I-70. The traffic analysis also showed that the extension of Broadway to Route UU would divert less than 1% of traffic from Stadium whereas the extension of Scott north to I-70 would divert 17% of traffic from Stadium. As such, the Scott extension would provide greater benefit to the overall roadway system than would either the Fairview connection to I-70 or the Broadway extension to Route UU.

As part of the I-70 study, CH2MHill will identify a segment of I-70 where a new interchange connected to the Scott extension could be located so as not to interfere with the operation of I-70, the Perche Creek bridge, or the Midway, Fairview and Stadium interchanges. If the final plan for I-70 excludes the extension of Scott and the construction of a new interchange on I-70, it will then be up to CATSO and the City of Columbia to determine if this roadway should be pursued for its overall benefit to serving the future traffic needs of west and southwest Columbia.

#### Subdivision Regulations variances requested for certain street standards

The applicant is requesting five variances to the Subdivision Regulations regarding street standards.

The first variance request is to the requirement that the internal, local residential streets be 32 feet in width (except for cul-de-sacs, which are currently allowed to be 28 feet wide). The PUD proposes that all streets, except for Savoy Drive, be 28 feet in width, within the standard 50-foot wide right-of-way. Twenty eight feet of pavement width within a 50-foot right-of-way is the new standard being proposed as part of the revised street standards; however, this revised standard is for single-family and not two-family residential development. Unless the applicant can provide some compelling reason why the streets should be less than 32 feet in width for a two-family development, staff cannot support this variance request.

The second variance request is to allow a proposed 24-foot pavement width within a 38-foot wide right-of-way for the west 400 feet (serving Lots 52-56) of Savoy Drive. The Savoy Drive right-of-way is being placed 10 feet north of the Strawn School property to allow room for a 10-foot wide utility easement on the subject site. Staff is not opposed to this "spite strip," in this case, since the applicant needs to provide room for a utility easement and the Strawn School property takes its access off Strawn Road and does not need to connect to the subject site.

The proposal is to prohibit parking on both sides of Savoy Drive, which has been recommended by the Public Works Department as a condition of having the 24-foot wide street. The proposed street standards include an "Access Street," which is somewhat similar to what is being proposed, but differs as follows: 1) "Access" streets are intended only for single family homes (duplexes are being proposed here); 2) parking is allowed on one side (no parking is proposed on Savoy Drive); and, 3) "Access" streets require a 44-foot wide right-of-way (Savoy Drive would have 38 feet of right of way). The 38 foot right of way is of less concern in this case since no sidewalk is proposed on the south side and a 4 foot buffer would exist. Planning staff questions the viability of not allowing any parking since no common off-street parking is being provided. If parking is prohibited and driveways fill up, visitors may park on the street anyway. How will the prohibition on parking be enforced? If a 7-foot wide parking area was allowed on the south side, a 17-foot travel way would remain. This is more than the 14 feet available on 28-foot wide residential cul-de-sac street with parking on both sides, which is allowed under the current Subdivision Regulations.

The third variance request is to allow a "t" type turn-around at the terminus of Savoy Drive, in lieu of the standard cul-de-sac bulb of 94 feet of right of way and 76 feet of pavement. The proposed "Access" street would require a cul-de-sac bulb but with a reduced diameter of 84 feet of right of way and 68 feet of pavement. The "T" would be adequate for cars and light trucks but may present a problem for large vehicles such as trash trucks. The Public Works Department has identified operational problems with the "t" turn around. It may act as a vehicle storage area, which would block street sweepers and refuse vehicles. It could also create a problem with accumulated debris, if the street sweeper cannot adequately clean the turn around area. Staff is also concerned that this will set a precedent for future PUDs. In other words, if this is approved, it may become "the new standard" for cul-de-sac design on future PUDs.

The fourth variance request is to allow for Savoy Drive, a cul-de-sac street, to be 780 feet in length, in lieu of the 750-foot maximum length allowed. Since the cul-de-sac will serve only 26 dwelling units (13 lots), the 30-feet of additional length is of little concern.

The fifth variance is to construct a sidewalk only on the north side of the west part of Savoy Drive (along Lots 52 through 56). Since there will be no development along the south side, due to the presence of the Strawn School site, the variance is justified.

### **PEDESTRIAN CIRCULATION**

Sidewalks will be required along both sides of all internal streets and along one side of both perimeter streets. In addition, the City's Pedway Plan shows reactive pedways, which are to be constructed in conjunction with street construction projects, along both the Silvey Street and West Worley Street frontages.

### **IMPACT ON COLUMBIA PUBLIC SCHOOLS**

See attached letter from the Columbia School District.

## **PARKING**

Each dwelling unit will have four parking spaces (a two-car garage and two spaces behind the garage). This exceeds the City's minimum parking requirement for two-family dwellings of two spaces per unit for less than three bedrooms and three spaces per unit for three or more bedrooms. However, as mentioned above, prohibiting on street parking on Savoy Drive could cause problems.

## **PUBLIC UTILITIES**

- City 8-inch sanitary sewer lines are located south of the subject site, within Smithton Ridge Subdivision.
- A City 8-inch water line is located along the currently unbuilt section of West Worley Street, across from the subject site.
- City electrical facilities are available to the subject site.

## **SITE CHARACTERISTICS**

The subject property consists of some pasture land and some heavily-wooded areas with moderate to relatively steeply-sloping topography. The site is within the Harmony Creek drainage basin and Harmony Creek lies a short distance to the west. Some of the Harmony Creek 100-year floodplain lies across the western part of the subject site; however, no development is proposed within the 100-year flood plain.

## **LANDSCAPING/STORMWATER MANAGEMENT**

A landscape plan is not required since the plan consists of two-family structures on individual lots. "Typical" landscape plans are shown for the two-unit structures.

A storm water management plan has been approved by the Public Works Department. Some on-site detention of storm water is proposed on the western part of the site in the Harmony Creek floodplain.

## **FREE STANDING SIGNS**

Two monument signs are proposed. One at the West Worley Street/Eagle Rock Drive intersection and one at the West Worley Street/Riverside Drive intersection. The signs are proposed to be four feet in height and 16 square feet in sign surface area. They will be set back a minimum of 10 feet from the street right of way. While there are no specific sign requirements for the PUD District, for comparison, the proposed signs would be in compliance with the requirements for the R-2 District.

**CITY-RECOGNIZED NEIGHBORHOOD ASSOCIATIONS AFFECTED**

Park DeVille

**PARKLAND NEEDS/GREENBELT**

Smithton Park, a neighborhood park, lies a short distance to the east of the subject site.

Harmony Creek is a designated greenbelt. The City's 2002 Trail Plan shows a future trail along Harmony Creek. Staff recommends that a "greenspace trail easement" be shown along the Harmony Creek 100-year floodplain on the final plat of the PUD site.

**DISCUSSION**

Rezoning from R-1 to PUD-6

This part of the City consists of a mix of single-family, two-family and multi-family residential housing; therefore, this development would not be out of character with the neighborhood. Furthermore, the proposed development is relatively low density and will not abut an existing single-family development. Given these conditions, staff is of the opinion that the PUD-6 zoning is reasonable. If there was not a requirement to remove internal public streets for density calculation, the density would be approximately 4.5 dwelling units per acre. Typical R-1 density is about 3-3.5 dwelling units per acre.

Proposed PUD Site Plan

Staff is generally in support of the proposed PUD site plan and some of the variance requests. The variance pertaining to the requirement that all of the property owned by the applicant, up to 80 acres, be included as part of the final plat, should be approved. The property owners do not yet know how the remainder of their land will be developed due to the potential for the extension of Scott Boulevard to I-70.

The 28-foot wide streets, the lack of parking for Savoy Drive and "t" type turn around variances are problematic to staff. In addition to the street issues, staff is of the opinion that the 18-foot front setback proposed for the residential dwellings is too shallow and should be increased to 20 feet. This is due to the fact that some vehicles, such as trucks, vans and large SUVs are over 17 feet in length and, when parked in a driveway in front of the garage, they will extend out over the sidewalk if the setback is only 18 feet. Drivers cannot be expected to park their car with the bumper right up to the garage door.

**STAFF RECOMMENDATION**

Staff recommends approval of the requested rezoning to PUD-6.

Due to the abovementioned problems with streets and the front building setback, staff does not support the proposed PUD site plan.

Staff would recommend approval of a revised PUD site plan, which eliminates the above problems. Staff suggests that the site plan be tabled to March 4, 2004, to allow time for revisions to be made. If the applicant is unwilling to revise the plan, staff recommends denial.

If the Commission chooses to recommend approval of the proposed PUD site plan, the Commission's approval should include the following variances to the Subdivision Regulations:

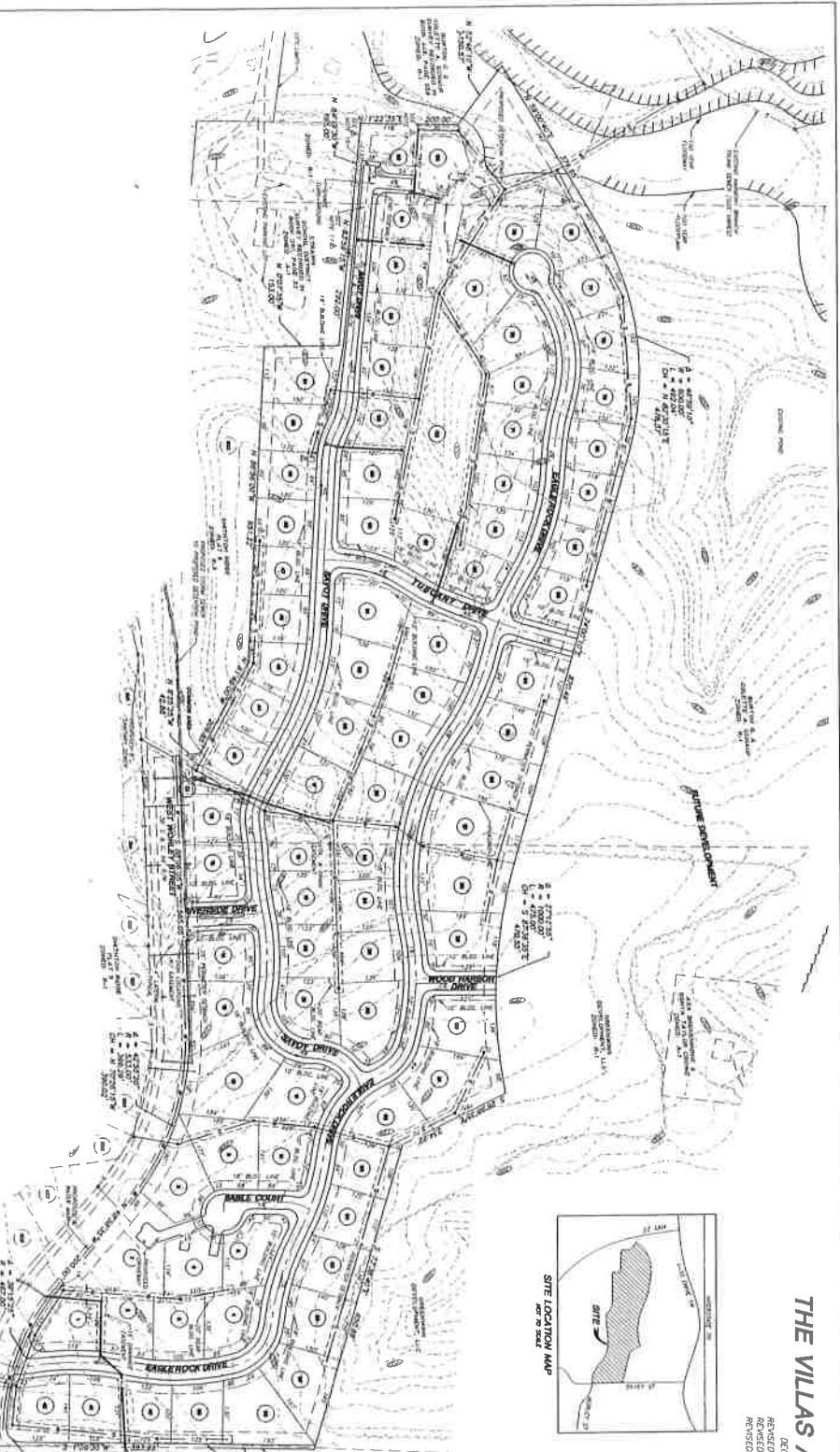
- Section 25-25(a)(1), which requires that all land under single ownership, up to 80 acres be included in a preliminary plat.
- Section 25-43, which requires that local, residential streets (except cul-de-sacs) be 32 feet in width.
- Section 25-47(a), which limits the maximum cul-de-sac length to 750 feet.
- Section 25-47(b), which requires that terminal streets have a cul-de-sac bulb with an outside roadway diameter of 76 feet and a right-of-way diameter of at least 94 feet.
- Section 25-48.1(a), which requires construction of a sidewalk on both sides of all streets.

In addition, if the Commission chooses to recommend approval of the PUD site plan, staff recommends that approval be subject to the following conditions:

1. That a payment of \$14,742 toward future improvements to Silvey Street be paid prior to final plat approval
2. That the plan be revised to allow for parking on one side of Savoy Drive.
3. That at the time of final plat submittal, the final plat shall show a greenspace trail easement along the Harmony Creek 100-year flood plain; and, that the final plat show a minimum 10-foot wide pedestrian easement, connecting at least one of the public streets within the development to the greenspace trail easement.

# THE VILLAS AT VINTAGE FALLS

SUB PLAN  
 DECEMBER 18, 2003  
 REVISED JANUARY 15, 2004  
 REVISED JANUARY 22, 2004  
 REVISED FEBRUARY 3, 2004



### NOTES

- 1. ALL UTILITIES SHOWN ON THIS PLAN ARE TO BE INSTALLED BY THE CONTRACTOR AND SHALL BE DEEPER THAN THE DEPTH OF THE EXISTING UTILITIES UNLESS OTHERWISE NOTED.
- 2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES AND LOCAL JURISDICTIONS.
- 3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES AND LOCAL JURISDICTIONS.
- 4. ALL UTILITIES SHALL BE DEEPER THAN THE DEPTH OF THE EXISTING UTILITIES UNLESS OTHERWISE NOTED.
- 5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES AND LOCAL JURISDICTIONS.
- 6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES AND LOCAL JURISDICTIONS.
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- 18. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES AND LOCAL JURISDICTIONS.
- 19. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES AND LOCAL JURISDICTIONS.
- 20. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES AND LOCAL JURISDICTIONS.

**PARALLEL DATA**  
 A. MONUMENT SERIAL DATA  
 FLOOD PLAIN STATEMENT

**SITE DATA**  
**OWNERS**  
**CONTRACTOR/ARCHITECT/ENGINEER**

**LEGEND**  
 PROPOSED STREET MARK  
 PROPOSED SIDEWALK  
 PROPOSED DRIVEWAY

**SCALE**  
 1" = 50'  
 0 50 100 200'

**PREPARED BY**  
**A CIVIL GROUP**



1500 S. ...  
 ...  
 ...