



January 30, 2023

Ms. Jennifer Jones
City of Commerce City
7887 E. 60th Ave.
Commerce City, CO 80022

RE: D-515-21 & S-778-20-21: Subdivision Plat & PUD Development Permit for Reunion Ridge Filing #2

Dear Mr. Brennan,

On behalf of Oakwood Homes, Terracina Design, CORE, and JR Engineering, we have reviewed the comments from the DRT regarding Reunion Ridge Filings 2 & 3. The following is a response to comments:

General Comments

- It is important to note that while staff has made every effort to make this comment letter all inclusive, there may be additional comments on subsequent submittals that were not included in this round of comments based on the nature of the changes.

RESPONSE: Noted.

- Please see the following website for Land Development Code (LDC) sections – <https://www.c3gov.com/government/code-central/land-development-code>

RESPONSE: Noted.

DRT Comments from 11/17/2022

1. DRT has concerns about access to the future residential subdivision to the south and about the current layout of lots at the corners. Staff note that while one connection was added to the south to future development, the consensus at DRT was that there needs to be a minimum of two connections to the south (one for each filing). This concern was based on LDC Sec. 6240. – Streets and Circulation, in particular item (a) “Where required by the city, rights-of-way shall be provided for extending streets to adjacent unplatted property. Land in such rights-of-way shall be dedicated to the city.” These two connections are also needed for a full and complete water infrastructure system to the south.
 - a. Staff would like to see the two southward connections be added at the ‘corners’ of each filing, to be continuations of Troy Ct. and Revere Ct. (under this solution, the currently proposed Scranton Ct. connection could be turned into a private open space and its width reduced).

RESPONSE: Connections added.
 - b. Additionally, DRT will require that these connections be constructed as streets (dead-end streets) because if landscaped as open spaces, there may be resistance from neighbors to build them as streets later on.

RESPONSE: Connections will be constructed as streets.
2. The DRT also raised concerns about the ‘cluster’ (court-loaded) configurations, especially at the corners of the development. Concern remains over parking and urban design, particularly on the clusters of more than 4 units (the 5 and 6 packs). The corner lots at the ends of the driveways are a long ways from on-street visitor parking, and have no direct visibility to the street, creating

poor urban design and neighborhood connectivity. Staff foresee parking issues if and when homeowners have more than two cars or larger vehicles that do not fit in the garage, and when there are visitors who also have vehicles. As part of the roadway extensions to the south, please modify these corner lot configurations to a maximum of 4 lots per private court.

Response: Reunion PUD Amendment #5 requires 2 parking spaces per unit which is provided in the garages of all units. Due to the distance from the street, 2 driveway parking spaces are provided for each back unit of 6 packs in addition to the required 2 spaces per code that are in the garage.

In 2019, Urban Land Institute held a Technical Advisory Panel to study the City of Denver's American Cities Climate Challenge. Denver is one of 25 cities participating in the Bloomberg Philanthropies American Cities Climate Challenge. The initiative aims to accelerate and deepen U.S. cities' efforts to lower climate impacts through 2020 and showcase the benefits – good jobs, cleaner air, and cost savings – that climate solutions bring. This study was to understand multi-modal transportation goals and the relationship to parking. A goal for Denver is to reduce single occupancy commuting by encouraging new options through behavior nudging and mobility cost. One of Denver's methods is implementing a maximum parking requirement in their code and, in some districts, totally removing parking requirements. Within Filings #2 and #3, providing additional parking above code requirements in very close proximity to every single home goes against urban design goals targeted at mitigating climate change. These filings are within ¼ mile of mass transit and are a great location for potential multi-modal users.

Please feel free to call myself or any member of our team with any questions you may have.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jeff Marck', with a long horizontal flourish extending to the right.

Jeff Marck

