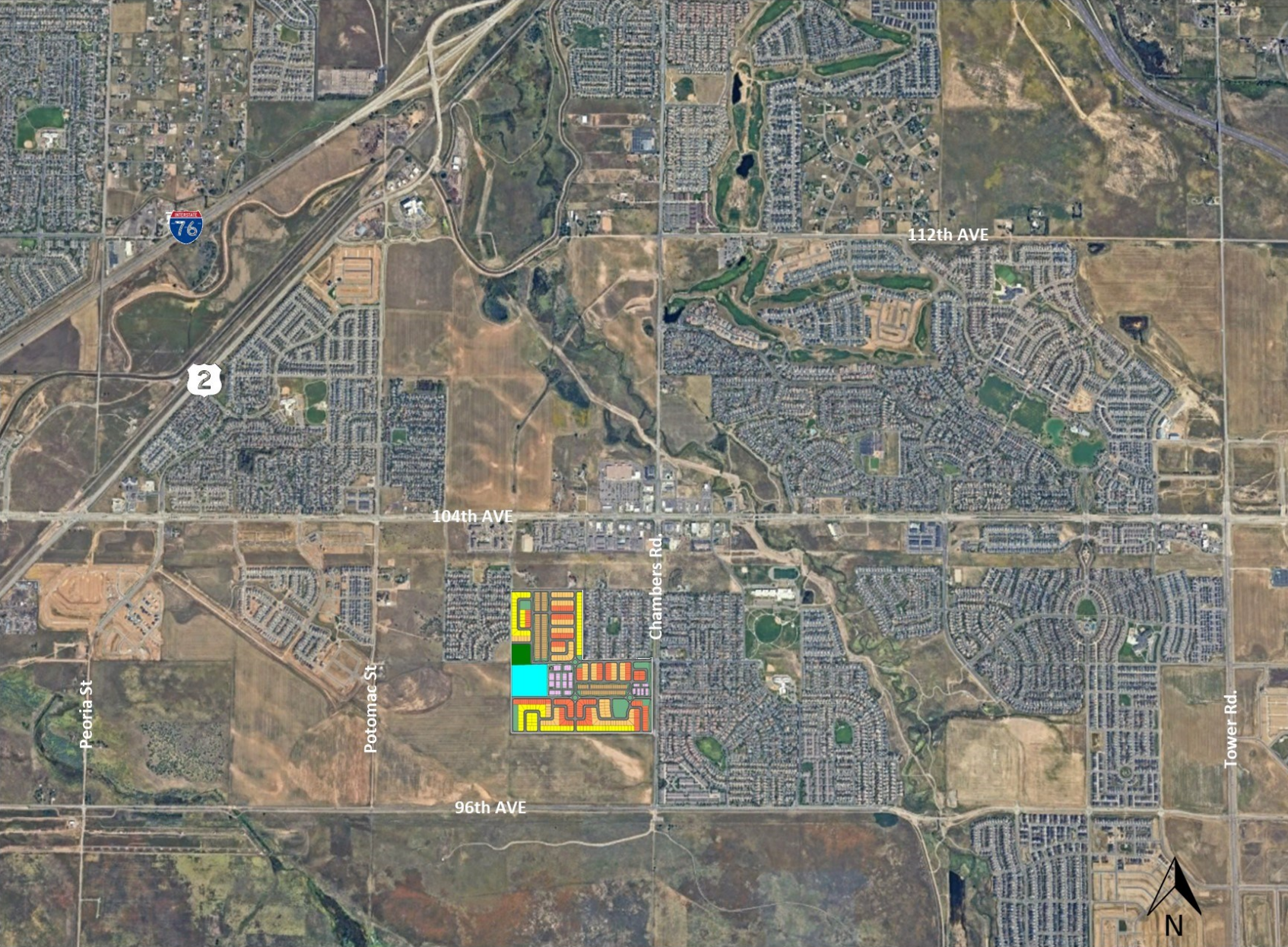


# ANDERSON RANCH – CITY COUNCIL MEETING

October 21, 2024



# PROJECT LOCATION



## **C3 Vision Comprehensive Plan**

The subject property is designated on the Comprehensive Plan Future Land Use Plan (FLUP) as Residential – Medium Density with an average of 6 residential dwelling units per acre. The primary uses are single-family detached residences, single-family attached, and some townhomes and patio homes.

### Meets the Following Land Use and Growth Policies

- LU 1.1 - Growth and Future Land Use Plan Consistency
- LU 2.2 - New Development Contiguous, Tiered
- LU 2.3 - Development Paced with Utilities
- LU 3.1 - Quality Design for Neighborhoods
- LU 3.2 - Traditional Mix of Uses in Neighborhoods
- LU 3.3 - Compatible Uses in all Neighborhoods
- LU 3.6 - Northern Range neighborhoods Strengthened
- T 2.2 - Modified Grid Street Network
- T 2.3 - Relieve Traffic and Improve Safety
- T 3.2 - Land Use Supportive of Bicycling and Walking

### Northern Range policy direction:

- Encourage additional commercial development to serve neighborhoods, including community commercial centers with grocery store(s)
- Provide community focus area(s) and public recreation center(s)
- Develop a multi-modal, connected transportation system (for vehicles, transit, bicycles, and pedestrians)
- Establish an annexation policy for the enclaves; and Plan for parks, schools, and other infrastructure within neighborhoods to support growth.

## Character Areas and Land Uses

The proposed PUD Zone change meets the following Character Areas (Land Use) goals and objectives.

- Goal 1: Strive for a balanced mix of land uses across the City as represented in the Character Areas Plan and map.
- Goal 2.1: Ensure future growth is consistent with the Character Areas Plan and map.
- Goal 2.2: Recognize that Commerce City's population will continue to increase and positively foster the City's continued growth.
- Goal 4: Utilize the land development code standards to improve the City's overall urban design, quality of life, and connectivity through strong regulations.
- Goal 8: Improve the overall image and appearance of the City of Commerce City.

## Housing and Neighborhoods

The Zone Change meets the following Housing and Neighborhood goals, objectives, and core principles.

- Goal 1: Promote a full range of housing options for residents of all ages, incomes, physical abilities, and lifestyles.
- Goal 1.1: Support greater housing choices and neighborhood amenities for all City residents.
- Goal 1.2: Promote a variety of housing types to increase affordable housing options.
- Core Principle: Welcoming and Equitable City
- Core Principle: Economically Thriving City
- Core Principle: Environmentally Thriving City

## Northern Range policy direction

- Should include a mix of housing products such as attached homes duplexes, townhomes, and accessory dwelling units.
- Should be distinct places with unique local character and include cross neighborhood trail connectivity, integrated green space, and access to public parks and gathering spaces.
- Pedestrian connectivity, residential scaled neighborhood commercial uses at perimeter locations, and anti-monotony policies for new developments should be encouraged

## PROJECT OBJECTIVES

1. Provide a thoughtful family-centered development.
2. Meet the Goals and Objectives of the “Current” and ”2045” Comprehensive Plans.
3. Provide “Amenities” that would complement the area and provide real-world useability.
  - Future Elementary School Site
  - Regional Park
  - Project Trail System – provides safe access to school and other amenities.
  - Regional Trail - Rocky Mountain NWR Access (Chambers Road)
  - Pickleball Courts
  - Family Picnic Area with Playground

# CONCEPT PLAN

## Anderson Ranch Land Use Concept



Color	Land Use	Acres	Units
Pink	Townhomes SF Unit	7.33	90
Brown	Rear Drive 40' x 80' SF Lot	11.16	99
Red-Orange	40' x 100' SF Lot	17.77	168
Orange	50' x 100' SF Lot	16.50	127
Yellow	60' x 100' SF Lot	14.83	97
Light Green	Community Trail	3.50	
Medium Green	Regional Trail	1.44	
Dark Green	Community Park	2.06	
Lightest Green	Entry Feature	0.44	
Light Green	Detention	2.49	
Dark Green	Regional Park	3.17	
Cyan	Elementary School Site	9.15	
Grey	Public ROW	31.11	
<b>Totals</b>		<b>120.94</b>	<b>581.00</b>

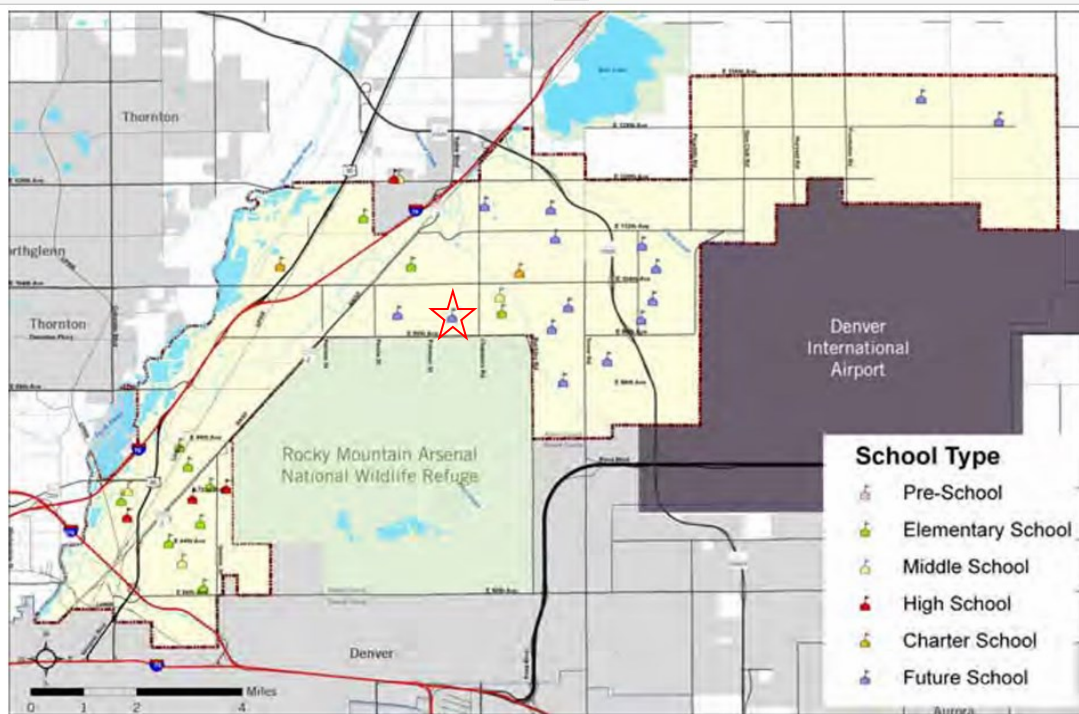
Anderson Development  
9710 South 700 East Suite 205  
Sandy, UT 84070



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# HOME OF A FUTURE ELEMENTARY SCHOOL

Provide 10 Acre Site for Future Elementary School

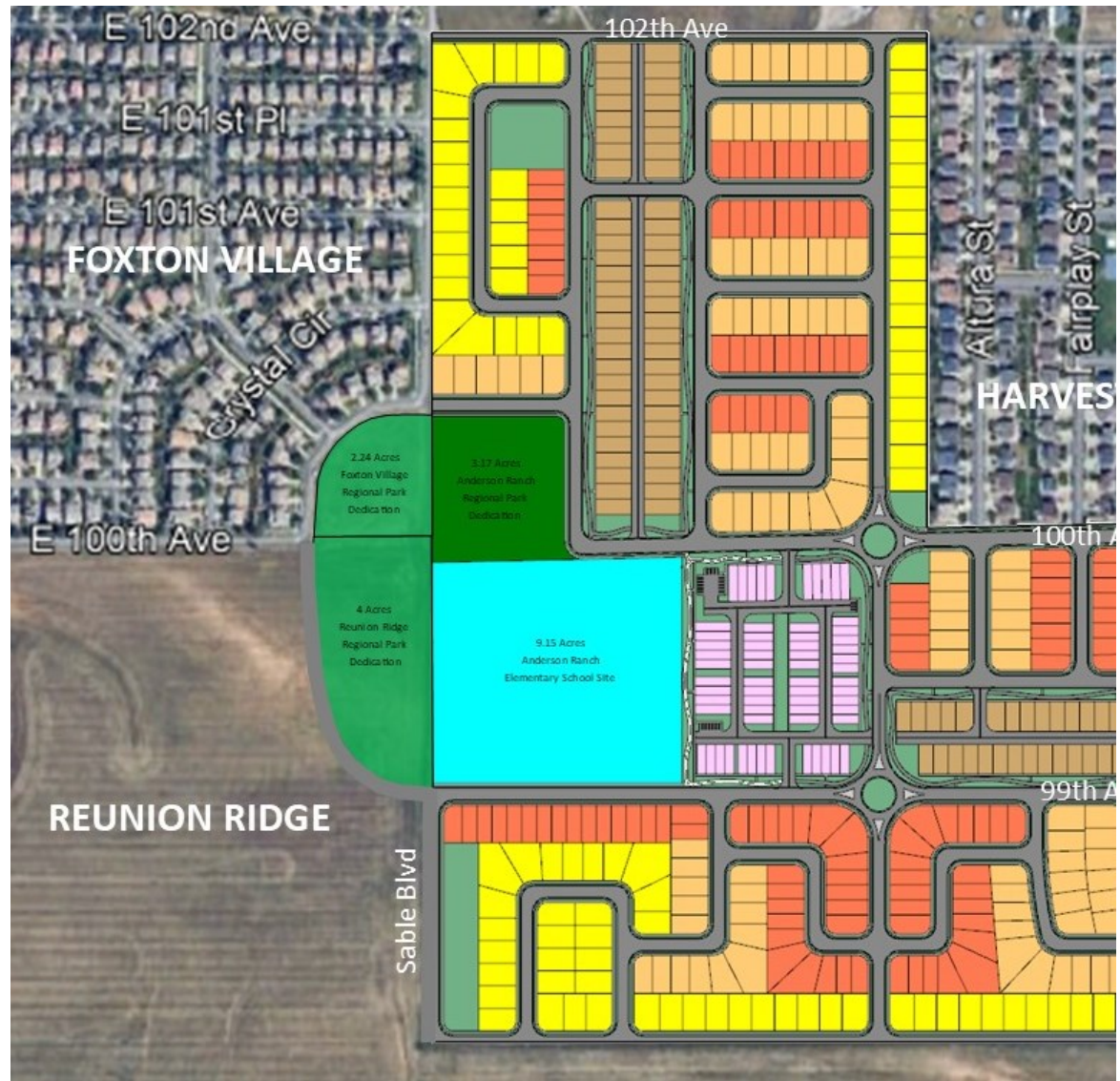


**Figure 12.1: Existing and Future Public Schools**



# FUTURE REGIONAL PARK

- Provide 3 Acres Towards the 10 Acre Future Regional Park
- Park adjoins future elementary school site
- Opportunity for School District and City Parks department to masterplan amenities that compliment each other (i.e. Children's learning park)



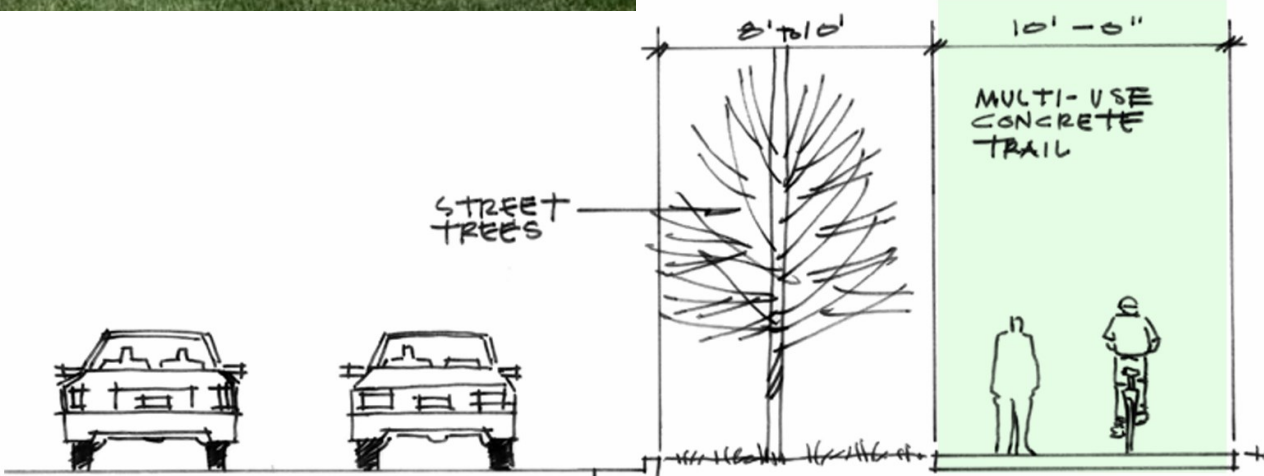


# PROJECT AMENITIES - TRAIL SYSTEM

- Over 2 miles of trail
- 10-foot bike & pedestrian trail
- Connects project & regional amenities
- Safe, walkable community



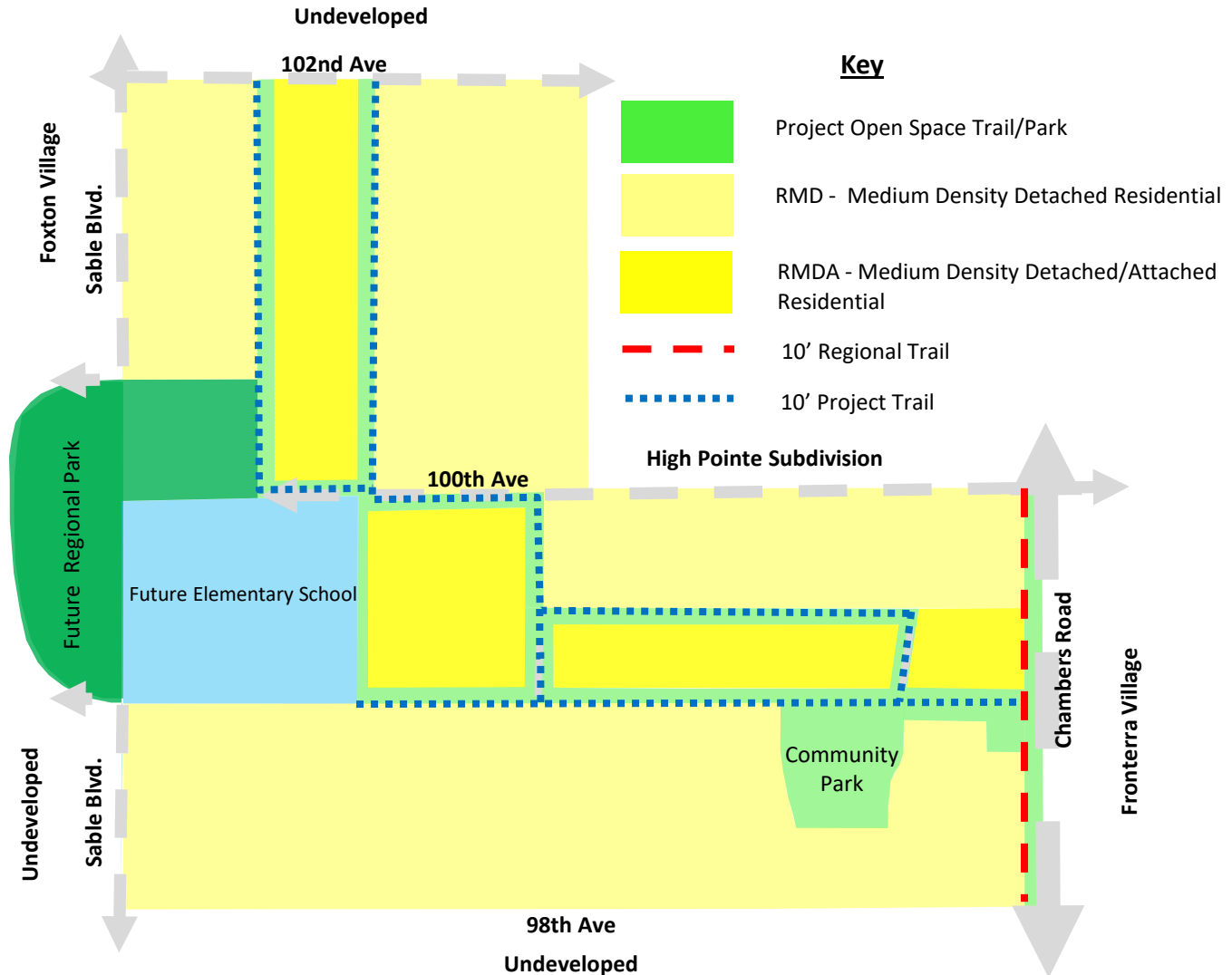
# REGIONAL TRAIL SYSTEM (CHAMBERS ROAD)



Shared Use Side Path

# PROJECT TRAIL MAPPING

## Community Trail System



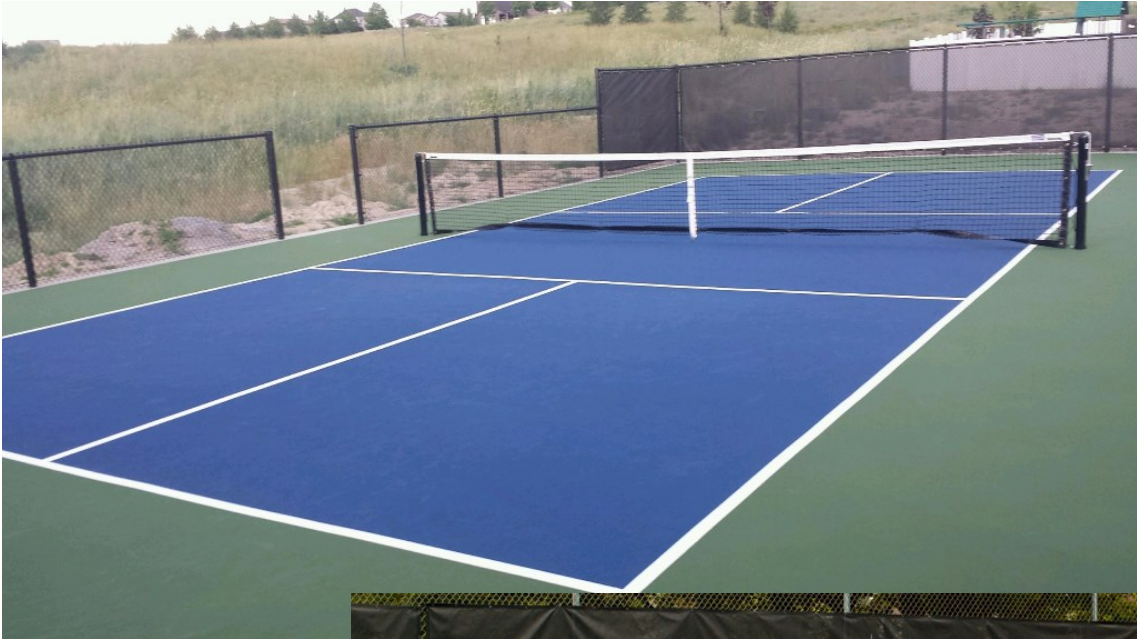
# PROJECT TRAIL SYSTEM - SAFETY

## Trail Safety Design features

- ✓ Trail system placed in visual site of roads & front of homes.
- ✓ Homes fronting Trail will have alley access
  - Minimizes pedestrian/vehicle interaction



# PROJECT AMENITIES – PICKLEBALL COURTS



# PROJECT AMENITIES – FAMILY PICNIC AREA, PERGOLA, PLAYGROUND EQUIPMENT



# TRAFFIC ANALYSIS

## **Roadway Capacity Evaluation and Improvements**

### Daily Traffic Volumes for Internal Collector Roadways

- Collectors typically have capacity of 10,000-15,000 vehicles per day (2-lane section/3-lane section).
  - 2,700 vehicles per day along 100<sup>th</sup> Avenue (west of Chambers) at buildout (~25% capacity)
  - 5,000 vehicles per day along Sable Boulevard (south of 104<sup>th</sup>) at buildout (50% capacity)
  - 1,300 vehicles per day along 98<sup>th</sup> Avenue (west of Chambers) at buildout (~13% capacity of collector and 87% capacity of local street)

## **Compatibility of Traffic/Land Use/Shared Usage with Harvest Meadows Residential Community**

- The design for Anderson Ranch has taken into consideration the neighboring communities by the following:

### Traffic:

- Without the project, Harvest Meadows would have not access to 1) Sable Boulevard and safer future signalized intersection of 104<sup>th</sup> Avenue/Sable Boulevard or 2) 100<sup>th</sup> Avenue and Chambers Road would not be signalized resulting in utilization of less safe stop control options to Chambers Road
  - Extending 102<sup>nd</sup> Avenue from Sable Boulevard to west limits of Harvest Meadows allows for additional point of access to 104<sup>th</sup> Avenue for Harvest Meadows.
  - Completing full street section of 100<sup>th</sup> Avenue including signalization with Chambers Road provides additional safer option to Chambers Road for Harvest Meadows.
- Align project roads with Harvest Meadow roads along 100<sup>th</sup> Avenue (no conflicting movements)
- Provide roundabouts as traffic calming measures

### Land Use:

- Buffer Harvest Meadows with similar type of housing (compatible to surrounding area)

### Shared Usage:

- Provide a site for a new elementary school
- Contribute to future regional park
- Provide pedestrian trails

# QUESTIONS

October 21, 2024





## Annexation Agreement - Developer Obligations

- A cash contribution of \$ 200,000 for one quarter of a future traffic signal at 104th and Sable Boulevard. The cash contribution shall be due in accordance with the terms in the development agreement at the time of plat.
- A cash contribution of \$ 200,000 for one quarter of a future traffic signal at 100th Avenue and Chambers Road. The cash contribution shall be due in accordance with the terms in the development agreement at the time of plats. The design and construction of the complete section (64' ROW Minor/Residential Collector) of East 102nd Avenue adjacent to the north boundary of the development from the west limit of the High Pointe Subdivision to Sable Blvd. Owner will use reasonable efforts to acquire necessary ROW to align East 102nd Avenue with the intersection west of Sable Blvd (Approximately 625 sf). In the event that Owner is unable to obtain the additional ROW, Owner will be required to design and construct an alternative that meets City standards.
- The design and construction of the east ½ section (64' ROW Minor/Residential Collector) of the roadway connection of Sable Blvd from East 98th Avenue to East 99th Avenue.
- The design and construction of the north ½ section (64' ROW Minor/Residential Collector) of the roadway connection of East 98th Avenue from Chambers Roads to the first intersection west of Chambers Road
- The design and construction of the north ½ section of a local roadway of East 98th Avenue from the first intersection west of Chambers Road to Sable Blvd.

# HOUSING TYPES – SINGLE FAMILY DETACHED HOME - FRONT DRIVE



Traditional



Contemporary



Farmhouse

HOUSING TYPES – SINGLE FAMILY DETACHED HOME - REAR DRIVE



# HOUSING TYPES – SINGLE FAMILY TOWN HOMES – REAR DRIVE



HOUSING TYPES – SINGLE FAMILY DUPLEX – REAR DRIVE

