

**WILD PLUM FARM  
PART II.  
DOCUMENTS JUNE 15-OCTOBER 25, 2016**

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## **DESCRIPTION OF ACTIVITY –JUNE 15-AUGUST 23**

On June 14, 2016 the Planning Commission continued the public hearing to August 23, 2016. In response to the staff recommendations for additional information, and the comments of the HOA's, Town residents and members of the Planning Commission there was significant activity by the applicant and the staff.

### **A. Plan Revisions and Additional or Revised Exhibits**

There were five plan revisions submitted by the applicant between June 15<sup>th</sup> and early August.

Revisions 1-3: These revisions primarily reflected changes in development standards, specifically lot sizes and setbacks. Since they were superseded by Revisions 4 and 5, they were not presented to the Planning Commission and are not included in this report.

Revisions 4 and 5: These revisions were submitted in early August. The staff description, analysis and findings concerning these revisions are included in the staff Presentation Report which is included in Section C. below.

Architectural illustrations of homes built by the applicant in other locations. These are entitled "Images" and are not the same as the Architectural Elevations that the applicant proposes to build. The intent is to show the architectural quality they are capable of building. Both the "Images" and the Architectural Elevations are included in the Presentation Report.

### **B. Additional Staff Research**

In addition to their analysis of Revisions 4 and 5, the staff prepared more extensive traffic analysis. The focus of this additional activity was:

1. At the request of P&Z members, the staff conducted activity counts of the vehicle, golf cart, bicycle and pedestrian traffic on Wednesday, July 27<sup>th</sup> and Thursday, July 28<sup>th</sup>. These counts were taken at four locations from 7:00-9:30 a.m.; 10:30 a.m.-1:30 p.m.; 2:30-5:00 p.m. The locations were chosen with the assistance of Old Town residents. The results and findings are contained in the August 23<sup>rd</sup> presentation Report (Section C).
2. In response to concerns about the potential for "cut through traffic" the staff conducted additional travel time runs on Tuesday, July 12<sup>th</sup> and Tuesday, July 19<sup>th</sup>. The results are contained in the August 23<sup>rd</sup> Presentation Report.
3. Concern was expressed over the proposed traffic impact (both construction and build out traffic) on Hunters Run. The staff reviewed comments from CDOT and responded to the concerns. The responses are contained in the Presentation Report.

## **AUGUST 23, 2016 STAFF PRESENTATION REPORT**

### **Rezoning from A (Agriculture) to RPD (Residential Planned Development) and Preliminary Development Plan, Preliminary Subdivision Plat Approval.**

**Wild Plum Farm. Applicant: JPB Holdings LLC, Property Owner: Wild Plum Farm LLC by Robert Tuck.**

#### **I. Background**

On June 14<sup>th</sup> the Planning Commission held a public hearing on the proposed Preliminary Development Plan for WPF (Wild Plum Farm). At the hearing the staff presented their report which included a description of the plan and partial findings. The applicant made a presentation as did the HOA's from Old Town, Burning Tree and Polo Meadows. A large number of residents had signed up to speak but due to time constraints, only a few were heard. The hearing was continued until August 23<sup>rd</sup>.

In response to some of the concerns expressed at the June 14<sup>th</sup> hearing the applicant has made some major revisions to the preliminary plan. The revisions modify both the plan configuration and the development standards. The applicant has submitted two major options in their revisions and those options are shown in the following section.

The primary issues, traffic, development standards and architectural design remain the same and this report concentrates on those issues as they are affected by the revised plans. The full staff report has not been revised and is not included in the information sent to the Planning Commission or HOA's.

#### **II. Description of the Revised Documents**

The attached revised development plan(s) show the configurations both options (Revisions 4 and 5), the revised development standards, a revised Letter of Intent and photos of homes build by CalAtlantic in other areas.

- A. The revised plan configurations contain some minor differences but are essentially the same in terms of lot locations and street alignments. The project is now divided into three sections:
  - 1. Thirteen units (or twelve) that access directly onto Fairway Lane.
  - 2. A cul de sac containing 22 lots accessing off from Fairway Lane. This section has no connection to the remainder of WPF.
  - 3. The remaining 70(or 71) lots which are assembled into separate cul de sacs but are interconnected and all would have to access via Hunter Run.
  
- B. The two variations in development standards are shown on Table 1.

**Table 1**

Development Standard	As submitted		Revision #4		Revision #5	
	28 April		August 6		August 8	
No. of Lots	105		105		105	
Density (DU's Acre)	1.0		1.0		1.0	
Lot Sizes (S.F.)						
Minimum	10,000		13,750		11,750	
Largest	20,000		38,350		25,000	
Average	13,000		21,780		17,000	
Set Backs	Filing 1	Filing 2	Filing 1	Filing 2	Filing 1	Filing 2
Front	30'	25'	30'	25'	30'	25'
Side	15'	7.5'	15'	15'	15'	15'
Rear	40'	25'/15'*	40'	25'/15'*	40'	25'/15'*
Min. Dist. Between Structures	30'	15'	30'	30'	30'	30'
% Common Open Space	55.9%		41%		52.4%	

\*Shorter setback where abutting common open space.

- C. Preliminary Plat: A revised Preliminary Plat has not been submitted and will not be submitted until a decision is made on the revisions.
- D. The Landscape Plan consisted of 12 sheets and is not attached. The sheets were described in the original full staff report. While the open space and landscape design may change, depending on the revision, the description of proposed plantings have not be revised.
- E. Architectural Illustrations: The revised architectural illustrations are attached. These represent the architectural style of the units that CalAtlantic proposes to build. The applicant also submitted photos of units built in other locations. These are not intended to show what the applicant intends to build but are indicators of the quality of development that Cal Atlantic can build. Both the revised architectural elevations and the photos are attached and have been sent to the HOA's.

**III. Traffic Impact Study**

At The June 14<sup>th</sup> hearing the Town's Traffic Engineer presented the Phase II Traffic Study which contains the estimated traffic volumes, directional distribution and turn movements that would be generated by the 105 residential units that are proposed. The study was included in the June 14<sup>th</sup> full staff report.

In summary, the study estimated that the proposed Wild Plum project at build out would generate an average daily traffic of 1,100 trips per day. Approximately 83 trips would occur in the AM peak hour and 110 trips would occur in the PM peak hour. Since the original submittal, the Wild Plum site plan has been revised to split the development into two enclaves; as result 32% of the traffic from Wild Plum will access via Fairway Lane and 68% will access from Hunter Run Lane.

The Level of Service analysis conducted for the original site plan was updated to reflect the change in site layout. The LOS projections were that Fairway Lane would remain at a LOS A/B (AM/PM) with the projected WPF traffic while the Hunter Run/Platte Canyon intersection would operate at a LOS C/D. The Bowles/Middlefield intersection would remain at an LOS B/B and the remainder of the internal Town intersections would remain at an LOS A/A.

Under the most recent plan revision, the total traffic volumes do not change. There would be a minor difference in the traffic distribution with 8 fewer trips via Fairway Lane and 8 more trips via Hunter Run Lane during the a.m. peak. During the p.m. peak, there would be 12 fewer trips along Fairway Lane and a corresponding increase along Hunter Run Lane.

At the June 14<sup>th</sup> hearing considerable time was given to the Traffic Engineer's report and there were a number of comments and questions from the public as well as P&Z members. In response the staff has undertaken additional research and data collection concerning the following issues.

- A. The potential for "cut-through" traffic. The concern was that during the AM peak hour, northbound drivers on Platte Canyon Road would "cut through" at Hunters Run to Fairway Lane thence to Bowles Avenue to save time.
- B. Validity of the distribution of site traffic to the access points (Hunter Run Lane and Fairway Lane). Based upon the WPF site layout and informal travel time runs conducted by staff, it was estimated that 60% of the WPF traffic would exit the site via Hunter Run Lane and 40% would exit via Fairway Lane. The concern expressed was whether the Hunter Run-Bowles Ave route is actually faster or whether more drivers would choose the Fairway Lane –Bowles Route.

In response to these concerns, the staff conducted additional travel time runs on Tuesday, July 12<sup>th</sup> and Tuesday, July 19<sup>th</sup>. The Table below illustrates the driving time for each route. The Hunter Run-Bowles Avenue route starts at the eastern

terminus of Hunters Run (the westernmost Tuck property line) and ends at the Bowles Avenue-Middlefield Road intersection. The Fairway to Bowles Avenue route starts midway along the Tuck property frontage on Fairway Lane and proceeds to the Bowles Avenue-Middlefield Road intersection (via Club Lane and Middlefield Road).

**Table 2  
Driving Time Comparisons**

Date: July 12, 2016

<b>Hunter Run to Middlefield/ Bowles</b>	<b>Travel Time (min:sec)</b>	<b>Fairway Frontage to Middlefield/Bowles</b>	<b>Travel Time (min: sec)</b>
<b>Start Time</b>		<b>Start Time</b>	
7:00 AM	4:23	7:00 AM	4:15
7:09 AM	3:28	7:10 AM	4:19
7:21 AM	4:57	7:22 AM	4:29
7:32 AM	4:41	7:32 AM	4:49
7:42 AM	3:59	7:43 AM	5:04
7:53 AM	3:56	7:55 AM	4:39
8:05 AM	3:25	8:03 AM	4:18
8:14 AM	3:33	8:16 AM	4:15
8:26AM	3:30	8:23 AM	4:10
8:34AM	4:44	8:36 AM	4:24
8:46 AM	3:46	8:46 AM	5:05
8:57 AM	2:59	8:57 AM	4:34
<b>Average (AM Peak)</b>	<b>3:56</b>	<b>Average (AM Peak)</b>	<b>4:31</b>
<b>Middlefield/Bowles to Hunter Run via Platte Canyon</b>	<b>Travel Time (min:sec)</b>	<b>Middlefield Bowles to Fairway Frontage</b>	<b>Trip Time (min:sec)</b>
<b>Start Time</b>		<b>Start Time</b>	
4:00 PM	4:11	4:00 PM	4:34
4:13 PM	4:38	4:13 PM	4:29
4:24 PM	6:13	4:24 PM	5:06
4:36 PM	4:59	4:38 PM	4:56
4:49 PM	5:22	4:48 PM	4:58
4:58 PM	6:05	5:01 PM	4:49
5:14 PM	4:48	5:12 PM	5:03
5:24 PM	5:10	5:24 PM	4:58
5:36 PM	8:15	5:36 PM	4:31
5:49 PM	6:35	5:50 PM	5:27
<b>Average (PM Peak)</b>	<b>5:37</b>	<b>Average (PM Peak)</b>	<b>4:53</b>

Date: July 19, 2016

<b>Hunter Run to Middlefield/ Bowles</b>	<b>Travel Time (min:sec)</b>	<b>Fairway Frontage to Middlefield/Bowles</b>	<b>Travel Time (min: sec)</b>
<b>Start Time</b>		<b>Start Time</b>	
7:00 AM	3:30	7:00 AM	3:54
7:08 AM	2:44	7:11 AM	4:26
7:20 AM	4:20	7:16 AM	4:01
7:25 AM	4:44	7:31 AM	4:29
7:40 AM	4:35	7:36 AM	4:55
7:47 AM	4:30	7:51 AM	4:27
8:02 AM	3:28	7:59 AM	4:45
8:10 AM	3:27	8:12 AM	5:00
8:22AM	4:53	8:19 AM	4:07
8:29AM	3:44	8:34 AM	4:25
8:46 AM	3:58	8:38 AM	4:04
8:49 AM	3:58	8:53 AM	4:20
<b>Average (AM Peak)</b>	<b>3:59</b>	<b>Average (AM Peak)</b>	<b>4:24</b>
<b>Middlefield/Bowles to Hunter Run via Platte Canyon</b>	<b>Travel Time (min:sec)</b>	<b>Middlefield Bowles to Fairway Frontage</b>	<b>Trip Time (min:sec)</b>
<b>Start Time</b>		<b>Start Time</b>	
4:00 PM	5:53	4:01 PM	4:25
4:12 PM	4:42	4:13 PM	4:40
4:22 PM	4:31	4:22 PM	4:40
4:25 PM	4:43	4:36 PM	4:33
4:51 PM	6:14	4:45 PM	5:07
4:59 PM	5:21	5:02 PM	5:09
5:13 PM	5:02	5:10 PM	5:02
5:22 PM	4:57	5:24 PM	4:55
5:37 PM	6:03	5:34 PM	5:21
5:49 PM	5:21	5:52 PM	4:22
<b>Average (PM Peak)</b>	<b>5:16</b>	<b>Average (PM Peak)</b>	<b>4:49</b>

C. The Traffic Study does not account for golf cart, bicycle and pedestrian traffic and the potential conflict with automobiles.

In response, the staff conducted activity counts of the vehicle, golf cart, bicycle and pedestrian traffic on Wednesday, July 27<sup>th</sup> and Thursday, July 28<sup>th</sup>. These counts were taken at four locations from 7:00-9:30 a.m.; 10:30 a.m.-1:30 p.m.; 2:30-5:00 p.m.

The location and counts are illustrated in Table 3:



Table 3  
Summary of Columbine Valley Activity Counts  
AM (PM) Peak Hour

Travel mode	Location			
	SE Side Fairway Bridge AM (PM)	Corner Club & Fairway AM (PM)	Club Ln at Nevada Ditch Bridge AM (PM)	Eastern Intersection Club & Wedge AM (PM)
Golf & Service Carts	<b>88 (88)</b>	<b>64 (66)</b>	<b>53 (58)</b>	<b>23 (25)</b>
Bicycles	<b>7 (9)</b>	<b>9 (15)</b>	<b>9 (6)</b>	<b>3 (3)</b>
Pedestrians	<b>22 (9)</b>	<b>19 (8)</b>	<b>15 (20)</b>	<b>16 (6)</b>
Autos/Trucks	<b>111 (104)</b>	<b>157 (164)</b>	<b>116 (120)</b>	<b>51 (55)</b>

Golf carts represent a significant proportion of traffic along Columbine Valley's streets (approximately 1/3 of all motorized traffic are golf carts / service carts). Many service vehicles were observed using public streets to access various locations around the golf course.

The data collected indicates that the highest overall activity occurs from mid-morning (10:30 a.m.) to early afternoon (1:30 p.m.) at the locations in the immediate vicinity of the Columbine Country Club (Fairway Bridge, Club & Fairway, Nevada Ditch Bridge). For the most part, these periods are the most intensive for motorized (autos, trucks, and carts) vehicles. Pedestrian and bicycle activity tends to peak outside of this time period, either in the early morning or mid-afternoon. In general, pedestrian and bicycle traffic was intermittent throughout the day. The greatest number of pedestrians and bicyclists recorded at any location over a fifteen-minute interval was 9 and 11, respectively.

The Club & Wedge location experiences relatively even levels of activity throughout the day.

In addition to collecting the traffic counts described above, staff also made observations and recorded conflicts (whether involving golf carts, pedestrians, bicyclists, or autos) at each location. In this case, a "conflict" was observed whenever an automobile or golf cart was required to change their travel path, slow, or stop to avoid a pedestrian, cyclist, or other motorized or non-motorized travel mode. Whether the conflict required a passing maneuver, vehicle slowing,

or vehicle stopping was also recorded as a surrogate for the magnitude of the conflict observed. This information is summarized in the following table:

Table 4  
Total Number of Observed Conflicts  
(Based on 16 hours of observation)

Conflict Type	Location			
	SE Side Fairway Bridge	Corner Club & Fairway	Club Ln at Nevada Ditch Bridge	Eastern Intersection Club & Wedge
Auto v. Ped/Bike				
Pass	15	1	14	3
Slow	7	0	12	1
Stop	0	1	0	0
Auto v. Cart/Service				
Pass	12	3	4	4
Slow	18	2	2	3
Stop	1	0	1	0
Cart/Service v. Ped/Bike				
Pass	3	4	4	0
Slow	3	0	2	0
Stop	0	0	0	0
Autos v. Auto Cart/Service v. Cart/Service				
Pass	2	0	0	0
Slow	4	0	1	0
Stop	1	0	0	0
<b>Total Conflicts</b>	<b>66</b>	<b>11</b>	<b>40</b>	<b>11</b>

As illustrated in the previous table, the greatest number of conflicts was recorded in the vicinity of the Fairway Lane Bridge.

D. The volume of traffic exiting and entering Hunter Run at Platte Canyon is a concern.

1. The Preliminary Development Plan and the Phase II Traffic Study were referred to CDOT and their initial response was:

*In reviewing the traffic study, we note the developer is prepared to do all turn lane improvements on SH 75 at Hunter Run Lane that are required to serve the additional traffic.*

- a. The southbound turn lane will need to be extended. I would like to see the striping extended as far north as possible with back to back turn lanes for Hunters Run Lane and Coal Mine Ave.*
  - b. A northbound deceleration lane (right turn lane) will need to be provided for Hunters Run Lane. SH 75 can be widened on the west side to provide a shift and room for a 12-foot lane with shoulders. With the background traffic of 18,000 cars a day, the deceleration lane will be needed for safety at this intersection.*
  - c. An acceleration lane northbound from Hunters Lane will not improve operations. I have no objection to the developer not providing this lane.*
  - d. To obtain permission to construct, modify a vehicular access, where such work will be within state highway right-of-way, a state highway Access Permit is required. Please visit our website at <https://www.codot.gov/business/permits/accesspermits/documents> or obtain the application through this office.*
  - e. CDOT requires overhead lights at intersections. Currently a light is not provided at this intersection. I recommend a 250-watt light be placed at Hunters Run Lane with this project. The City of Columbine can provide the character of the pole or it can be attached to the existing poles.*
2. Residents have also requested that application be made for a traffic signal at the Hunter Run/Platte Canyon intersection. Such an application can only be made with approval of the Board of Trustees. Furthermore, CDOT has confirmed that a traffic signal cannot be constructed unless duly warranted according to Manual on Uniform Traffic Control Devices (MUTCD) criteria. Using the Applicant's revised site plan, a peak hour traffic signal warrant analysis was conducted.
  3. Existing delays for traffic exiting from Hunter Run Lane is a concern. On Wednesday, July 20th the staff conducted a video recording of the approach to determine the typical waiting time for a vehicle to enter Platte Canyon Road from Hunter Run Lane. The study results found that the average delay for left

turning vehicles was 16 seconds. Right turning vehicles were delayed by 10 seconds on average.

#### **IV. Report of the Town Engineer**

The Town Engineer is responsible for the initial evaluation of proposed road way, drainage and water quality aspects of the proposed development and their report was included in the June 14<sup>th</sup> report. A summary of their comments on the revisions and any new information from the referral agencies follows:

2 Middlefield Road  
Columbine Valley, CO 80123

#### **RE: Wild Plum**

Mr. Sieber:

After the June 14, 2016 The Planning and Zoning Commission meeting, ICON Engineering has continued investigations related to the proposed Wild Plum development. Please see below for additional information about this project.

1. **Stormwater.** It is our understanding that the Applicant may be requesting a variance for no onsite stormwater detention and only water quality treatment for the project site. An official request has not been submitted. The justification for considering no detention is that the site is a small sub-basin at the downstream limit of a large drainage basin. The “beat the peak” approach would allow the site to discharge stormwater ahead of peak flows from the overall basin and have less impact on the downstream system, the South Platte River.

The concept for no stormwater detention has been discussed with UDFCD (Urban Drainage and Flood Control District) and SSPRD (South Suburban Park and Recreation District). UDFCD does not support or oppose this approach and indicated that it would be a Town decision. SSPRD does not have concerns with this option. A discussion with the City of Littleton on this matter is still necessary.

2. **US Army Corps of Engineers Easements.** Existing USACE easements at the east end of the Wild Plum site overlap with the South Platte River FEMA flood hazard area. Each easement has specific requirements:

- Wing Dike Easement- *located adjacent to golf course on north boundary - Only fences allowed*
- Floodway Easement- *triangular piece on southeast corner of property - No structures other than “park shelters” (not enclosed, no foundation); no grading that impacts flooding*
- Ponding Easement- *diagonal piece northwest of floodway easement - Can be filled and developed if raised above elevation 5342.5; FEMA LOMR required* The May submittal indicated only trail and minor earthwork

encroachments in these easements, but did not include the floodplain analysis to prove no-rise.

- 3. Hunter Run Ln.** Offsite roadway improvements for Hunter Run Ln, between S. Platte Canyon Rd and Wild Plum have not been submitted. The existing ROW at Hunter Run Ln is 60-ft. The existing roadway section has curb and gutter and approximately 28-ft pavement width at the east and west ends. The majority of the road has a 5-ft wide landscaped median with only 10-ft lane widths on either side.

The TCV typical roadway section for 60-ft ROW (minor collector) does not include a median or curb and gutter. Instead it includes drainage pans and 40-ft pavement width. If a median is considered, the Littleton Fire Protection District will require at least 20-ft on either side of a median for emergency access.

- 4. South Access.** SSPRD has confirmed that future access at the south end of the proposed development will not be feasible.
- 5. Environmental.** The Applicant will need to coordinate field investigations to identify the presence of, and evaluate potential impacts to USACE jurisdictional wetlands and threatened and endangered species.
- 6. Construction Management.** The Applicant will need to develop a management plan to address dust and noise potential during construction. Dust pollution management shall adhere to State Stormwater Permit requirements. Temporary perimeter sound walls may need to be considered for early stages of construction. Behrens and Associates, Environmental Noise Control, can provide applicable services.

We look forward to continued coordination with the applicant and their engineers.  
Sincerely,  
Aaron Boussetot, PE, CFM  
ICON Engineering, Inc.

## **V. Comments of the Referral Agencies**

The development proposal was referred to 22 outside agencies and all the Town's HOA's. Copies of the revised plans have been sent to the HOA's

### **A. Outside Agencies**

Prior to June 14 responses had been received from Arapahoe County, South Suburban Parks and Recreation, Littleton Public Schools, City of Littleton (Planning and Engineering), Army Corps of Engineers, Tri-County Health and the Colorado Division of Wildlife. The complete responses were included in the full formal report

and summarized in the Presentation Report presented at the June 14<sup>th</sup> hearing. Subsequently we have received responses from CDOT and additional comments from South Suburban Park and Recreation and the Littleton School District

The new responses are summarized in Section VII, Findings, of this report.

**B. HOA'S**

Prior to June 14 responses had been received from the following HOA's:

Old Town	Brookhaven
Burning Tree	The Village
Polo Meadows	Country Club Villas

In addition, Old Town, Burning Tree, Polo Meadows and the Village presented comments at the June 14<sup>th</sup> hearing. Any HOA comments received after June 14<sup>th</sup> as well as any comments on the revised plans are summarized in the Findings section of this report.

**C. Resident Responses**

We have received emails from Town residents which were included verbatim in the June 14<sup>th</sup> full staff report and summarized in the Presentation Report. Comments received on the revised plans are summarized in the Findings section of this report.

Complete comments received since June 14<sup>th</sup> from outside agencies, HOA's and residents are contained in a separate document which is not part of this report but a digital copy has been sent to P&Z members and HOA's.

**VI. Findings**

The staff has reviewed the plans and supporting documents and the referral comments. We have made site visits and met with the applicant several times. We have met with representatives of the HOA's or corresponded by email with HOA representatives and residents and have had numerous telephone calls from residents with questions about the proposed development. Based on this review and communications, we offer the following findings which have been modified to reflect the revised plans, where appropriate:

**A. Compliance with the Land Use Regulations**

The Application for Land Development contained all the required documents and, in general, does comply with the provisions of the Land Use Regulations.

**B. Consistency with the Master Plan**

The Town of Columbine Valley Master Plan has established a Town Vision and set of Goals for Land Development. The Vision statement and Land Development Goals are intended to guide the staff, the Planning Commission and the Trustees in their evaluation and action on applications for land development. The following is a staff evaluation (**in blue font**) of how the revised proposal complies with the vision and the goals

### **Town Vision**

- *To require future development to provide open space and parks.*

***The project as proposed would contain approximately 52.4% common open space in Revision 5 with an extensive trail system and adequate area for passive recreation. Revision 4 would retain part of the perimeter trail system but the interior trails would be eliminated.***

**Town staff prefers Revision 5 over Revision 4. Revision 5 offers more amenities to the town as a whole in that it provides more open space, larger park areas, and a trail system that anyone in the town could use for recreation, not just residents of Wild Plum. The open space provided in revision 5 is approximately 11% more than in revision 4 which amounts to an extra 12 acres. If the neighborhood becomes an enclave with the addition of the cul-de-sacs to limit traffic flows, the residents of this neighborhood will want pedestrian, bike and cart access to the club. Revision 5, with the additional trails makes this access a reality.**

**Revision 5 also has a smaller lot footprint in which new homeowners would not have to install, maintain and irrigate as large of a landscaped area. If revision 4 is used, the added 3,000 square feet of area per lot will most likely be used as open turf grass areas which would drastically increase the water usage on the site. Revision 5 would take this 3,000 square feet per lot and make it open space which is more likely to be native grass areas which may need only initial watering to establish. The difference could be as much as 25 acre feet of water consumption annually.**

- To require new developments to have a system of streets that will internally connect that development with the existing community and protect the existing level of service on existing streets.

**Both revisions propose access only to Fairway Lane for 35 (or 34) of the 105 lots (33%) of the total trips) and access only to Hunter Run for the remaining 70 (or 71) lots.**

In the Phase II Traffic Study the LOS (level of Service) on Fairway Lane is presently A/B and the plan revisions would not change that LOS rating. The LOS on Hunter Run is currently rated C/B (AM and PM) and the rating would change to a C/D.

- *To encourage community and landowner participation and collaboration in planning decisions to allow for development.*

**On April 27 the Application for Land Development was accepted for processing.**

**On May 10<sup>th</sup> the documents were posted on the Town' Web Site.**

**The following is a list of meetings that involved residents of the community:**

**On April 16<sup>th</sup> and 17<sup>th</sup> the applicant sponsored open house meetings at the Town Hall. The purpose of these meetings was to present the applicants proposed plan and respond to questions.**

**On May 24<sup>th</sup> the Town Administrator and Town Planner met with approximately 50-60 people (primarily Old Town residents). The purpose of this meeting was for the residents to ask questions of the Town staff and to state their concerns.**

**On May 26<sup>th</sup> the Town Administrator and Town Planner met with members of the Polo Meadows HOA Board and on May 31<sup>st</sup> they met with approximately 20 residents of Polo Meadows. Again, the purpose of this meeting was for the residents to ask questions of the Town staff and to state their concerns.**

**On June 7 The Town Administrator and Town Planner met with the Burning Tree residents.**

**Prior to June 14<sup>th</sup> the staff received a number of emails from residents and numerous telephone calls and have continued to receive emails and telephone calls since then.**

**On June 14, the Planning Commission held a public hearing which was attended by over 200 people. At that hearing the HOA's from Old Town, Polo Meadows and Burning Tree spoke and a handout was received from The Village HOA. Several residents then addressed the Planning Commission but the meeting had to be continued because of the County rules about vacating the building at 10:30PM.**

**Since June 14<sup>th</sup> the following meetings have been held:**



**July 7.**The Town Planner met with Garrett Baum to discuss the expectations for the continued hearing.

**July 25 9:00AM.** The Town Administrator and Planner met with The WPF Development Team and their attorney, and the landowner and his attorney. The purpose of the meeting was to discuss the procedure for the August 23<sup>rd</sup> continued hearing and to discuss the plan revisions the applicant was considering.

**July 25 3:30 PM.** The Town Administrator, Attorney and Planner met with representatives of the Old Town HOA and their attorney. The general purpose was to clarify some of the issues and what additional information may be presented at the August 23<sup>rd</sup> meeting. It was also agreed that the Town would make a request to CDOT concerning the possibility of traffic signal at the Hunter Run/Platte Canyon Road intersection.

**In early August** the applicant met with representatives of the Old Town HOA to discuss concerns and possible plan revisions.

**In early August** the Town Administrator and Planner met with Kent Peterson of CalAtlantic to discuss the proposed plan revisions that are now the subject of this report

- To encourage community and landowner participation and collaboration in planning decisions to allow for development decisions to occur in a predictable, fair and inclusive manner.

**The Town staff has had little communication with the land owner because the authority to act on his behalf has been assigned to the applicant. The landowner did address the Planning Commission at the June 14<sup>th</sup> hearing. The applicant has meet with Town staff on numerous occasions.**

**The HOA's and the public involvement were described above.**

In addition to the Town Vision Statement the Master Plan has established a set of Land Use Goals:

1. Maintain the low-density residential focus of the community.

**The plan designates the WPF property as single family residential with a density range of 0.0 to 1.0 DU's (dwelling units) per acre. The development proposal requests approval of 105 single family residential units, a density of 1.0 DU's per acre. The density of the revised plans remains the same.**

2. Insure that all future residential development is compatible with adjacent existing residential development.

Table 1 in Section II illustrated the development stipulations of the WPF original plan and the revisions. The table is replicated below followed by Table 4 which shows the same information for the adjacent existing residential development. Table 4 has been revised to include The Village and the Littleton developments are no longer included.

**Table 1**

Development Standard	As submitted 28 April		Revision #4 August 6		Revision #5 August 6	
No. of Lots	105		105		105	
Density (DU's Acre)	1.0		1.0		1.0	
Lot Sizes (S.F.)						
Minimum	10,000		13,750		11,750	
Largest	20,000		38,350		25,000	
Average	13,000		21,780		17,000	
Set Backs	Filing 1	Filing 2	Filing 1	Filing 2	Filing 1	Filing 2
Front	30'	25'	30'	25'	30'	25'
Side	15'	7.5'	15'	15'	15'	15'
Rear*	40'	25'/15'*	40'	25'/15'*	40'	25'/15'*
Min. Dist. Between Structures	30'	15'	30'	30'	30'	30'
% Common Open Space	55.9%		41%		52.4%	
*Shorter setback where abutting common open space.						

**Table 4**

Development # of Lots	Old Town	Polo Meadows	Burning Tree	The Village
	178	18	122	60
Density DU's Acre	1.67	1.26	2.40	2.34
Max. Height	25'	35'	27'	Not Stated
Min. Lot Size(S.F.)	15,000	19,900	10,000	10,454
Largest Lot Size	47,700	32,600	29,300	26,234

<b>Average Lot Size</b>	<b>20,800</b>	<b>22,500</b>	<b>14,521</b>	<b>14,222</b>
<b>Setbacks*</b>				
<b>Front</b>	<b>30'</b>	<b>15'</b>	<b>25'</b>	<b>25'</b>
<b>Front (garage)</b>				
<b>Side</b>	<b>15'</b>	<b>15'</b>	<b>10'</b>	<b>10'</b>
<b>Rear</b>	<b>40'</b>	<b>15'</b>	<b>25' or 15' for certain lots</b>	<b>20'</b>
<b>Minimum Between Structure</b>	<b>30'</b>	<b>30'</b>	<b>20'</b>	<b>20'</b>
<b>% Common Open Space</b>	<b>Virtually 0%</b>	<b>10% (Est)</b>	<b>17%</b>	<b>7% (Est)</b>

The revised lot sizes are significantly larger than the original submittal. Average lot size in Revision 4 is smaller than Polo Meadows and larger than those in the other neighborhoods. Lot sizes in Revision 5 are smaller than Polo Meadows and Old Town and larger than in Burning Tree and The Village.

The side yard setbacks have been increased from 7.5' to 15' and are now equal or greater than the other neighborhoods. The front set back remains as they were and at 30'/25' (Filing 1/Filing2) and are greater than Polo Meadows and roughly equivalent to the remainder. The rear setbacks at 25' (15' where abutting open space)' are roughly equivalent to the other neighborhoods.

The amount of common open space in both Revision 4 (41%) and Revision 5 (52.4%) is significantly greater than any of the other neighborhoods.

These tables are intended to show a development standards comparison between WPF and the other neighborhoods. Development standards, by themselves, do not necessary show whether one development is compatible with another but they are an element in those determinations. The revised development standards are comparable to those of the other neighborhoods and the amount of common open space is significantly higher than any of the other neighborhoods. Therefore it is the staff opinion that the full assessment of the compatibility finding requires an evaluation of the proposed architectural standards and those are addressed in Subsection E (page\_\_\_).

- 3 Insure that new streets are built as wide, two lane roads with generous rooms for pedestrians, bicycles and golf cats in keeping with existing streets.,

**The local streets proposed in WPF comply with the standards required In Article X, Section 1(Streets)). The R-O-W is 50' with a travel surface of 36'. This allows for two travel lanes and 6' parking lanes on each side.**

4. Encourage the use of the planned development process, where appropriate, to (a) achieve a more efficient use of infrastructure improvements and services,

where community facilities and services are adequate and (b) promote pedestrian and community accessibility.

**The application requests approval of rezoning from A (Agriculture) to RPD (Planned Development) that requires approval of a preliminary and final plan. The street layout is designed to serve the development in an efficient manner and the inclusion of trails and access onto Fairway Lane is designed to provide pedestrian and community accessibility.**

5. Encourage the protection of important wildlife habitat and significant natural landforms.

**The preliminary development plan was referred to the Colorado Division of Wildlife and their response was included in previous reports. A copy of their response was sent to the applicant and the applicant will be required to comply with the Division of Wildlife requirements for wildlife protection and habitat preservation.**

6. Insure that new development enhances or has no adverse effects upon the Town's property tax base and financial viability.

**The applicant has estimated that the sales prices of the homes proposed would range from \$800,000 to \$1,200,000. The table below illustrates the estimated revenues the Town could expect from three differently priced units.**

**Table 5**

<b>Sales Price</b>	<b>Use Tax*</b>	<b>Bldg. Permit Fee*</b>	<b>Impact Fee</b>	<b>Total Per Unit</b>
<b>\$800,000</b>	<b>\$12,000</b>	<b>\$6,300</b>	<b>\$12,700</b>	<b>\$31,000</b>
<b>\$1,000,000</b>	<b>\$15,000</b>	<b>\$7,600</b>	<b>\$12,700</b>	<b>\$35,300</b>
<b>\$1,200,000</b>	<b>\$19,500</b>	<b>\$8,600</b>	<b>\$12,700</b>	<b>\$40,800</b>

- **The Use Tax and Building Permit Fee are based on construction cost.**

**The revenues cited above are one time revenues. There would be ongoing revenues including property tax, sales tax on "big ticket" items such as automobiles and other fees.**

**There would be cost to serve the new development including new capital equipment for public works, police and Town Administration. It is anticipated that the revenues generated would be sufficient to pay the costs.**

7. Improve the connectivity between and among the Town's neighborhoods through hike and bike trails, golf cart paths and wide, improved shoulders along the Town's roadways.

**The original plan proposed three points of access, one via Hunter Run and two access points on Fairway Lane. The plan revisions still provide access to Hunter Run and Fairway Lane but the access to Fairway Lane is limited to 35 (or 34) lots. Only full access to Fairway Lane would provide all WPF residents with an optional vehicular access to the Club and other areas of the Town. The plan revisions still propose a system of trails that would be available to other residents of the Town but the Revision 5 system includes extensive perimeter and interior trails while Revision 4 is limited to a partial perimeter trail.**

### C. Traffic Impact

In Section III we summarized the elements of the Phase II Traffic Study that was presented at the June 14<sup>th</sup> hearing. We also described the additional research and data collections that have occurred in response to direction from the Planning Commission and resident concerns. The staff findings resulting from the additional data collection are:

1. The potential for "cut-through" traffic. The concern was that during the AM peak hour, northbound drivers on Platte Canyon Road would "cut through at Hunters Run Lane to Fairway Lane thence to Bowles Avenue to save time.

The concern expressed was whether the Hunter Run Lane to Bowles Avenue route is actually faster or whether more drivers would choose to cut-through Wild Plum via Fairway Lane to Bowles Avenue.

Although there can be other reasons for cut-through traffic, the primary motivation is to minimize personal travel time. The timed runs show that the Hunter Run Lane to Bowles Avenue via Platte Canyon Road takes less time (30 seconds on average) than cutting through Old Town in the AM peak hour. However, due to congestion at the Platte Canyon / Bowles Avenue intersection, the timed runs for the PM peak hour revealed that the potential exists for the Bowles Avenue to Fairway Lane route to be an equivalent or marginally faster route to Platte Canyon during the p.m. peak hour. For this reason, the potential exists for the route to attract cut through traffic in the afternoon during periods of intense congestion along Bowles Avenue and Platte Canyon Road.

The revised plan proposes a closed system that forces 33% of the traffic onto Fairway Lane and 67% onto Hunter Run Lane. It is staff's opinion that a permanently closed system such as is currently proposed is unnecessary since the traffic distribution could be managed using a timed gate system. A timed

gate system would enable the neighborhood to be unified during off-peak and weekend time periods.

The City of Littleton installed a timed gate system in Bow Mar South several years ago to address a cut-through traffic problem. The magnitude of the cut-through problem was quantified first by conducting a license plate survey that identified approximately 40 percent of the traffic in the neighborhood was cutting through.

According to staff, the gate system has accomplished its intended purpose, although there was some initial push back from residents. There were also a few unintended consequences. For example, a resident adjacent to the gate had to install a berm in his yard in order to discourage traffic from driving across his lawn.

2. The Traffic Study does not account for golf cart, bicycle and pedestrian traffic and the potential conflict with automobiles.

In response, the staff conducted activity counts of the vehicle, golf cart, bicycle and pedestrian traffic on Wednesday, July 27<sup>th</sup> and Thursday, July 28<sup>th</sup> at four locations.

Based on the data collected, golf carts represent a significant proportion of traffic along Columbine Valley's streets (approximately 1/3 of all motorized traffic are golf carts / service carts). Many service vehicles were observed using public streets to access various locations around the golf course.

The data collected indicates that the highest overall activity occurs from mid-morning (10:30 a.m.) to early afternoon (1:30 p.m.) at the locations in the immediate vicinity of the Columbine Country Club (Fairway Bridge, Club & Fairway, Nevada Ditch Bridge). For the most part, these periods are the most intensive for motorized (autos, trucks, and carts) vehicles. Pedestrian and bicycle activity tends to peak outside of this time period, either in the early morning or mid-afternoon. In general, pedestrian and bicycle traffic was intermittent throughout the day. The greatest number of pedestrians and bicyclists recorded at any location over a fifteen-minute interval was 9 and 11, respectively.

The Town researched traffic crashes and determined that over the past three years there were no crashes resulting in injury within the Town, or crashes involving pedestrians, or bicyclists.

In addition to collecting the activity counts described above, staff also made observations and recorded conflicts (whether involving golf carts, pedestrians,

bicyclists, or autos) at each location. In this case, a “conflict” was observed whenever an automobile or golf cart was required to change their travel path, slow, or stop to avoid a pedestrian, cyclist, or other motorized or non-motorized travel mode. Whether the conflict required a passing maneuver, vehicle slowing, or vehicle stopping was also recorded as a surrogate for the magnitude of the conflict observed.

The greatest number of conflicts was recorded in the vicinity of the Fairway Lane Bridge. While the conflict between automobile and non-automobile traffic does not appear to create a major safety problem, the staff feels there are improvements and programs that could mitigate some of the safety concerns. With respect to the Fairway Lane Bridge, the majority of the observed conflicts were attributable to the reduced width on the bridge, which requires traffic to cross to the other side, slow, or stop to accommodate golf cart, pedestrian, and bicyclist traffic. Staff recommends that the pavement over the bridge be widened to the full bridge width to eliminate this conflict. It appears that the existing bridge is wide enough to accommodate additional pavement but that it has been artificially narrowed to provide an aesthetic brick wall and landscaping.

Lack of sidewalks throughout the Town also results in pedestrians having to use to street to jog, walk the dog, or otherwise take a leisurely stroll. While in the street, they compete with bicyclists, golf carts, and maintenance vehicles to use the striped shoulder that exists along all Town roadways. Many of the observed conflicts were a result of motorized vehicles crossing the centerline or otherwise swinging wide to avoid pedestrians or cyclists in the street.

One potential solution to address conflicts involving pedestrians is to create a sidewalk system along those streets that accommodate the highest levels of traffic. These include Club, Fairway, and Middlefield. Sidewalks along these roadways would likely fall outside of the public street right-of-way.

3. The volume of traffic exiting and entering Hunter Run at Platte Canyon is a concern. Platte Canyon Road is under the jurisdiction of CDOT. The Preliminary Development Plan and the Phase II Traffic Study were referred to CDOT and they have agreed with the study recommendations, including the provision of a northbound right turn lane from Platte Canyon Road to Hunter Run Lane, improved storage for the southbound left-turn lane, improved sight distance, and street lighting.

The applicant has stated their wiliness to pay for a signal at the intersection of Hunter Run Lane and Platte Canyon Road if granted by CDOT. National standards require that traffic signals only be installed where they are warranted.

The primary issue at hand is whether the projected traffic from WPF would meet Manual on Uniform Traffic Control Devices (MUTCD) signal warranting criteria. Traffic signals can be warranted on the basis of traffic volume, pedestrians, crash history, and other factors.

Based upon current traffic projections, the intersection of Hunter Run Lane and Platte Canyon Road is not expected to meet warrants upon development of WPF. CDOT will not approve a signal unless one or more warrants are met.

Staff recommends the following course of action:

- a. Once the WPF development has been approved, staff will prepare an access permit application that outlines the improvements necessary at the intersection of Hunter Run Lane and Platte Canyon Road. The letter of request submitted along with the application can identify the Town's desire for a traffic signal and request that the access permit terms and conditions be written to not preclude the installation of a traffic signal in the future once MUTCD warrants are met.
- b. As part of the WPF development process, require that the Applicant place in escrow an amount equal to the anticipated cost of a traffic signal (approximately \$250,000 to \$300,000). The escrowed amount could be earmarked for a traffic signal or other safety- or operational-related improvements to the intersection of Hunter Run Lane and Platte Canyon Road.
- c. Have staff monitor the intersection of Hunter Run Lane and Platte Canyon Road overtime as WPF develops and begins to fill in. Conditions to be monitored by staff include excessive delays, citizen complaints, and crashes (if they occur).
- d. Once WPF is largely developed and occupied, or when conditions at the intersection indicate, conduct a traffic signal warrant study in accordance with MUTCD guidelines.
- e. Provided the study indicates that a traffic signal is warranted, provide a copy to CDOT for their review and concurrence.

Existing delays for traffic exiting from Hunter Run Lane is a concern. On Wednesday, July 20th the staff conducted a video recording of the approach to determine the typical waiting time for a vehicle to enter Platte Canyon Road from Hunter Run Lane. The study results found that the average delay for left turning vehicles was 16 seconds (LOS C condition). Right turning vehicles were delayed by 10 seconds (LOS B condition) on average.



The traffic delays measured in the field are similar to those predicted by the traffic models and are well within an acceptable range.

D. Comments of the HOA's and Residents

We have received extensive responses from the three most affected HOA's, Old Town, Polo Meadows and Burning Tree as well as comments from Country Club Villa's, Brookhaven and the Village. In addition, we have received numerous emails from area residents. These responses were summarized in the Presentation Report at the June 14<sup>th</sup> hearing and included verbatim in the full staff report. At the hearing, representatives of the HOA presented their comments and concerns some residents had the opportunity to speak. The written and verbal responses received through June 14<sup>th</sup> primarily expressed concerns about:

1. Traffic and the projected traffic distribution.
2. The method of determining density
3. Lot sizes and setbacks
4. Architectural Quality

There have been additional comments received since June 14<sup>th</sup>. and they generally reflect the concerns listed above. The comments we have received are included in a separate document which is not part of this report but a digital copy was sent to P&Z members and HOA's. As of August 12<sup>th</sup> the only comments received on the revised plans were questions of clarification.

E. Architectural Design

Article XI, Section 1E1 of the Land Use Regulations states:

Preliminary Plan

At a minimum provide graphic representations showing the building types proposed. Representations should also identify the general height of dwelling units, i.e., 1-2 stories in height and graphically include the general layout and illustrative street elevations. Perspectives should be provided to clearly identify the design theme and architectural quality. *Examples of structures that the applicant has built in similar locations should be included.*

The revised architectural illustrations have been reviewed by the staff. They are an improvement over the illustrations that were originally submitted. They illustrate what the builder proposes to build at WPF. The applicant also submitted photos of residential units built in other areas in order to show that they have built units of a

quality acceptable in Columbine Valley. However, these are not the homes they propose to build.

### **Summary**

In summary the staff finds that the Application of Land Development as revised is not consistent with all the Town Land Use Regulations all the Land Use Goals in the Master Plan because it does not provide access onto two public streets for all the lots and does not meet the intent of the “connectivity” goal. However, these deficiencies can easily be remedied by eliminating the closed system and connecting the primary street. With this modification, the staff finding would find that the Preliminary Development Plan:

- A. Is essentially in compliance with the Town’s Land Use Regulations.
- B. Is consistent with the Land Use Goals of the Master Plan.
- C. The traffic from the proposed development will increase the volumes on the Town’s existing street system but can be accommodated without a decrease in the Level of Service rating. There are time periods and locations that may experience conflict between automobile traffic and bicycle/golf cart/pedestrian traffic but that conflict does not indicate a major safety problem. There are improvements and programs that could further mitigate any conflict problems.
- D. The revised architectural illustrations do contain the basic elements required by Article XI, Section 1E1 of the Land Use Regulation for a Preliminary Development Plan. Final approval of the architectural design is a condition for approval of the Final Development Plan.

The staff has stated, on numerous occasions, that we do not have the training or professional qualifications that would allow us to make a definitive finding on design quality. We are suggesting that the Town engage the services of a qualified architect to assist staff, the Planning Commission, and Board of Trustees in evaluating the final design illustrations and to assist us in preparing detailed design standards for inclusion in the Final Development Plan.

### **VII. Recommendations**

Based on the above findings, the staff recommends that the Planning Commission recommend the Preliminary Development Plan (Revision 5) favorably subject to the following conditions:

- A. Prior to the Board of Trustees meeting the applicant will:
  - 1. Modify the plan and eliminate the closed system by eliminating the two cul de sacs.

2. Meet with representatives of South Suburban Park and Recreation District, The Division of Wildlife, Tri County Health and the City of Littleton to determine the possible plan modifications that would address their concerns.
  3. Meet with the representatives of Polo meadow and Burning Tree to discuss:
    - a. The CDOT recommended improvements to the Hunter Run/Platte Canyon Road intersection and commit to the necessary improvements.
    - b. Develop a preliminary Construction Management Plan.
  4. Provide a written response to the Town Engineers comments and recommendations.
  5. Agree to participate in a program of improvements to Fairway Lane that would mitigate the conflicts between automobile and non automobile traffic.
  6. Other conditions that may be recommended by the Planning Commission.
- B. If the Trustee's approve a Preliminary Development Plan:
1. The applicant will meet with the staff and their architectural consultants to develop detailed design standards for the proposed residential units.
  2. The Applicant place in escrow an amount equal to the anticipated cost of a traffic signal (approximately \$250,000 to \$300,000). The escrowed amount could be earmarked for a traffic signal or other safety- or operational-related improvements to the intersection of Hunter Run Lane and Platte Canyon Road.

**THE PLANNING COMMISSION CONTINUED THE HEARING.**

## **DESCRIPTION OF ACTIVITY BETWEEN AUGUST 24 AND OCTOBER 25**

At the continued hearing on August 23<sup>rd</sup> the Planning Commission received the staff report and the remaining public comment. The hearing was then continued to September 10<sup>th</sup> to allow the applicant to respond. Because of schedule conflicts the September 10<sup>th</sup> hearing had to be reset to October 25<sup>th</sup>.

From August 23<sup>rd</sup> to October 25<sup>th</sup> there was very little sustentative staff activity. The staff did communicate with members of the Planning Commission concerning some clarifications about the Club high activity days, and lot configuration questions. However, during this period we has virtually no formal contact with the applicant. We did receive some additional emails from the public and those are included as Appendix \_\_\_\_ of this report.

Because there had been nothing submitted for the staff to review, there was no new or revised staff report prepared for the October 25<sup>th</sup> continuation.



## **PLANNING COMMISSION CONTINUED HEARING-OCTOBER 25, 2016**

The Chair opened the meeting and called upon the applicant for their response. Instead of responding directly to the issues raised in August, the applicant presented a new plan revision which they feel addresses the concerns over lot sizes and Old Town concerns over connectivity. The new "compromise plan" does not show full connectivity.

The staff did not comment on the "compromise" revision but only answered questions from P&Z members. There was no public comment permitted since the comment period had been closed.

After deliberation the Planning Commission took the following action:

Recommend approval of the compromise plan presented by the applicant with the following conditions:

- A. A total/maximum of 95 homes.**
- B. An average lot size of ½ acre.**
- C. A minimum lot size of 15,000 sq. ft.**
- D. 11 custom home lots on Fairway Lane (Filing 1) and 11 additional lots in Filing 2 on a cul-de-sac accessing Fairway Lane.**
- E. Setbacks/distance between homes per Revision 4 stipulations, August 23, 2016 Staff Report Table 1.**
- F. Money put in escrow for a future traffic light at Platte Canyon and Hunter Run.**
- G. Brick wall on north side of Hunter Run as requested by individual property owners.**
- H. Maximum 25' building height in Filing 1.**
- I. Maximum 35' building height in Filing 2.**
- J. The architectural design standards for Filing 1 must comply with the Design Standards of the Old Town Homeowners Association.**
- K. All homes must face the street.**
- L. Prior to the Board of Trustees meeting:**
  - 1. The Town staff will conduct a signal warrant study for the intersection of Platte Canyon Road and Hunter Run,**
  - 2. The staff and Applicant in conjunction with the affected HOA's will develop a preliminary Construction Management Plan,**
  - 3. The applicant will provide a written response to the Town Engineers comments and recommendations.**



## **APPENDIX A**

### **COMMENTS RECEIVED JUNE 8-AUGUST 23<sup>RD</sup>**

The following appendixes contain comments received from outside agencies, HOA's and Town residents after the June 14<sup>th</sup> staff report was sent to the Planning Commission.

#### **OUTSIDE AGENCIES**

##### **Littleton School Dist.**

Thanks Phil,

Currently we have capacity of 96 students at Wilder that are opened enrolled students from outside the District. We have excess capacity at both Goddard, and Heritage. We take open enrolled students and we also have room for more students.

We ask the enrollment projections because we could not tell from the info provided what the price point of the houses were. We have since got that information and it appears that we have the capacity in all of our levels for this development.

We still remain concerned about the traffic and transportation issue.

Diane Doney

Assistant Superintendent of Business Services/CFO

Littleton Public Schools

5776 South Crocker Street

Littleton, Colorado 80120-2094

(303) 347 - 3379 office

(720) 281 - 1075 cell

[ddoney@lps.k12.co.us](mailto:ddoney@lps.k12.co.us)



On Fri, Jun 10, 2016 at 1:28 PM, Town Planner

<[TownPlanner@columbinevalley.org](mailto:TownPlanner@columbinevalley.org)> wrote:

Dianne: When we received the original response to the referral we were asked:

1. "What are the proposed street widths, will there be a stop light and where will the stop signs be?" We replied that we could not give them specific answers until the final plan was submitted.
2. They also asked if the developer could provide the enrollment projects for the Districts Schools. This was the question that puzzled me. In the past, as Planning Director in Arapahoe County, we sent hundreds of referrals to School Districts. The major purpose of those referrals was to get information on the projected enrollment from the proposed development, and the capacity of the area schools to accommodate that enrollment. It was always the District that provided that information. Neither the developer of the Town has the expertise nor the data base to do that. It is, has always has been, a School District responsibility. This information is critical if we are to assess the impacts of the proposed development.

July 14, 2016

Diane Doney  
Assistant Superintendent of Business Services/CFO  
Littleton Public Schools

"The key to long-term success is a willingness to disrupt your own comfort for the sake of continued growth" Todd Henry

Begin forwarded message:

**From:** Diane Doney <[ddoney@lps.k12.co.us](mailto:ddoney@lps.k12.co.us)>  
**Date:** June 28, 2016 at 2:04:05 PM MDT  
**To:** Town Planner <[townplanner@columbinevalley.org](mailto:townplanner@columbinevalley.org)>  
**Cc:** Terry Davis <[tdavis@lps.k12.co.us](mailto:tdavis@lps.k12.co.us)>  
**Subject:** Fwd: Message from p-esc-k363-2

Phil,

I have attached a memo that shows our current schools capacity and we are projecting stable enrollment in these schools. We continue to attract out-of-district enrollment in these schools and I explain in the memo what could happen if we have more in district enrollment. This is the documentation that we gave to the parent group that we met with from the area of the proposed development. It was my understanding that the current development of 105 single FRU had been denied and that a development with lesser density had been approved.

Diane Doney  
Assistant Superintendent of Business Services/CFO  
Littleton Public Schools  
5776 South Crocker Street  
Littleton, Colorado 80120-2094  
(303) 347 - 3379 office  
(720) 281 - 1075 cell  
[ddoney@lps.k12.co.us](mailto:ddoney@lps.k12.co.us)

### **Meeting with Wilder Parents**

LPS Point of Contact: Diane Doney, Assistant Superintendent of Business Services/CFO  
[ddoney@lps.k12.co.us](mailto:ddoney@lps.k12.co.us) (303) 347-3379

#### **1) What is the capacity at Wilder, Goddard and Heritage given current facilities?**

Wilder: 603 students (FTE-equivalent)  
Goddard: 826 students (FTE-equivalent)  
Heritage: 1,986 students (FTE-equivalent)

#### **2) What is current enrollment at Wilder, Goddard and Heritage?**

Wilder: 600 students (FTE-equivalent)  
Goddard: 732 students (FTE-equivalent)  
Heritage: 1,654 students (FTE-equivalent)

#### **3) What number of current enrollment is open enrollment?**

Current open enrollment for the district is 3,079.

Wilder: 96 students  
Goddard: 123 students  
Heritage: 417 students

#### **4) Do open-enrollment students already in the district have priority over new in-district students? What is open enrollment policy, especially around younger siblings of open enrollment students? Are they always grandfathered in or do they "reapply" each year?**

Please see Board Policies IIB, JCA, JFBA, JFBA-R, JFBB, and JFBB-R (attached).

#### **5) How would LPS handle the addition of, as an example, 50 new in-district students at each school (Wilder, Goddard, Heritage) over the next 2-3 years? What are the features and safety of any temporary facilities that might be used? What options other than trailers exist?**

LPS has been monitoring the new development within the district's boundaries and has been in contact with the principal of Wilder about the potential influx of new students. Currently, there are out-of-district, open-enrolled students in each grade at Wilder. Depending on the grade level of the new in-district student(s), it is possible that the out-of-district student(s) would have to return to their home district school.

#### **6) What would the class sizes look like in this scenario and is there a "cap"?**

Class size depends on the student demographics, physical size of the classroom, and the educator rather than a set cap.

#### **7). What are some of the funding concerns in light of the possible aforementioned scenario?**

The district is funded for the number of students that we have enrolled and attending school on October 1<sup>st</sup> (statewide student count day).

## CDOT

*In reviewing the traffic study, we note the developer is prepared to do all turn lane improvements on SH 75 at Hunter Run Lane that are required to serve the additional traffic.*

- a. The southbound turn lane will need to be extended. I would like to see the striping extended as far north as possible with back to back turn lanes for Hunters Run Lane and Coal Mine Ave.*
  
- b. A northbound deceleration lane (right turn lane) will need to be provided for Hunters Run Lane. SH 75 can be widened on the west side to provide a shift and room for a 12-foot lane with shoulders. With the background traffic of 18,000 cars a day, the deceleration lane will be needed for safety at this intersection.*
  
- c. An acceleration lane northbound from Hunters Lane will not improve operations. I have no objection to the developer not providing this lane.*
  
- d. To obtain permission to construct, modify a vehicular access, where such work will be within state highway right-of-way, a state highway Access Permit is required. Please visit our website at <https://www.codot.gov/business/permits/accesspermits/documents> or obtain the application through this office.*
  
- e. CDOT requires overhead lights at intersections. Currently a light is not provided at this intersection. I recommend a 250-watt light be placed at Hunters Run Lane with this project. The City of Columbine can provide the character of the pole or it can be attached to the existing poles.*

## **HOA's**

Begin forwarded message:

**From:** "Bill Dotson" <[BC.Dotson@comcast.net](mailto:BC.Dotson@comcast.net)>

**Date:** August 16, 2016 at 4:21:05 PM MDT

**To:** "Bill Dotson" <[BC.Dotson@comcast.net](mailto:BC.Dotson@comcast.net)>

**Subject:** FW: Please add any suggestions/Bill will you forward to the homeowners?

**Dear Villa Avignon Homeowners,**

**We have been asked by a group of individuals in Columbine Valley to join other Columbine Valley HOAs stating our objections to the development of the Wild Plum development project. Because we have not been included in these conversations to date and have not yet had the opportunity to vet the situation as a community, the Villa Avignon board is hesitant to represent its support of the request without proper analysis. With the short amount of time to respond, we are advising Villa Avignon residents of the letter per the email string below. Since we have not been included in those discussions we suggest any resident comments and feedback be provided at the upcoming hearing on Aug 23 or in writing to the Town Planner. Details on the August 23 meeting will be sent to you separately. It should be pointed out that the opinions expressed in the letter may or may not be factual and that the developer has not had the opportunity to rebut the claims that are being made.**

**Regards,**

**Ralph Armijo**

## **Residents**

**From:** daniel dymerski <[danieldymerski@hotmail.com](mailto:danieldymerski@hotmail.com)>

**Date:** June 16, 2016 at 5:27:35 PM MDT

**To:** JD McCrumb <[jdmccrumb@columbinevalley.org](mailto:jdmccrumb@columbinevalley.org)>

**Subject:** Dymerski

It was a well attended meeting last night and nicely run by the chairperson. Many good points were brought up by both sides of the issue and I hope that you can pass along this brief addition to resident comments to the P and Z Committee.

As I was listening to comments, the common issues were traffic, security, and the quiet peaceful nature of our communities. Having lived in Old Town for thirty-one years, I fully appreciate these characteristics of our area. It has occurred to me that one of the main reasons that we enjoy this lifestyle is that our developments are in fact "cul-de-sac" street systems. Old Town, Burning Tree, Polo Meadows, the Villas, and now Willowcroft are all cul-de-sac systems. There is very limited traffic passing through, which also results in increased security. With our great weather, we always have people walking, children playing and riding bikes, and all of us enjoying the tranquility of our neighborhoods. No one comes to our neighborhoods unless they live here. Most of Columbine Valley is a quiet, secret enclave in metropolitan Denver.

To retain that quality of life for our new neighbors in Wild Plum and the adjacent neighborhoods, I suggest that Hunters Run Lane be the only access to the new development. Having limited access for golf carts, bikes, and walkers is certainly consistent with all of the neighborhoods, but pass through streets will destroy all of the qualities we treasure.

I feel that less density (70 homes), higher quality of construction than we saw last night, and one access point to the new neighborhood will fit well with our Columbine Valley lifestyle.

Thanks for your time and service.

Dan Dymerski

13 Fairway Lane

Recently we received an sincere apology letter apologizing for the propaganda letter sent out by Wild Plum LLC. Being kind hearted, we accepted the apology

"We look forward to working together with staff, elected officials and residents to develop a first class project that everyone will be proud of."

(signed) Garrett Baum

and I like the bar or standard that he promises, which he should since to most of us Columbine Valley is "first class"

Both my wife and I are frequent flyers with United so my schema of first class mostly relates to being bumped up to first class from economy plus - maybe a dozen times. I couldn't help relating this to the proposed development of Mr. Baum and the narrow front yards within the development. Nothing to make tract housing look like track housing then a row of narrow lots. This development is in economy plus where they give you 9 inches more front to back but you are still squeezed on the sides. Now the first thing I think of (well maybe free drinks) is when we are fortunate enough to be bumped to first class is the luxury of room - usually 4 people across rather than 6. So please allow Mr. Baum to hand us the hot towels so we can wash away the economy plus class development and be bumped up to first class one.

peace,  
Don Miller

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**From:** Plan-Zone Commission <[plan-zonecommission@columbinevalley.org](mailto:plan-zonecommission@columbinevalley.org)>

**Subject:** FW: Planning and Zoning hearing

**Date:** June 18, 2016 at 7:28:19 AM MDT

**To:** Sandy Graham <[sangraham@mac.com](mailto:sangraham@mac.com)>

**From:** Karyn Thompson-Panos [<mailto:ktpdenver@gmail.com>]

**Sent:** Friday, June 17, 2016 6:40 PM

**To:** Plan-Zone Commission

**Subject:** Fwd: Planning and Zoning hearing

Madame Chairman,

(That name has a nice ring to it, Sandy!) I wanted to write you with some observations and suggestions from Tuesday's night's Columbine Valley Public Hearing. I am writing this not as a Board member of any HOA, but as a private citizen of Columbine Valley who is interested in fairness and even handedness in dealing with the challenging issue of the development of Wild Plum Farm.

First, let me compliment you on the way you conducted the meeting. You were very professional, courteous, and businesslike. I very much appreciated your comportment during this hearing. However, there were a few matters that I wanted to raise with you, especially regarding the comportment of some Commission members, as you prepare for your next hearing.

1. It is my understanding that the Planning and Zoning Commission is a neutral, nonpartisan body that represents all Columbine Valley residents. I was surprised, therefore, to find two members of the Commission expressing what appeared to be strong personal opinion regarding quality of life at the Country Club and opposing Fairway Lane access to the development. When given the opportunity to clarify what the developer had presented, Mr. Miles and who I believe was Mr. Irwin seemed to opine inappropriately. If they wanted to make a personal case against access to the development, perhaps they should have arrived at 5:30 and signed up with the rest of the public to get their 3 minutes at the end of the meeting.

2. I am concerned about the format of the meeting, where there is no opportunity for untruths presented by a speaker to be corrected at the same meeting. For example, Mr. Tuck reported that the developer of Polo Meadows requested that the neighborhood be annexed (in fact, it was Columbine Valley who requested the annexation) and that he was surprised that Wild Plum Farm was expected to pay for the lion's share of Hunter Run Lane (which had been specified in a contract that his family had signed before the road was built, much to his family's benefit). Both of those statements were untrue, yet neither Mr. Sieber nor Mr. Schiller, who based on their tenure and role likely recognized that these statements were untrue, challenged or corrected Mr. Tuck. While these misrepresentations can be addressed at the next hearing in August, Mr. Tuck left a roomful of people with an incorrect impression.

3. It was surprising that the president of Columbine Country Club was allowed to address the Commission, especially in the first time slot allocated to HOA presidents. The Commission is appointed by the Board of Trustees of the town of Columbine Valley, not by the Country Club. The Country Club should have been given 3 minutes to speak at the end of the meeting, once they signed up for a slot at 5:30 p.m.

4. The Old Town's co-opting 39 minutes on the agenda when they were given only a 9-minute HOA time slot seemed unfair and preferential. I recognize that you seemed surprised by this tactic. The time slot expansion so early in the evening was imbalanced and gave Old Town an extended period of time to present their passionate opposition to sharing the traffic burden of the development via Fairway Lane and reinforce the Columbine Country Club president's sentiment.

For the August meeting, I would ask that more details be provided by Town Planner Phil Sieber regarding the exact plans for Hunter Run Lane, if indeed it is destroyed in order to accommodate 4 years of construction traffic (really? who would agree to that?). 20-year-old trees line the sidewalk, walls, fences and median. The width of this lane, even with the median destroyed, does not meet the Town Planner's requirement of a 60 foot road. This topic was glossed over, almost as a fait accompli. In addition, CDOT's opinion is crucial, for both a single entry on Hunter Run Lane onto a dangerously overcrowded Platte Canyon and for access via an additional entry on Fairway Lane. I'd ask that CDOT send a representative to the next meeting.

Again, Sandy, I want to compliment you on your handling of the hearing and know that you will proceed in fairness. I wanted to share the sentiment in the room and ensure that some of these matters are addressed at the next meeting.

Regards,

*Karyn Thompson-Panos*



**From:** daniel dymerski <[danieldymerski@hotmail.com](mailto:danieldymerski@hotmail.com)>  
**Date:** June 16, 2016 at 5:27:35 PM MDT  
**To:** JD McCrumb <[jdmccrumb@columbinevalley.org](mailto:jdmccrumb@columbinevalley.org)>  
**Subject: Dymerski**

It was a well attended meeting last night and nicely run by the chairperson. Many good points were brought up by both sides of the issue and I hope that you can pass along this brief addition to resident comments to the P and Z Committee.

As I was listening to comments, the common issues were traffic, security, and the quiet peaceful nature of our communities. Having lived in Old Town for thirty-one years, I fully appreciate these characteristics of our area. It has occurred to me that one of the main reasons that we enjoy this lifestyle is that our developments are in fact "cul-de-sac" street systems. Old Town, Burning Tree, Polo Meadows, the Villas, and now Willowcroft are all cul-de-sac systems. There is very limited traffic passing through, which also results in increased security. With our great weather, we always have people walking, children playing and riding bikes, and all of us enjoying the tranquility of our neighborhoods. No one comes to our neighborhoods unless they live here. Most of Columbine Valley is a quiet, secret enclave in metropolitan Denver.

To retain that quality of life for our new neighbors in Wild Plum and the adjacent neighborhoods, I suggest that Hunters Run Lane be the only access to the new development. Having limited access for golf carts, bikes, and walkers is certainly consistent with all of the neighborhoods, but pass through streets will destroy all of the qualities we treasure.

I feel that less density (70 homes), higher quality of construction than we saw last night, and one access point to the new neighborhood will fit well with our Columbine Valley lifestyle.

Thanks for your time and service.

Dan Dymerski  
13 Fairway Lane  
Sent from my iPad

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**From:** TIM & SANDI VANDEL <[tsvandel@msn.com](mailto:tsvandel@msn.com)>  
**Date:** June 13, 2016 at 5:29:47 PM MDT  
**To:** "[jdmccrumb@columbinevalley.org](mailto:jdmccrumb@columbinevalley.org)" <[jdmccrumb@columbinevalley.org](mailto:jdmccrumb@columbinevalley.org)>  
**Cc:** Tamiko Abo <[tamikoabo@comcast.net](mailto:tamikoabo@comcast.net)>  
**Subject:** **PROPOSED WILD PLUM DEVELOPMENT**

Good Afternoon JD,

First, I would like to thank you for your assistance with our remodel project at 14 Fairway Lane. We greatly appreciated your professionalism as well as the inspectors and staff. It was a pleasure working with you.

After much consideration, I would like to inform you of our decision to oppose the current developmental plan for the Tuck Property located directly south and east of Columbine Country Club.

We are opposing the plan for the following reasons:

1. Direct vehicle access to Fairway Lane. We believe that there should be no vehicle access directly on to Fairway lane. We are not opposed to emergency vehicle, golf cart, bike or pedestrian access. According to the Executive Summary, traffic on Fairway Lane would increase by 27% or 440 cars per day. We believe that this may be a low figure and could easily increase. Currently, Burning Tree and Polo Reserve/Polo Meadows have no direct vehicle access to CCC and we see no reason to change this for the Wild Plum Development.
2. Filing 2 would allow 2 story homes. There are very few mountain views in our neighborhood and we would like to protect these.
3. Visitor Parking—on Street. This assumes that on street parking would be allowed overnight. We would oppose this as well.

We also reviewed the Columbine Valley Master Plan. We would encourage all interested parties to review the entire document. Here are a few excerpts that we thought were appropriate.  
Pages 11 and 12:

- \* To preserve undeveloped open space, such as the South Platte River floodplain, in order to maintain a low-density community that provides contrast to the higher-density development nearby.
- \* To develop, through future development approvals and acquisitions if necessary, a cart path and pedestrian trail connecting the town's neighborhoods to enhance a sense of community and identification within the town.
- \* To require future development to provide open space and parks. The current plan does call for open space and we are pleased with that part of the proposal.
- \* To require new developments to have a system of streets that will internally connect that development with the existing community to protect the existing level of service on existing streets. We believe the key words here are "internally connect" and "protect the existing level of service."

Page 25:

- \*Maintain low levels of traffic on internal streets.
- \*Improve the existing routes of ingress and egress of the Town onto Platte Canyon Road and West Bowles Avenue. Once again, please note the word "existing".

Thank you for considering our views. We look forward to the meeting on Tuesday evening.

Tim and Sandi Vandel  
14 Fairway Lane  
Littleton, CO 80123

303-974-0904

Planning and Zoning Commission Members  
Town of Columbine Valley  
2 Middlefield

Columbine Valley, CO 80123

Members,

In "task charging" the Town Engineer, Mr. Sieber, it is recommended that Planning and Zoning Commission have studies conducted for :

Safety Impact Study of Existing Residents Before and after Wild Plum Farm Development Proposal prepared by a Professional Engineer-Traffic Safety.

Noise and Noise Mitigation Study of Existing Residents Before and after Wild Plum Farm Development Proposal prepared by a Professional Engineer-Noise and Noise Mitigation.

Thank You,

Jim Moore

cc: Tamiko Abo Setter

Ogg- August 9

Sorry Tamiko, I know they have changed the flow of traffic somewhat but "105 houses" is at least 35 too many. 11 customs houses going thru old town is plenty with 59 houses to Platte Canyon.

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I found it interesting that when I enquired about the brick wall with the developer he stated that when we signed the agreement to get the existing brick wall and metal fencing twenty years ago that that covered his obligation.

No matter what was signed twenty years ago they want to change Hunter Run - take out the median to bring it up to existing code -60 ft. wide. All I know is that when we agreed twenty years ago it was for how it looks NOW and it seems that if the developer wants to change this then it should be his obligation for a wall. The present median does help with sound mitigation with twenty years of plant growth.

Does the developer have any obligation for sound mitigation along Hunter Run?

Enquiring minds want to know,

peace,

Don Miller  
47 Spyglass Dr

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I just wanted to provide an update from this past Wednesdays petition committee meeting with legal counsel.

After talking with legal counsel and reviewing all of the various citizens' concerns, we recommend the Town vote "NO" on the proposed development. This is the wrong development proposal for the lifestyle and values of our town. We are not opposed to development of the Wild Plum property. Our collective goal is to ensure the Wild Plum Farm development is done commensurate with the best interest and values of our Town and Neighborhoods.

During Wednesday's meeting, legal counsel reiterated that this is the biggest decision our town will make and Wild Plum Farm is the last, significant pristine piece of property in our Town and ample time should be allowed to thoughtfully consider all aspects. Any development on Wild Plum Farm is an infill project, it should follow the guidelines of our Master Plan and the current development proposal is out of character with the existing neighborhoods.

We addressed the recent traffic study that was published last week by the Town of Columbine. From the traffic study, the estimated traffic that would be coming out of Wild Plum Farm onto Fairway Lane is 40% which equates to 440 trips more per day. This is a 34% increase to our current traffic which is an estimated 1302 trips per day from the 124 houses east of the bridge. So with that being said, just imagine as you come to the intersection of Fairway Lane and Club Lane, there will be 440 more cars on average per day that stop at that stop sign. The traffic study only addresses vehicle traffic and does not account for pedestrians, golf carts & bicyclists, hence another reason we as a community need more time to address the safety issues more traffic will create for our walk able community that does not have sidewalks.

Furthermore, we have concerns about our already over capacity LPS schools. I have attached an email from Adam & Kristin Dalmy to the LPS Superintendent Mr. Brian Ewert that outlines their concerns. Mr. Ewert responded back that LPS is going to take a neutral position which is shocking as we think of the new and proposed developments that are happening in our neighborhood right now. We tallied up all of the new and proposed

developments and if everything went as planned by the developers we would have 245 new homes feeding into Wilder, Goddard & Heritage. (Valley Villas – 50 units off of Platte Canyon & Bowles, Clayton Farms – 24 units off of Watson Lane & Bowles, Willowcroft – 42 units, Wilder Lane – 24 units and Wild Plum Farm – 105 units). We encourage any of you who have school aged children to write to our school board (see email addresses included in the attached email).

We have had some contact with Columbine Country Club, Michael Bratcher the General Manager plans on attending the June 14<sup>th</sup> meeting but does not plan on speaking. Michael and the Board of Directors are going to be meeting next week and most likely will decide what their official response will be at that meeting. If you are a member of Columbine Country Club, we encourage you to email Michael Bratcher ([mbratcher@columbinecountryclub.org](mailto:mbratcher@columbinecountryclub.org)) with your thoughts and concerns as he has said he will share those comments with the Board of Directors at next week's meeting.

We have received a couple more letters to the Town of Columbine from concerned home owners and with their permission we wanted to share those emails with you (see attached).

Legal counsel also recommended we continue to gather additional signatures for our petition. These signatures can be presented to the Town at the 6/14 meeting. If you or any one you know would like to sign, please have them reach out to me.

Lastly, legal counsel reminded us that when you look at an organizational chart of our Town, the home owners are at the top, we have more say to what happens to our town than we realize. So please remember to mark your calendars for the **June 14<sup>th</sup>** meeting, it is crucial we are all there:

### **Planning and Zoning Commission meeting**

**When:** Tues, 6/14 beginning at 6:30 pm

**Where:** Arapahoe County Administration Bldg., 5334 S Prince Street (on Prince Street, just east of Santa Fe. Where we get driver's license and car plates/tags)

Upon entering, individuals or signage will guide us to where we are meeting

Thank you for supporting our beautiful community!

Tamiko Abo Setter

19 Wedge Way

303.347.1573

JD, Phil:

As you know certain residents of the Town recently submitted a Petition relating to the proposed development of Wild Plum Farm. Part of that Petition requested that access to the development, both during and after the construction phase, be limited to Hunter Run only.

Attached is a letter objecting to any attempt to limit access to the development to Hunter Run, which has been electronically signed by 153 residents of Columbine Valley. These signatures were obtained in 4 days, and if given more time I am sure we could obtain more. However, you indicated that you wanted to have the letter by this afternoon.

Ted Snailum is copied on this email, and we are happy to answer any questions you may have.

Bill Brittan

President, Polo Meadows HOA

**WILLIAM C. BRITTAN**

270 St. Paul St., Suite 200 Denver, CO 80206

Direct: [303-394-7207](tel:303-394-7207) Fax: [303-322-5800](tel:303-322-5800)

[bbrittan@ckbrlaw.com](mailto:bbrittan@ckbrlaw.com) [www.ckbrlaw.com](http://www.ckbrlaw.com)

## Letter

June 6, 2016

Town of Columbine

Planning & Zoning Commission

Board of Trustees

RE: Access To and From Proposed Wild Plum Development

Dear Town Officials:

This letter is submitted specifically in response to the Petition offered by certain residents in the town regarding access to and from any proposed development of the Wild Plum Farm property. The Petition requests that ingress/egress access to the development be limited to Hunter Run Lane only, with emergency, pedestrian and golf cart access only from Fairway Lane.

The undersigned residents of Columbine Valley are strongly opposed to restricting vehicle access to only Hunter Run. Restricting access to Hunter Run would force more traffic onto an already congested Platte Canyon Road and limit access to West Bowles Avenue. Furthermore, as noted by the recently completed Phase II traffic study, the intersection of Hunter Run and Platte Canyon has limited visibility, and the increased traffic at the intersection will only exacerbate safety concerns.

Polo Meadows residents can only enter or leave their neighborhood via Hunter Run onto Platte Canyon. Residents of Old Town, on the other hand, have multiple access

points throughout the town to Platte Canyon or Bowles Avenue.

In considering the proposed development we strongly encourage the town to keep the entrances as presented by the developer (Hunter Run and Fairway).

1. Steven Baca

21 Spyglass Drive

2. Shirley Baca

21 Spyglass Drive

3. Robert Lanterman

19 Doral Lane

4. Amy Lanterman

19 Doral Lane

---

Lee, JD and Phil,

In the Arapahoe County Planners report on the Littleton Valley Vistas proposal by KB Homes, which of course is opposed by the Town, the planner recommends that the application be denied per the language below:

"Staff: Staff recommends the application be denied because it does not generally conform to and does not otherwise achieve the goals of the Comprehensive Plan. The Comprehensive Plan identifies the parcel as Urban Residential, which allows a density range of 6 to 12 du/ac for single family attached and small multi-family. The proposed density of 8.85 du/ac falls within the recommended density range, but other guiding principles need to be taken into consideration such as compatibility with surrounding development..."

My question is, does the Columbine Valley Planning Staff have the prerogative to make a recommendation to deny a proposal that may technically meet requirements "but other guiding principles need to be taken into consideration such as compatibility with surrounding development..."?

Thanks,  
Dick Nieder  
17 Wedge Way

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To: The Columbine Valley Planning and Zoning Commission

July 25, 2016

From: Homeowners bordering Hunter Run Lane

RE: Concerns relating to the Wild Plum Farm development (WPF)

We appreciate the opportunity to present our concerns to the Planning and Zoning Commission as you undertake the due diligence process associated with making recommendations to the Columbine Valley Board of Trustees.

As residents of the Town of Columbine Valley (Town), and of the Burning Tree and Polo Meadows neighborhoods, and one home in unincorporated Arapahoe County, we have two main concerns. First is the safety and mobility of all residents as it relates to the increased traffic associated with the 105-unit WPF. Second is the noise and air pollution that will specifically affect our homes and quality of life along Hunter Run Lane as one of the ingress and egress points to the development.

In the preliminary plan presented to the Planning and Zoning Commission, there are two distinct access points to the development: Fairway Lane and Hunter Run Lane. We understand the residents of Old Town have petitioned to allow only the 11 houses that abut Fairway Lane to have access to Fairway Lane, while the remaining 94 houses only have ingress and egress via Hunter Run Lane. This request will negatively impact the safety and mobility of not only the 94 houses in the proposed development, but other residents of the Town and those using Platte Canyon Road as well.

Traffic using Hunter Run Lane to access Platte Canyon will be doing so right next to the Coal Mine/Platte Canyon intersection. Per the Phase II traffic study, the level of service (LOS) of this intersection is already rated an "F" at the a.m. peak hour and a "D" at the p.m. peak hour. Also per the Phase II traffic study, Hunter Run Lane will be a "C" at the a.m. peak hour and a "D" at the p.m. peak hour. It would be short-sighted and unsustainable to tax an already over-burdened intersection with nearly 90% of the proposed new development's residential traffic.

Furthermore, per the Phase II traffic study, having an access point onto Fairway Lane does not impact the LOS rating for the Fairway Lane intersection. There is no objective, compelling reason to eliminate Fairway Lane as a distinct access point for the neighborhood. Additionally, to only have one access point into the neighborhood for almost 90% of the homes creates safety risks for the new residents. Thus, using Fairway Lane for the residents of the entire new development should be allowed from the time the first new home is sold.

Our second concern is the noise and air pollution that will specifically impact our properties that border Hunter Run Lane. We understand it has been proposed Hunter Run Lane be the sole route for construction traffic. This would require Hunter Run Lane to be completely reconfigured and likely widened to take out not only the median with mature landscaping, but also the mature trees that line our properties. With this widening, with construction traffic, and with increased vehicular traffic going forward, the level of noise, vehicular exhaust, and the loss of mature shade trees are all harmful to our properties. It would seem more reasonable to allow construction traffic through both Fairway Lane and Hunter Run Lane. Fairway Lane, in its present configuration, is able to sustain the construction traffic for the current rebuilding of the Columbine Country Club and the new and remodeled homes within Old Town. Thus, it would not be necessary to alter or change the configuration of Fairway Lane for WPF construction traffic.

If Hunter Run Lane is used as an access, we respectfully request the developer add a nine-foot brick wall along both sides of Hunter Run Lane to insulate our properties from the increased noise and air pollution. We further request Hunter Run Lane be returned to its present configuration post- construction with monies set aside by the developer. Finally, once construction is completed, speed mitigants should be added to Hunter Run Lane (either speed bumps or dips) and stop signs at Thoroughbred Run to promote safety and enforce the existing 25 mph speed limit.

Respectfully submitted,

Mike & Rebecca Audiss

David & Kathy Bair

Marty & Ellen Balkema

Greg & Darla Caudle

Ken Cook & Linda McMahan

Laura Downie

Bob & Barb Delong

Pat & Veronica Fitzgerald

Dave & Alexis Gambetta

Norm & Barb Herman

Jim & Leigh Miller

Stan & Katie Mohler

Jim & Anne O'Leary

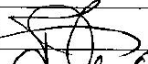
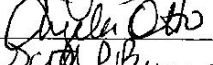
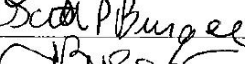


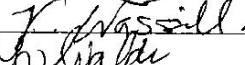
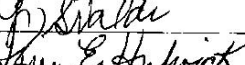
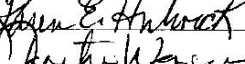
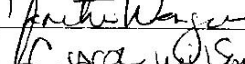
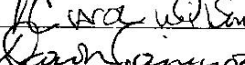
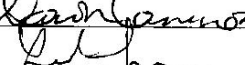
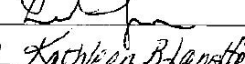
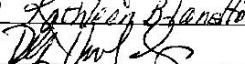
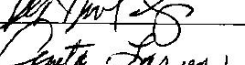
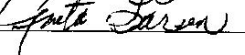
Brian Pendelton & Susan Stein

Mark & Patty Scriffiny

Mark & Linda Shimoda

## Additional Old Tow Signatures Received After June 8

The signatures below represent homeowners of Columbine Old Town and the Town of Columbine Valley who respectfully request the Mayor of the Town of Columbine Valley, Richard Champion, the Board of Trustees, and the Planning and Zoning Commission to consider and support the modifications to the applicant's Letter of Intent, as shown above.

NAME	SIGNATURE	HOME ADDRESS	EMAIL ADDRESS
1 Paul Otto		64 Fairway Lane	paulotto2217@gmail.com
2 Angela Otto		"	aotto@bhfs.com
3 Scott Burger		90 Fairway Lane	burger_prop@gmail.com
4 Julia Burger		90 Fairway Lane	jhb39@gmail.com
5 Kevin Rindoff		91 Fairway Lane	Kevin_rindoff@comcast.net
6 VALERIE WASSILL		94 FAIRWAY LANE	valerie_wassill@comcast.net
7 Lori Svaldi		83 Fairway Lane	lsvaldi@gmail.com
8 Karen E. Hulwick		45 Fairway Lane	carriehulwick@gmail.com
9 Janette Wenger		5 Niblick Lane	wengerjb2@gmail.com
10 Carol Wilson		6 Niblick Ln.	Carol.wilson@hotmail.com
11 Dawn Cannon		15 Niblick Lane	cannon_dawn@hotmail.com
12 LONDON JONES		17 NIBLICK LANE	londonjones@earthlink.com
13 Katherine Blandford		19 Niblick Lane	Katherineblandford@comcast.com
14 Dave Hudikamp		23 Niblick Lane	dave.hudikamp@earthlink.com
15 Anita Larson		24 Niblick Lane	

NAME	SIGNATURE	HOME ADDRESS	EMAIL ADDRESS
1 Janet Taylor	<i>jtaylor</i>	85 Spyglass Pt.	jtaylor@yahoo.com
2 Chris Church	<i>CC</i>	4496 W Lake Circle S	ccchurch4@gmail.com
3 Ryan Moore	<i>[Signature]</i>	6729 S Zenobia Ct	moore@qkbaum.com moore@qkbaum.com
4 <sup>Normandy Estates</sup> Angela Taylor	<i>[Signature]</i>	4920 W Rowland Ave	thetobacco@gmail.com
5 <del>Kissy Savage</del>	<del><i>[Signature]</i></del>	4716 S. Zenobia Ct.	kissy.savage@gmail.com
6 <del>Natalie Sangvisavaree</del>	<del><i>[Signature]</i></del>	6349 W Christine Ave.	wanna@hotmail.com
7 <del>Dennis Miller</del>	<del><i>[Signature]</i></del>	5970 S Cimarron Way	dennist
8 Janeo Connor	<i>Janeo Connor</i>	18 Niblid Lane	Janeoconnor@comcast.net
9 Virginia Allison	<i>V Allison</i>	<del>2000</del> 2610 Rockbridge Way	
10 Heather Miller	<i>[Signature]</i>	5970 S Cimarron Way	hdoniller@gmail.com
11			
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The signatures below represent homeowners of Columbine Old Town and the Town of Columbine Valley who respectfully request the Mayor of the Town of Columbine Valley, Richard Champion, the Board of Trustees, and the Planning and Zoning Commission to consider and support the modifications to the applicant's Letter of Intent, as shown above.

NAME	SIGNATURE	HOME ADDRESS	EMAIL ADDRESS
1 RICH FROMMER	<i>[Signature]</i>	61 FAIRWAY LA.	R.FROMMER@COMCAST.NET
2 MARY E HENFROMMER	<i>[Signature]</i>	61 FAIRWAY LA	mehfrom@comcast.net
3			
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## APPENIX B WILD PLUM FARM

### RESPONSES AND COMMENTS RECEIVED AFTER 12:00 PM 8/18 THROUGH 10/25

**From:** Tamiko Abo [<mailto:tamikoabo@comcast.net>]  
**Sent:** Wednesday, August 17, 2016 5:02 PM  
**To:** [jdmccrumb@columbinevalley.org](mailto:jdmccrumb@columbinevalley.org); [townplanner@columbinevalley.org](mailto:townplanner@columbinevalley.org)  
**Subject:** For the P&Z Commission Packet

Hello JD & Phil,

I just wanted to take the opportunity to voice my opinion about the recent staff report and request that my comments be added to the packet the Planning & Zoning Commission receives for the August 23<sup>rd</sup> meeting. I would like to first start off by saying that I am not at all opposed to development, however, this particular development proposal is simply not right for our Town and unfortunately the Staff Reports recommendations will drastically change the unique character of our Town that we all love so much.

I am specifically referring to the huge increase of traffic because Fairway Lane is being recommended as one of the access points for Wild Plum Farm development. I was saddened to hear about the recent hit and run on Club Lane a couple weeks ago, that is so concerning and to think Old Town's traffic would increase by 35% just calls for serious safety issues for our entire neighborhood let alone the members of the Country Club.

The recommendation to create sidewalks on the streets that have the highest level of traffic (Club, Fairway and Middlefield) was the biggest disappointment. My husband & I moved to Old Town Columbine 9 years ago after we searched for over two years and one of the reasons we chose Columbine was because of its charm with no sidewalks. And I can't imagine being one of those 80 homes on Fairway Lane, Club Lane or Middlefield that will have to accommodate a sidewalk and maintain it. Does that mean that part of their property is taken away to accommodate a sidewalk? I

understand that the City of Littleton did this to an area that didn't have sidewalks, an area similar to the Town of Columbine. The city took 8 feet of yard space from the residence to create a sidewalk system. That makes me so sad for my neighbors, I wouldn't want that in my front yard and I don't want that for them.

There is something special and unique about this community and the people who thoughtfully founded this Town around the Private Championship Golf Course. After over 60 years it simply is not fair to change the character of our neighborhood to accommodate one new development and I know this can be a more thoughtful process. This is our lives and the upbringing of our children that is being decided on.

Bill Newton was one of my neighbors, he was the 36th member of Columbine Country Club and he wrote in the History of The Town of Columbine Valley, "The outward appearance of the Town is one of quiet, peaceful existence. It is said that the person who works in downtown Denver, no matter what the daily frustrations may be, experiences a feeling of relief and restfulness as he enters the gates of Columbine at the end of the day. This is the way the community was planned, the way it has developed, and the way it should be."

The Club and this neighborhood is the center of our lives and we love it here for all of its uniqueness.

Thank you,

Tamiko Abo

19 Wedge Way

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To whom it may concern:

After reviewing the latest proposal from the Town Planner, I can only comment that it is my belief that the plan ignores the intent of the

founding fathers of our Town. Nowhere in Columbine Valley is there a through street, only dead ends. This obviously was not an accident, but rather a plan for a sheltered community where the residents would be secure in the knowledge that they would not be subjected to unwanted through traffic and would be free to use our streets for pedestrian and golf cart traffic. The same line of thought obviously should be assumed when discussing that we do not have sidewalks. The suggestion in the proposal that a sidewalk system be created to alleviate traffic problems is not in line with the needs and desires of our community. No mention is made in the plan submitted as to the cost of said sidewalks. Are we to assume that the Town and its residents through taxation would foot the bill for sidewalks? Is the developer stepping up to pay this cost?

In discussing the proposed lot sizes, suggesting that residents would save water usage and costs as a justification for smaller lots not in conformity with our Town history, is a suggestion that does not belong in a proposal. It is based on speculation as to what the new homeowner would do or not do as far as landscaping on a larger lot vs. a smaller lot.

I further question the recommendation reached in the plan, as it is not in conformity with our lot sizes and allows for through traffic which is not in the best interests of our Town or its residents.. Rather than accept one of the revised proposals from the developer, one of which is closer to conforming to lot size and setbacks and addresses the problem of no through streets, the revised plan from our Town Planner ignores both.



It is my strongest suggestion that Planning and Zoning reject all proposals, or in the alternative, demand a proposal from the developer that is in conformity with the needs and desires of the community. There is no compelling reason to approve any development, especially if we are asked to compromise on the quality of our community. Lastly, this is the wrong developer, the wrong builder and the wrong plan.

Phil Lyle

A concerned thirty year resident

**From:** curt birky <[cjb80@earthlink.net](mailto:cjb80@earthlink.net)>

**Date:** August 21, 2016 at 3:36:30 PM MDT

**To:** <[tamikoabo@comcast.net](mailto:tamikoabo@comcast.net)>, <[jdmccrumb@columbinevalley.org](mailto:jdmccrumb@columbinevalley.org)>

**Subject:** Wild Plum Farm

**Reply-To:** curt birky <[cjb80@earthlink.net](mailto:cjb80@earthlink.net)>

Like many of you I am upset with the idea of 105 semi-custom homes adjacent to our community. It is my belief that 30 to 40 two acre home sites would enhance our community and be a viable project. A group of Columbine neighbors have expressed an strong interest in purchasing and building on the Wild Plum Farm property. Since I am not a developer I have enlisted the expertise of developers and urban planners to ensure the completion of all necessary infrastructure requirements. Maintaining the unique character which now exists in Columbine Valley is the main goal of this proposal. We have elected not to have paved cart paths on our golf course why should we then allow urban sidewalks in our neighborhood?

Since each individual homesite will be the responsibility of the owner to build a custom home, this alone will ensure that the character of Columbine Valley is preserved.

This is the last large property in Columbine Valley to be developed, with access to Columbine Country Club and adjacent to Polo Reserve this property should require a true custom home development.

Curt Birky

(Attached were the additional signatures from the Old Town petition)

## **EXHIBIT B-1**

### **COMMENTS RECEIVED AFTER AUGUST 23, 2016**

TO: Town of Columbine Valley Planning and Zoning Commission

My husband and I have been residents in Columbine Valley Old Town for 30+ years. My husband has lived in various homes throughout the neighborhood, and in the 80's we owned the home at 7 Club Lane, sold it and moved from the neighborhood for a few years. In 2004 we bought the home at 28 Wedge Way and were one of the first to take down and rebuild in the neighborhood. We completed construction and have been living in this home since 2006.

We were around at the time when there was a guard gate on the entrance of Fairway/Platte Canyon and gate at Middlefield. These were removed and, honestly, had they never been taken down would be a solution for our neighborhood's dilemma at this time. I believe the deal was the town was supposed to take care of our streets. What a joke. This has obviously been a big failure and a bad decision as we currently have the worst streets in the entire Columbine Valley.

We have seen many changes to Columbine in the past 10 years. Most significant is the age of the families. The original (older) residents have been moving away or passing away and younger families with babies and small children moving in. We are now surrounded by beautiful families with children who play in their yards, ride bikes, play in the streets as we used to do when we were kids. A wonderful all-American neighborhood with good kids and parents. And yes, we have come to accept the fact that we must take extreme caution when driving down our street or pulling out of our driveway. Kids are everywhere..... and they can be very fast. Even though parents are supervising, a mishap can happen quicker than you can react. It could be disastrous!! That said, our major concern is the traffic safety issues that will need to be addressed if the Wild Plumb development is allowed to happen the way it is proposed - with access for traffic cutting through our neighborhood.

We have been present at the past two hearings on the subject. I have to say that we're very concerned at the presentations made by both the traffic study people AND the Town's own Town Planner, Phil Sieber. As an observer, both have glossed over the problems that will happen if this development is approved as recommended. WHEN, not IF, a serious accident happens between traffic and children, we will all regret that we didn't follow our instincts and prevent such a situation from happening when we had the chance.

As observers at the meetings, we did not know who (Phil Sieber, Town Planner) is. He was making the presentation for and recommendation for the Town to accept the Developer's proposal, hook, line and sinker! It was our impression was that Mr. Sieber worked for or was a representative for the Developer. We then realized he actually works for the Town. This causes great concern .... and we have to ask, "What is in this for him?" We're sad to say that it truly appears he is representing the Developer, not our Town. He certainly does not have the Town's best interest in mind. This is a truly honest observation on our part.

It is very puzzling to us that (Phil Sieber) recommended for the development to be approved as originally proposed instead of either of the other alternatives presented I.e. Revision 4 and/or Revision 5. This would at least be a partial solution by splitting the number of homes and disallowing cut-through traffic.

The traffic study presented by Matt Brown does not adequately report what goes on in our neighborhood. It appears vague, inaccurate, biased and slanted for the developer. For instance, one day, sitting at 3 locations in the neighborhood does not adequately represent what realistically happens on a daily basis.

When Matt Brown talked about "averages", they do not accurately depict true wait times. For instance, the wait times at traffic lights, etc. It was reported that there is an average of 16 seconds waiting time to enter the intersection at Hunter Run Lane and Platte Canyon is very misleading. Example: One car could sit for 60 seconds or more and another for 1 second would make the average only 30 seconds. This data should be reported more accurately in a different way. As stated, it's very slanted to minimize the true problem. What was the longest amount of wait time, what direction were they turning? What was the shortest amount of wait time and what direction were they turning. How many cars were observed and for how long of a period of time were they observed?

We both drive in and out of the neighborhood (via Middlefield) several times a day and have observed many more potential conflicts than what was presented. Just because incidents are not "reported to the police" doesn't mean they don't happen. Our neighborhood and streets were NEVER designed to handle the kind of potential traffic situation that will result if Wild Plum Development is allowed to proceed as proposed by the developer and recommended by Mr. Sieber.

It doesn't take a genius or a traffic study to observe problems. For instance, when driving in and out of the neighborhood, during rush hour, traffic heading west on Bowles is backed up all the way to Santa Fe. We have repeatedly observed impatient drivers of cars cutting over, and/or making U-Turns on Bowles to turn on to Brookhaven Lane, to Middlefield, through Old Town to Platte. Perhaps a traffic study should be done at this intersection recording the traffic doing this, in and out who do not reside in this neighborhood. I bet your findings would be very telling.

Compounding the problem, technology today - such as google maps, Waze, etc. are used by many to direct drivers around traffic congestion. If there is a cut-through route, I guarantee it will be used by these frustrated drivers and will cause many more problems than just the additional traffic created by the addition of 105 homes in the new neighborhood being proposed.

The inept "solutions" proposed by the Town Planner would not even be necessary if the Wild Plum development proposal were to be designed to comply with the town's original plan. If, in fact any of these solutions come to pass, they should be fully funded by the developer.

In our opinion, the Planning and Zoning Commission should consider:

to not authorize the Wild Plum development as originally planned but further investigate Revision 4 or 5. Note: Additional concern about these plans are that a cut-through street could easily be constructed after the dust settles.

- install gates on Middlefield and Fairway Lane allowing access for residents, their guests and club members, deliveries, etc. (at the developer's expense) ... many communities have this kind of restricted access, and it works.
- install speed bumps throughout the neighborhood to discourage speeding (at the developer's expense)
- reduce the speed limit from 25 mph to 20 mph
- install sidewalks (at the developer's expense)

Respectfully submitted.

Wendy & Daryl Brady

28 Wedge Way

Dear Planning & Zoning Committee,

We, unfortunately, were unable to attend the 8/23/2016 town hall meeting in which I was hoping to speak as I have never seen a development that is so strongly opposed given this level of consideration.

Our family wants to adamantly voice our concern/opposition to any development with cut-through traffic through Old Town. The development is wrong for Columbine Valley and flat out unjust to its existing residents. The only person benefiting is the owner of the land and the homebuilder. Everyone else pays a steep price for their gain. And there are valid reasons why the land hasn't been built on until this point and nothing has changed that has created valid reasons for why it should be built on today (other than greed by the landowner and homebuilder). Here are just a couple of reasons why:

- The need for speed bumps, sidewalks (which I will get into more detail on later), and widening the bridge all confirm that this development will **significantly increase traffic and significantly reduce safety** at the expense of everyone that lives in Old Town. In other words, by choosing to move forward with the development of Wild Plum with access through Old Town, the P&Z committee would be choosing Wild Plum over existing members of the community.
- Everybody hates speed bumps. I have never met a person that likes to drive over speed bumps. And the existence of speed bumps will lower the desirability of the Old Town and frustrate Old Town homeowners that have to go over those speed bumps on a daily basis. Again, Wild Plum benefits at the cost of Old Town.
- We recently bought a house in Old Town as it is a walkable neighborhood for our kids. Everything about a sidewalk goes against the character of Old Town. And sidewalks are for walking, not riding bikes and definitely not for golf carts. Kids and golf cart riders will still be at risk from higher traffic levels. Again, Wild Plum benefits as the cost of Old Town.
- Traffic on Platte Canyon and Bowles is already becoming a problem. This development, no matter its form, will only amplify these issues. For development to move forward, an access point into the development site off of Santa Fe needs to be built.
- The concept of having to drive my kids over to the trail over a Wild Plum instead of them being able to use the neighborhood streets is not a fair trade off. My kids suffer because it is "more convenient" for Wild Plum residents to drive through our neighborhood. No one has proven that an access point on Fairway is required. It is solely preferred as the development will be more profitable. And if the development doesn't work without this cut-through, then it just proves that

this land is not suitable to be developed until direct access to Santa Fe can be provided.

The town planner and the P&Z committee has a choice to make. The Wild Plum development can be rammed down the throats of everyone that live in the surrounding neighborhoods or it can be rejected in its entirety until an access road is built over the South Platte River to Santa Fe.

For the safety and well-being of our family, we **beg** the committee to make the right choice for ALL of our community and not just a select few.

Thank you for taking the time to read this.

Sincerely,  
The Maurer Family

(Matt, Andrea, 3 year-old Tanner, and Baby Teddy)

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Good morning,

As a citizen of Columbine Valley, I am strongly opposed to the rezoning plan for Wild Plum Farms. This plan is in stark contrast to the look and feel of Columbine Valley and would diminish not only our home value but would add undue stress to our community. I implore you to not move forward with the existing plan.

Regards,

John Harris

74 Fairway Lane

I am writing to express my concern about the planned development in our neighborhood. I feel strongly that this is not the right development for Columbine Valley. I look forward to hearing new plans that are better suited to our community and that do not have such huge impacts on us.

Susan Bullwinkle (74 Fairway Lane)

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To: JD McCrumb

Subject: Wild Plum Farm Development

Town of Columbine Valley Planning and Zoning,

The proposed development of Wild Plum Farm is not the correct choice for our community.

Why do we have to change, modify, compromise or alter our present community to fit the proposed development of Wild Plum Farm? The proposed development poses life style and safety issues for the children and elderly residents of Columbine Valley. The present community appearance, architecture and traffic flow has worked for 60 years. The idea of widening the bridge, adding sidewalks and speed bumps to accommodate the adjacent community development presents infrastructure problems and unforeseen expenses for Columbine Valley. There is a perfectly legitimate and accessible way to move residents of Wild Plum Farm in and out via Hunter Run Lane without impacting the streets of Columbine Valley.

We have been members of Columbine Country Club for 28 years and residents of Columbine Valley for 14 years. Throughout those years Columbine Country Club continually compares itself to other country clubs in the area. We are concerned with the direction the neighborhood around the club may take with allowing track homes to be developed on Wild Plum Farm. There are no track home developments around Cherry Hills Country Club, Glenmore Country Club, Denver Country Club, Rolling Hills Country Club, Pinehurst Country Club or Castle Pines Country Club. One track home development in our community is enough. Residents of Columbine Valley will be harmed by allowing a second track home development to decrease property values for existing residents of Columbine Valley.

If someone wants to develop Wild Plum Farm have the common sense, fiduciary responsibility and mental fortitude to look at a development plan that protects our property values, does not disrupt and destroy our infrastructure and does not jeopardize the life style and safety of our children and elderly residents.

The proposed development of Wild Plum Farm is not the correct choice for our community.

Steve and Cathy Barker  
55 Fairway Lane  
Columbine Valley, Co. 80123

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No because of access, traffic, safety, and more congestion.

The proposed development is not the right development, the right developer, nor the right builder.

A national tract production builder is not the right builder. "Custom builder" is not defined by the buyer's ability to choose from a few flooring, appliance, or counter top choices. This builder's business model is far from custom- it is the usual 3-4 floor plans cloaked in 4-5 different elevations.

Nothing at all "compatible" or "custom" in that cookie cutter business model.

Now that they are up, is there anything about Wilder Lane or Willowcroft Manor that is "compatible" with Columbine Valley?

Yet, both developments were approved by P & Z, and by the trustees at that time.

Safety, traffic, and access also bother me.

We moved to CV and Old Town nine years ago. Quiet area, light traffic, beautiful green views, magnificent trees, safe streets to walk, bike, or use the golf cart.

Our five grandkids love to ride their bikes here, and to ride in the golf cart to the pool to swim. These are typical lifestyle activities here.

We understand that it will be a 4-5 year buildout for the proposed 105 homes in WP.

Because of the 105 homes - way too many- that means 4-5 years of construction traffic even before the new residents add their daily activities.

I have had a pothole in front of my house for months. This was caused by the dump trucks hauling the excavated dirt to the 13th from the dig for the club basement. Three trucks making about 1400 trips over two weeks. Eight minute round trip.

Consider this type of activity for 4-5 years along Fairway Drive.

I hope the town traffic study included all types of activities at all times- school in session, club and pool activity, am/pm, rush hour, walkers, baby strollers, residence service vehicles, golf course service vehicles, club deliveries, joggers, and golf carts. If the study does not, it does not properly reflect Columbine Valley.

Sent from my iPad

Bob Coleman  
30 Fairway Lane

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Please protect the neighborhood that we all cherish, and know that the current proposal for the Plum property is not the right development for Columbine Valley.

Sincerely

Anik and Brandon Egloff

Columbine Valley residents since 2013

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JD,



We are against the proposed development project. We just wanted our voices to be heard.

Kent & Mary Ann Habermeyer

223 Club Lane

[kenthabermeyer@aol.com](mailto:kenthabermeyer@aol.com)

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This is not the right development for Columbine Valley for many reasons. Please care about our town and deny this developer's request!

This development as submitted is completely wrong for Columbine Valley. To ask us to totally change the character of our town to accommodate a dense development is backwards. The developer should have to conform to the town that has existed here for so many years.

Kim West

5 Brassie Way

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From: daniel dymerski [<mailto:danieldymerski@hotmail.com>]

Sent: Wednesday, August 31, 2016 3:16 PM

To: JD McCrumb

Subject: Dymerski on Wild Plum

Thanks for your time and service to Columbine Valley. Sharon and I want to emphasize some excellent points that were brought up during the public comments at the P and Z meetings.

We don't feel that the home products being considered for Wild Plum are appropriate for it's location or our town. The new development will border Old Town, Burning Tree, and Polo Meadows and all of these communities are exclusively custom homes. To place semi custom/ track type homes would be wrong for the town and the neighbors.

Another important issue was raised by an articulate speaker that the town and it's residents should not have compromise their neighborhood and it's wonderful environment to make this project WORK for the developer. By this we mean adding sidewalks, traffic control devices, widening streets, and redoing bridges. A developer should be coming to the town with plans for custom homes that compliment Columbine Valley, not detract from it. Whether it's thirty or forty homes, a developer should be able to make an handsome profit building custom homes that will match the existing quality of Columbine Valley and give some families a chance to enjoy the secluded hide-a-way the we love about our town.

Equally important, any development should only have one access for in and out traffic. One of the primary reasons that Old Town, Burning Tree, Polo Meadows, the Villas, and Willowcroft enjoy this rare quiet, secluded environment is that their access points are dead end streets and or cul-de-sacs. We need to protect any new community in our town from it's developer and require a one access street system.

Thank you for your time and please vote NO on this current plan being considered for this pristine piece of land in our town.

Daniel and Sharon Dymerski  
13 Fairway Lane

Sent from my iPad

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Mr. McCrumb:

I live at 12 Fairway Lane in Columbine Valley.

I attended most of the two recent P&Z hearings on the Wild Plum Farm development proposal, but I had to leave the second hearing before I got a chance to speak. Therefore, I am submitting my remarks in written form and I hope they will be given to the P&Z members, as well as the Applicant.

1. I've been a member of Columbine CC since 1989 and a Town resident since 1992.
2. I have served on the Club board, Old Town's HOA Board, and I served on P&Z in the mid-90's, when Mike Montgomery was the Chair.

3. The major issue P&Z dealt with during my tenure was writing regulations for the Polo Meadows subdivision and the horse stables, etc., because they were being annexed into the Town as a result of negotiations between the Polo developer, FTSC, Lou Tuck and the Town. The annexation negotiations occurred before I became a member of P&Z, but I became aware of some of the history at that time.

4. I learned that Erl-Mar Lane, the narrow road that provided access to the Tuck property, was required by the Town to be expanded and improved during the development of Polo Meadows, in order to create and maintain a *primary* route in and out of Wild Plum Farm (WPF) for future development. The Town's administration did not want WPF traffic coming down Fairway Lane. The expanded Erl-Mar Lane became Hunter Run Lane.

5. Boyd Tomasetti was mayor of CV from 1987 to 1993 and remains a member of Columbine CC. In recent days I have spoken several times with Boyd and he confirms that during his tenure the Town negotiated with Lou Tuck and FTSC (Polo developer) to expand Earl-Mar Lane to make that route the *primary* access for the eventual development of WPF. It was as part of that negotiation that the north end of the Polo development was annexed into the Town.

6. Boyd recalls that Lou Tuck agreed that access onto Fairway Lane from WPF would be quite limited, e.g., to the homes that might be built adjoining Fairway Lane, that is, maybe a dozen homes. Mr. Tuck was amenable to the Town's goal of making Hunter Run *the* primary access for WPF. However, at some point Lou Tuck turned the negotiations over to his son Robert, and Robert declined to sign a final agreement with the Town.

The fact that Robert Tuck did not sign a final agreement with the Town does not diminish the fact that the Town wanted Hunter Run Lane to be the primary access for WPF when developed, and made that happen.

I believe the Town's approach from 25 years makes even more sense today. Each of the major subdivisions in the Town bears the primary burden of traffic developed by that subdivision. That is true of Old Town, Burning Tree, the Village, Willowcroft and Brookhaven. To be fair and consistent, the same should apply to WPF.

Conversely, it would be very unfair to impose any substantial portion of the increased traffic burden from WPF on those of us on Fairway Lane. That is especially true for those of us who reside on Fairway between Platte Canyon and Club Lane. We are already putting up with construction traffic for the new clubhouse, and if the Club's projections of new members prove to be true, daily traffic will also increase. I can also vouch that traffic past my house has increased noticeably over the years because of the development of Christensen Lane and Fox Hollow. I pray we don't also have a big increase from WPF.

The Applicant's desire to develop 105 lots because there are 105 acres in the property seems to me a hyper-technical interpretation of the Town's guidelines. The quality of the Tuck property, the aspirations of the Town, and for that matter of the Club, all work *against* the Developer's proposed density.

I was very surprised and disappointed at the two hearings to hear the content and tone of the presentations by CV's Town Planner and Town Engineer. One would expect them to express their judgment that the proposal does or does not meet various Town criteria - instead, what I heard from both seemed to go beyond that, to the point of advocacy on the Developer's behalf. From the conversations I had with other residents, that impression was shared by many.

Only the lots in WPF fronting on Fairway Lane should have access to Fairway Lane. That plan would be consistent with all of the other major subdivisions in the Town, and the Town's long term vision for WPF. Anything more would materially and negatively affect the quality of life enjoyed by a large number of the Town's current residents. Therefore, I urge you to reject the Applicant's current proposal.

Thank you very much for your time and attention.

Phil Cardi

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Dear Sir's

I have been a member of Columbine Country Club since 1981, and a resident of Columbine Valley since 1989. My wife and I moved here because of the quiet atmosphere provided by a high quality golfing community, and the many friends we have enjoyed over the years.

I have attended most, if not all of the meetings with regard to the development of the Wild Plumb Farm, or Tuck property, and the various proposals from 1 thru 5 regarding density, lot sizes, house sizes, house designs, etc., and traffic patterns, all of which to one extent or another go right through Columbine Country Club on Fairway Lane. This results in adding vehicular traffic to an existing blend of exercising members of our community, children, bicycles, pets, golf carts, and people walking, along with golfers crossing the streets during the normal course of playing a game of golf. This to me seems like a dangerous combination of activities, which will be taking place every day, at most hours, and all perfectly legal.

This is being proposed at the very time that Columbine Country Club is undertaking the largest capitol improvement project in the clubs history, and the proposed increased traffic will be going right past the new clubhouse, and in my opinion downgrading the value of the new facility thru increased noise and danger to the members of the club and their families, while using the facility.

Throughout my life I've never felt that any agreement was good that only benefited one of the parties and this is certainly a prime example of that! I therefore vote no on any proposal that will add traffic through our facility.

Please add my comments to the Planning and Zoning Packet for the September 13th meeting.

Sincerely Roger Bengtson  
8 Wedge Way

September 3, 2016

To: Columbine Valley Planning & Zoning Commission

RE: Wild Plum Development Concerns

We write this email to express our strong concern over the proposed development plan and developer for Wild Plum. We are Bill and Tricia Sullivan and we moved into 2 Cleek Way in Columbine Valley in May of 2015. We have read many emails and have attended a few meetings related to this new development. What we have read and heard only raises our concerns over the proposed development.

As a means of introduction, I think it is important for you to understand a little about me and my background. I am currently President & CEO of Colorado State Bank and Trust. As part of our business, we actively support real estate development throughout Colorado so I am certainly not "anti-development" or "anti-developer". Further, as a Columbine Club member I am certainly interested in potential new members that could be created with the right development of this beautiful property. Having said that, we cannot support the proposed development as currently designed.

Our first disappointment came when a letter arrived explaining the "town's" views on the development. We of course found out later that the letter was not the opinion of the town, but was a deceptive act of the developer. I believe that this raised our awareness and served as our first red flag. Based on this misrepresentation, we decided to take a more active interest in the development proceedings.

At the most recent P&Z meeting, we would like to point out that we believe the average home sales price analysis was flawed and misrepresented. The analysis excluded several large homes, including ours, that have sold over the last couple years for in excess of \$1.5 million. Including these homes would have had a meaningful impact on average home prices for the neighborhood. Second, at least 6-7 of the smaller homes recently sold were essentially "lot sales" as these homes have or will be torn down. These individuals have or will put up new homes costing them an additional \$1 - \$2 million. This does not even account for the numerous homes that have been scraped and rebuilt over the past 10 years, but have not yet been sold. Third, many of the home sales cited occurred during a period of great uncertainty for the club regarding the future of the new club house. Now that the project is moving forward, activity and prices have increased significantly. Finally, the average sale price does not include all the major renovations that have occurred over the past 5-10 years for homes that have also not yet sold.

In summary, we believe that the correct analysis of an average Old Town home value is significantly understated. Utilizing more accurate and recent data would show that the proposed Wild Plum development average home price is significantly below the value of existing houses in Old Town. In fact, the lower-end homes in the development would be selling at prices equal to current lot values in Old Town. This would result in downward pressure on existing homes and hurt the current residents of Old Town.

We believe that the credibility of this developer is diminished to a point that they should not be entrusted to the development of this critical asset within Columbine Valley. We believe in Columbine and we would like a developer that does not use smoke and mirrors in an attempt to attain their goal of maximizing profits and minimizing our community assets. We do not want sidewalks and more speed bumps. We would like Columbine Valley to keep within its original goal. Columbine Valley is a charming, safe and beautiful community.

We would have signed up to talk at the last meeting to express our concerns if we had time to review this packet before the meeting started. We are certainly open to discussion our concerns with you personally if appropriate. At a minimum, we would like this email to be used as a part of the public record.

Sincerely,

Bill and Tricia Sullivan

2 Cleek Way

Columbine Valley, CO 80123

720-244-8887

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Town Members; This proposed development is not the correct development for our community in Columbine Valley. We moved here because of the unique neighborhood and this will change everything about our wonderful community. Thank you for your consideration regarding this neighborhood change. Lee and Cheryl James\  
9 Wedge Way  
Columbine Valley, CO

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After countless emails, and attendance at both P and Z meetings, I feel the community we have to day, will not resemble anything we hold dear in the future if the Project moves forward by Cal-Atlantic.

I found it interesting that Cal-Atlantic came up with the suggestions of sidewalks, speed bumps, and a path behind the bridge to mitigate the high number of vehicles they would send through our neighborhood. Fairway Lane was never designed to accommodate the suggested number of vehicles that are proposed. Speed bumps are a danger to drivers, emergency vehicles, snowplows, and bicycles . Our town has never considered these for those reasons. Yet, Cal-Atlantic offers these as suggestions after hearing from the town folks.

The proposed numbers of homes will destroy our community as we know it today.

Columbine Country Club would never have considered moving parking out of our community across a busy road and shuttling guests at high volume times. What business would look do that when we have had a closed community ? Cal Atlantic is offering suggestions so they can build their high number of yet-to-be proven high-quality homes.

This is not the right development for Columbine Valley.

Judith C May

38 Wedge Way

Columbine Valley CO 80123

Hi Mr. Sieber and Mr. McCrumb

Please include my below email and the attached photo in the packet for public comments to the P&Z for the Sept 13<sup>th</sup> hearing.

Sincerely

Tony Setter

Wedge Way





Dear Planning and Zoning Commission:

We are strongly against the current proposed development plan of Wild Plum Farm. This is not the right development for Columbine Valley. We strongly urge you to vote NO on all versions of their proposal.

We would like to share our thoughts with you before this next P&Z Commission meeting in which you will consider the Wild Plum Farm proposal. We have four points to make:

1) We need to preserve our wonderful Old Town neighborhood:

Any new development in Columbine Valley needs to preserve the unique character of our neighborhood, not change or destroy it. For almost 60 years, our neighborhood has been a beautiful, serene enclave. The founding fathers of the town thoughtfully laid out a street plan just for that purpose. As the neighborhood has aged, we've seen a renaissance of renovation and rebuild among the homes that has preserved the original character of the town. The neighborhood today is still very much as it was in the 1960's. One of the core elements of the neighborhood's character is our ability to enjoy relaxing walks along our streets with a limited amount of traffic. While traffic has increased over the years, it is still at a level that residents can walk the streets, ride a bike, or drive a golf cart and enjoy the serenity of a neighborhood and streets that are not overrun with traffic. However, the traffic proposals associated with the proposed Wild Plum Farm development will significantly change and destroy this unique character of Old Town. Clearly the neighborhood should not change to accommodate some ill-conceived proposal for new development of Wild Plum Farm. We believe it is the responsibility of the Planning and Zoning Commission as well as the town's Board of Trustees to ensure that any new development preserves (not destroys) the character of our neighborhood.

2) Proposed Wild Plum Farm traffic levels on Fairway Lane will destroy the character of the neighborhood, in addition to being unsafe:

To preserve the serenity and character of the neighborhood, we cannot put any more traffic onto Fairway Lane. Fairway Lane already carries too much traffic, more than 1600 cars/day. This does not include a significant number of golf and service carts (according to the town staff these carts represent 1/3 of the total motorized traffic in CV), an increasing number of bikes and pedestrians, or the additional service trucks and new member traffic that will occur when the Country Club re-opens. In the August 23, 2016 Planning and Zoning Meeting, the town staff reported that over a sixteen hour period they observed 128 conflicts between pedestrians, bikes, carts and cars/trucks, with 77 of these on Fairway Lane. Just in the last month we understand that there was a car/bike collision. This is already a worrisome situation.

The current proposed development of Wild Plum Farm will generate an additional 1100 cars/day with a projected 30-40% of this traffic on Fairway Lane (with the actual amount possibly being much more). Clearly an additional 400 cars/day on Fairway Lane (a 25% uplift to current automobile traffic) will significantly degrade the experience of walking, biking, and riding golf carts in our neighborhood, will significantly decrease the safety of our streets, and will certainly change and destroy our

neighborhood's serene character. The discussions of traffic gates, speed bumps, sidewalks and bridge widening are clear indicators that the serenity and character of the Old Town neighborhood will be destroyed. Fairway Lane is just that, a lane, not a parkway. Our current neighborhood should not change to meet the needs of any new development.

3) The current definition of density does not represent the wishes of Columbine Valley residents.

The current definition of density, certainly unknown to most residents before the Wild Plum Farm proposal, heavily favors developers and does not protect the interests of our residents. Almost everyone at the May 14, 2016 Old Town HOA meeting with the town staff was stunned to learn that the town definition of density allows developer to count significant amounts of unusable land (thereby crowding houses onto very small lots) to meet the towns maximum density limit of one home per acre. If this definition of density were put to a vote of residents it certainly would be voted down. This definition needs to be changed to be the number of houses divided by the acreage of the summed area of the lots (not including unusable space or open space).

4) The current definition of connectivity does not represent the wishes of Columbine Valley residents.

In our conversations with neighbors it is clear that residents in general support the connectivity of pedestrians, bikes, and golf carts in our town. However, no one we've talked to is in support of connectivity meaning more automobiles, trucks, traffic, and cut through traffic. The current definition of connectivity needs to be changed to include pedestrians, bikes, and golf carts only!

Thank you for your consideration.

Gretchen and Paul Curlander

31 Fairway Lane

Columbine Valley, CO 80123

Please include this letter in the packet for the next Planning & Zoning Commission hearing on September 13, 2016.

Our major concern is the traffic and safety issues that will occur if there is access for vehicles cutting through our neighborhood. We want to protect our residents and club members, especially our children, above all else!

After reading the developer's proposal (and all subsequent revisions), the town recommendations, and after attending the last P&Z hearing and meetings with town representatives and the developer, it is our impression that Phil Seiber (Town Planner) and Matt Brown (Traffic Engineer) are working for the developer rather than for our town. And, if they are not working for the developer there is something else motivating them to force this particular development onto Wild Plum Farm. Their presentations and recommendations have been vague, inaccurate, and biased, and they simply minimize the issues.

They have not factored the country club into their recommendations and they have completely ignored the fact that during the most recent studies, the clubhouse was torn down

and therefore they missed a big part of the picture of what goes on in our neighborhood every day.

They do not seem to acknowledge that next year there will be a new clubhouse with new dining facilities and other added amenities that will bring 600-plus members there frequently.

They do not seem to understand that Fairway Lane bisects the club's private golf course and that golfers must cross it in 4 places to play.

They do not seem to recognize that the neighborhood was built around the club and was designed to be a golf cart and pedestrian community.

They do not seem to care that the club is a private and membership-only club, and that it does not make any sense at all to drive a thoroughfare through the middle of it; destroying the experience for people who pay hefty sums to join and come from all over, not just Old Town Columbine Valley, including several adjacent neighborhoods accessing by golf cart, bike, and on foot.

When they studied and reported on traffic, they talked about wait times at Hunter Run and Platte Canyon. They never studied Fairway Lane and Platte Canyon and they never addressed the already existing and increasing cut-thru traffic from people avoiding lights on Platte Canyon by taking Fairway Lane to Club/Middlefield to Bowles (and the other way around).

They never acknowledged that there are already 2 new developments, with many homes that have not yet sold, or the additional traffic those will add. And they do not even factor in that the traffic from the WPF development, as well as additional cut-thru will affect those developments as well.

They reported on a non-vehicular traffic study that was conducted during a time when the non-vehicular traffic was at its lowest level because there were no children's activities at the club on those days, and because of the nonexistent clubhouse.

They stated there have been no accidents when in fact there have been several, some recently, involving a car rollover, golf cart collision, bike and car collision, and a vehicle-pedestrian hit and run.

Rather than asking the developer to come up with a lower density proposal that complies with our town's master plan, and that doesn't add cut-thru traffic, they recommend that our town make major accommodations for the development including adding sidewalks, making Fairway Lane a thoroughfare instead of a cul de sac, adding speed bumps and traffic gates/signals, widening the bridge, and providing bike safety classes for our children. They even suggested the club should create additional parking and even shuttle members to and from the church parking lot.

The developer has expressly stated that they do not need/want Fairway Lane access and that the town planner is the one who is requiring it. We do not understand the town planner's goal or motive, given there are 80 homes facing Fairway Lane, almost 50 additional homes that must access Fairway, plus a club of 600-plus members and their children and grandchildren who use the club regularly. This is incomprehensible given there are no addresses on Hunter Run, or any homes facing Hunter Run, and the traffic study actually acknowledged that Hunter Run is an "underutilized" road and is the intended access for WPF development.

The developer actually came up with a pod system to minimize the number of homes accessing Fairway and to eliminate cut-thru traffic, but Phil recommended that they connect the entire development, bringing us back to the original proposal that is total access of 105 homes plus full cut-thru traffic. By their own traffic study, which does not factor in cut-thru and club traffic, that is a minimum of an extra 440 car trips per day down Fairway Lane.

They have completely ignored the existence of new technologies that automatically find alternative routes to traffic congestion, such as Google maps, Waze, etc. How can they possibly think that once people discover alternate routes, they won't use them again and again if it is the difference between waiting at 4 stoplights or cruising through a pretty neighborhood and private golf course with mountain views.

With all due respect, this is the wrong proposal, especially with unrestricted Fairway Lane access as recommended by the town planner. Town planners and town representatives should be shepherds of our town's original vision and master plan and leave their philosophical and academic ideas at the door when they take the job. Don't let them ruin our town and country club with their misguided vision!

Thank you,

Kristin Dalmy

Old Town Columbine Valley Homeowner and Mother of Young Children

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We've been attending the meetings about the Tuck development. In the last meeting we learned that some of the assumptions around traffic and activity within the town are understating overall traffic volumes and their impact. The studies did not adjust for the lower traffic volumes due to the inactivity at Columbine Country Club (no deliveries, special events, etc) or future growth in club membership, school being out in the summer, or the impact of the new developments (Willowcroft Manor & Wilder Lane) which are currently not inhabited, etc. All these items will increase traffic within the town, as well as the traffic burden on the already troubled Platte Canyon. Increased traffic and density will impact the quality of life and safety of the residents of Columbine Valley.

We are writing to urge you to amend the Town's position, and not recommend the proposed development and the associated accommodations to the Town's streets and infrastructure that have been suggested. Very simply, the proposed development exceeds the density as outlined in the Town's master plan and is not in keeping with the overall vision for the community.

As you've attended the meetings you can clearly see the taxpayers in the Town are hugely concerned over the suggestions of widening the bridge, creating sidewalks, adding speed bumps, etc. As employees and caretakers of the town, we ask that you ensure extra care is taken in uncovering the long-term impacts of this high-density development. This development is the wrong development for our community and cannot be "undone".

Sincerely,  
Debbie Schmidt

Kris Shelton  
Ian Shelton  
4 Columbine Lane  
Columbine Valley, Co

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To: Planning and Zoning Commissioners - Town of Columbine Valley

Dear Commissioners,

Please make this letter part of the official record and report on Wild Plum Farm.

Dear Commissioners,

Please add me to the extensive list of residents of Columbine Valley who are strongly opposed to the current Development proposal for Wild Plum Farm. I do not oppose development but this proposal is all wrong for this property and our town.

We residents are counting on P&Z to represent our interests and acknowledge our serious valid objections. Town management and the Town Planner have openly and improperly sided with the Developer throughout this process. I do not understand how they got to that point. The word around town is that they have been directed by the Trustees to maximize revenue. I personally do not believe that is true but this illustrates how devious the actions of the staff and Planner have become. At the June 14 hearing, Phil Seibert started by stating that the proposal was in "substantial compliance" with the Master Plan and Land Use Regs, this was demonstrably untrue and exposed the pro developer bias that frustrates so many of us. At the next hearing he seemed to take credit for addressing some of these issues which had actually been exposed by an HOA representative. Recent development history demonstrates where Town Planning has led us and these mistakes can not be allowed to continue.

I hope that all commissioners have heard or read all the public comments. Town Planning treats these comments as a checklist item and ignores their content. These are not objections to be overcome as Phil treats them, they are sincere thoughtful points that should be respected and understood. The problem is not the residents it is the developer's plan. Nobody has more of a vested interest in the successful development of Wild Plum Farm than the residents of Columbine Valley. We will live with the consequences so we care passionately about how this property is developed. The developer's interest is to get in and get out as fast as possible at maximum profit. They have no interest in the long term future of Columbine Valley. CalAtlantic is a huge national tract home builder with 27 projects in Colorado. They will never be an appropriate developer for this site no matter how many times they try to mislead us about who they are.



I won't address each area of concern as many of our neighbors have made heartfelt factual arguments for your consideration.

I do want to address one specific area.

Connectivity.

I attended a small meeting at which Dan Nickless, Division President of Cal Atlantic stated "Phil Seibert told us at our first meeting that he would not recommend any plan that did not include access to Fairway Lane". This undermines the entire planning process, prejudging a point that Phil had to know would be contentious. This makes it clear that regardless of any points raised, information presented, petitions, letters, professional input or arguments made, Phil would be ignoring all Public Input. What is the point of soliciting input when input was going to be ignored. This corrupts the process and destroys the integrity of the process. For this reason alone, you should vote no on this plan. Why Phil is so dedicated to Connectivity, which doesn't have to be vehicle connectivity when cart, bike and pedestrian connectivity is not controversial, to the exclusion of what most residents want and expect in our town is a mystery. Town History, Founders Vision, Safety, Consistent Character and Resident Expectations all count regardless of Phil's apparent indifference.

I trust the Planning and Zoning Commission to act with the sensitivity, conscience, integrity and open mindedness that we had expected from the town staff before they disappointed us. Please vote NO on this plan, we all deserve better.

I appreciate your time, consideration and service to Columbine Valley,

Dick Nieder

17 Wedge Way

19 year resident

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I must share what I observed this morning about 0745. I was at the light at West Fairway waiting to make a left onto SPC Rd. Three cars were across from me on Christensen lane, and all had left turn blinkers on. When we got the signal, the lane on SPC heading south was full, and a car had blocked part of the intersection. All three cars from Christensen Lane were not going to get onto SPC during the light, and all three proceeded straight into Columbine Valley.

I made my left and looked at a line of cars that went past Coal Mine, and way beyond.

The planned Wild Plum Farm, irrespective of exit is going to figure out how to 'cut through town' on Fairway. How long will it take others ?

Our streets were meant to handle traffic with the given number of homes planned. Anything more will be turning Fairway into a Thoroughfare. This was never designed or planned to handle the proposed traffic. We are at a critical juncture for our town. We have enough challenges with backups on SPC and Bowles. Adding another 140 homes with multiple cars, into and around our town is irresponsible. We can do better than this.

Cal Atlantic listened to our community members, and then 'helpfully' offered to do a Power Point on suggestions for handling the traffic their community will cause., on Fairway. Speed bumps, sidewalks, and a path behind the bridge.

No thanks for your suggestions, or your high density planned community .  
Judie May

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Dear Mr McCrumb:  
I live at 35 Wedge Way in Colombine Valley

I was unable to speak at the most recent planning and zoning hearing on the Wild Plum Farm development proposal. I would like these comments be given to the P&Z members and the Developer.

I have been a member of Columbine CC and a town resident since 1983. I have served as a board member of Columbine CC and on the Town's board of adjustment.

After an extensive search for a great area to raise our family of five we discovered this hidden Gem while watching the Ladies Pro Golf Tournament in 1982 at Columbine Country Club. We bought a home on the corner of Fairway and Wedge Way. Our three children attended Wilder Elementary School, Goddard Middle School and Heritage High School. These Littleton schools offered our kids and unparalleled education. This development proposal is a real attempt to DESTROY that life style!

I was very aware of the discussions and meetings about Erl-Mar Lane that went on for years. Mr Tuck worked an agreement with all the parties to have Hunter Run Lane be the access point to Platt Canyon as the access for all future Tuck property development of the Wild Plum Farm property,

The town planners and developers seem to be working together to try and cram 105 homes into 40 acres of usable ground. This developer has a history as a "Tract home Builder" and not as a "Luxury Home Builder"

Please turn down this Development! It is "Not" following the original concept of the wonderful family community. Thank you for hearing my concerns.

William Ogg

We write this letter of great concern to our "town". It appears that the power to change the ambience here, forever, may be falling into the hands of a developer and a planner, who neither live in our town nor will personally feel the impact of their "professional" preferences and recommendations, if the Wild Plum proposal is approved.

Having been native residents of the Littleton area for over 60 years and, having had the privilege of membership throughout childhood and now as residents and members, we have had many opportunities to watch Columbine Valley grow, with the character intended by the forefathers of old town being carefully preserved... until now. If the P & Z listens to the town planner now, instead of the residents, and approves the currently proposed development of Wild Plum Farm, that historical character will be lost forever.

The current town planner prefers an open development system that encourages cut-through traffic. Recommendations to create sidewalks, widen the historic bridge, and install speed bumps (raised golf cart crossings) are a slap in the face to our original town planners, who were also town residents. In the months of deliberations that have taken up hours and hours of time, in order to fully understand and intelligently react, how, in the world, did we get to the place that these absurd recommendations are even being seriously considered?

The issues and questions just continue to surface... If sidewalks are installed, where will they go? Eased onto our properties? Who will move the sprinkler lines, the mail boxes, move the landscaping and trees, and repair the impacted driveways? If eased into the streets, won't the streets become narrower than they already are and create less room for golf carts and bikes? It has really become apparent that NONE of this even makes sense anymore.

The development of Wild Plum Farm is inevitable, no question about that. We all know that land is a highly valuable commodity in the area. Wild Plum will sell. Why is "the town" trying to fit a square peg into a round hole with this particular developer? It's simply the wrong plan. It makes no sense, except to those who stand to benefit financially from its approval.

All other arguments aside, a greedy developer and a town planner, long over-due to retire, should never have been allowed to hold this much influence over the community, in the first place. In hindsight, we're extremely sorry that the voices of the town residents did not speak up sooner, to prevent what has happened at Willowcroft and Wilder Lane. We just can't sit back silently and let it happen again.

We implore our P & Z members and neighbors to PLEASE vote "NO" on this proposal. It is not the right development for Columbine Valley. Listen to the residents that you represent and ensure that the inevitable development of Wild Plum Farm will serve to enhance, not diminish, the ideals laid out decades ago when Columbine Valley was born. We owe that much to our town forefathers and to its current and future residents.

Sincerely,

Steve & Sandy Houy  
59 Fairway Lane

**From:** Jeffsmay <[jeffsmay@aol.com](mailto:jeffsmay@aol.com)>  
**Date:** September 7, 2016 at 5:47:35 PM MDT  
**To:** <[jdmccrumb@columbinevalley.org](mailto:jdmccrumb@columbinevalley.org)>, <[minappcri@comcast.net](mailto:minappcri@comcast.net)>  
**Subject: Vote against current Cal Atlantic Development Plan**

JD and Mayor Champion

My concerns are as follows:

As a commuter that uses Fairway Lane on a daily basis I am concerned that the potential new traffic that would funnel to the bridge that crosses Dutch Creek by the Club. You have a convergence of

1. maintenance equipment headed to and from the golf course.
2. golf carts crossing hole 9 to hole 10.

3. golf carts crossing from hole 16 to hole 17.
4. kids on bikes headed to and from school or the pool.
5. walkers with and without dogs.
6. normal traffic from the 125 homes that currently must enter and exit over this bridge.
7. oversized service vehicles providing services and supplies to CCC when completed.

Normal traffic studies do not provide an accurate picture of the potential conflicts and dangers that already exist at this location. A few homes (8-10) with exits onto the land facing Fairway would not provide significant additional danger. But funneling of any more vehicles than this would be unacceptable and ill advised.

Hunter Run as it is currently designed also does not provide adequate and safe access to Platte Canyon. The road would have to be rebuilt without center strip and without a firm commitment to a traffic light at this location, residents would assume great risk to enter and exit Platte Canyon at peak traffic times.

With the Town of Littleton showing little resistance to growth and Jefferson County seemingly unwilling to address the issue of Platte Canyon traffic overload I feel the Town of Columbine Valley should take the lead and put the brakes on development at this time. We are approaching grid lock on Platte Canyon, Mineral, Bowles, and Santa Fe. It would be irresponsible for us to continue to allow unabated development when the infrastructure is not in place for support.

The Tucks have a right to develop their property but unfortunately their timing is not right. Either they back off to a very limited number of residences or the development should be tabled until road infrastructure can be provided. When you travel in Highlands Ranch and see the 6 and 8 lane roadways built to handle high density residences you see that our area of the Denver metro - Sheridan, Littleton, Columbine Valley, parts of Jefferson County must play catch up in order to support higher density residences.

Please take the lead and show our neighboring communities that we are prepared to deny this type of growth that cannot be supported by current infrastructure.

*Jeff May*

*38 Wedge Way*

*Columbine Valley, CO*

To the powers-that-be of Columbine Valley,

My wife and I drafted a letter from the both of us and sent it, today. I personally would like to address an issue that may very well become a reality, if the P & Z board approves the proposed development of Wild Plum Farm.

I grew up in the town of Bow Mar, beginning in 1957. I moved back there, as an adult, and raised my own family there from 1984 to 1999. Bow Mar had the unique "small town" ambience that Columbine Valley still enjoys today. There were no sidewalks, and no speed bumps. Neighbors could walk, ride bikes, or drive through the neighborhood with complete ease and a carefree spirit. It was designed to feel that way.

Over the years, the traffic in and out of Bow Mar increased, to the detriment of the community's safety. As a measure to control the traffic speed, the town decided to install speed bumps. Yes, those small asphalt plateaus slowed the traffic, but they forever changed the feel and the free spirit of the community. What was intended to control drive-through use of their streets also inadvertently changed the feel of the town forever. Driving through our own neighborhood became a gigantic inconvenience.

Columbine Valley is approximately 10 years younger than Bow Mar. The major difference between the traffic situations in Bow Mar and Columbine Valley is this:

Two major streets, Belleview and Sheridan, run through Bow Mar and, as the surrounding areas grew, the residents did not have a choice to prevent the traffic, only to react to the inevitability of its increase. Columbine Valley has a choice. The choice made now will forever change this neighborhood.

When I drive through the town that I grew up in and raised my children in, I'm saddened. The small town feel of meandering streets is gone. Instead, the out-of-control traffic issues have continued to change the face of the town that once looked much like Columbine does now. Small speed bumps have become giant ones; streets have been divided by traffic circles and triangles with concrete curbs designed to deter speeding cars.

Do you realize how fortunate we are, in Columbine Valley, to NOT have major traffic issues here? Our streets were designed for residents to enjoy meandering through the town. Approval of the development of Wild Plum Farm and openly routing traffic through the streets of Columbine will forever change this town and it will NOT be for the better. If you need to be convinced, take a drive through Bow Mar and then take a drive through Columbine. I believe that, if you approve this development with the changes recommended by the town planner, Columbine will eventually feel as restricted as Bow Mar does now. I appeal to the P & Z board to vote "NO" on the proposed development. PLEASE preserve what we have here and see to it that the development of Wild Plum Farm will enhance our town, not ruin it.

Respectfully,

Steve Houy  
59 Fairway Lane

Mr McCrumb and Mr. Sieber:

We urge to deny the application for the Wild Plum development. This development will have a monumentally negative impact on our neighborhood. This is the wrong development for our community. We don't want these types of homes with this density. The voices of the neighborhood should be heard and considered. We don't understand why you are supporting this development when the studies and the data show that it is contrary to our City's master plan. Please do the right thing for our community. Vote a NO.

Thank you for your consideration,

Sue and Scott Jones

September 6, 2016

Planning and Zoning Commission  
Town of Columbine Valley  
2 Middlefield Road  
Columbine Valley, CO 80123

Ladies and Gentlemen,

We write to you regarding our concerns with the proposed Wild Plum Development. In your capacity as commissioners, we see you as the stewards of our community and we hope you will hear our concerns.

Our family literally spent years looking for the 'right' community and neighborhood in which to raise our daughter. Just over three years ago, it became clear that the Town of Columbine Valley is that 'right' community and we moved into the town. The flow of the golf course intermingled with the custom-built homes provides the pace of life and safety that we value so deeply. It is easy to find a place that offers more and newer square footage at a lower cost; however, those neighborhoods cannot replicate what we have in Columbine Valley.

If done responsibly and consistently with the Town's Master Plan, development of Wild Plum Farm has the potential to reinforce the community. Conversely, given the magnitude of the property and the myriad exceptions to the Land Use Regulations and Master Plan requested, the proposed Wild Plum Development would effectively serve as a backdoor re-write of the Master Plan. Overly dense development along with redesigned motor vehicle and pedestrian traffic patterns to accommodate cut-through traffic between Platte Canyon and Bowles will undoubtedly compromise the integrity of the community culture and safety.

Accordingly, for the sake of our community and most importantly our children, we implore you to deny the Wild Plum proposed development in all its iterations as currently proposed.

Thank you for your service as commissioners.

Sincerely,



Andrew and Danielle Matsuyama  
77 Fairway Ln  
303 985 3639



September 6, 2016

Planning and Zoning Commission  
Town of Columbine Valley  
2 Middlefield Road  
Columbine Valley, CO 80123

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Thank you for your service as commissioners.

Sincerely,



Andrew and Danielle Matsuyama  
77 Fairway Ln  
303 985 3639

JD & the Columbine Valley Planning and Zoning team,

I'm not against development on the Tuck Farm property.

I'm against shoving as many indistinguishable homes as possible in a developable space (see Willowcroft Manor) and forever altering the character of a neighborhood established in 1959 (Columbine Valley), by tearing-up green space for sidewalks, installing speed bumps, and widening a bridge to accommodate increased traffic flow - all in the pursuit of profit for a few - at the expense of many.

Columbine Valley is unique. The homes, the lots, the peacefulness, the aesthetics. It's why my wife and I made the choice to move our family here over three years ago. It should be the charter of the Town Planner and the Planning and Zoning team to vehemently protect that uniqueness. The suggestion that we should increase traffic patterns in a pedestrian community, tear-up grass for sidewalks, widen a historic bridge and install speed bumps is absurd when a viable option for ingress and egress can be found via Hunter Run Lane. Emergency vehicle access could be given at some point on Fairway Ln. without altering the character and safety of the greater Columbine Valley neighborhood.

If a Developer can profit by leveraging the density and Open Space requirements that exist for Tuck Farm - good for them - but it needs to be done the right way - and not at the expense of the families who call Columbine Valley home.

As much as we all hate to see such a beautiful piece of property developed, you need to: Require lower density. Provide vehicle access via Hunter Run Lane exclusively. Provide Emergency vehicle access only via Fairway Ln. Mandate design aesthetics and price points consistent with the rest of Columbine Valley.

Do your job and do the right thing for Columbine Valley.

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Joe Sagrati  
Pivotal  
303-898-7191

Gentlemen:

My husband and I have lived in Columbine Valley for the last 9 years. Prior to that, we were members of Columbine Country Club and always drove through the neighborhood on our way home from the club. The sense of the neighborhood and community was so inviting to us that we decided we wanted to live here. We have never looked back. We love the lifestyle here, the close neighbors, and the community that comes from being a Columbine resident.

In the last few years, as older residents have left and younger families have moved in, I have seen an increase not only in cars, but walkers, joggers, bicycles and golf carts. We love having young families move into the neighborhood, but it has definitely brought more traffic of all kinds. My kitchen window looks out onto Fairway and Driver Lane. As older homes have been renovated or scraped, I have seen a steady stream of trucks and service vehicles that have torn up our roads and congested the already busy streets. That was even before the clubhouse construction began. The proposed development would destroy the peace of our beautiful neighborhood. Our 5 grandchildren come often to visit us and I am more concerned than ever about watching them getting anywhere near the street. There is simply too much traffic as it is.

I understand there was a proposal to install sidewalks in the neighborhood. How do you propose to cut into everyones front yards????remove the stone mailboxes and disrupt irrigation systems? What a foolish idea. Why should our neighborhood be altered and possibly destroyed to accomodate a plan that is simply wrong for this community? The tract homes that are proposed simply do not fit into Columbine Valley in any fashion. Look at what has happened with Taylor Morrison and Wilder Lane.

I hope you will think carefully about the future of our town. This development is not right for us. It will change the complexion of our town forever. It will hurt our property values. It will hurt our children and grandchildren. Respectfully,

Rennei Coleman

30 Fairway Lane

From: Curt Birky [<mailto:cjb80@earthlink.net>]  
Sent: Thursday, September 08, 2016 12:03 PM  
To: JD McCrumb  
Subject: Wild Plume Farm

JD mcComb, planning and zoning committee :

I 100% agree with Mr Barkers comments and justification for why a tract home development is not the correct use of this property. Especially, since there is a better answer on the table that does not require major disruption of Columbine structural roads and culture. Turn this project down once and for all so real progress can be made. Having lived in Columbine fo 30 years I can't imagine turning this into a track home development.

Curt Birky  
80 Fairway lane

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Dear Mr. McCrumb,

My name is Ann Ogg and my husband Bill and I have lived at 35 Wedge Way in Columbine Valley since 1983. We have been members of Columbine Country Club since 1983 as well. We raised our three children here in this very special neighborhood. Bill always said when he turned down Middlefield, he'd breathe a sigh of relief, to be back again to our peaceful family community. That feeling is not as special now with old Willowcroft gone and the two new developments, but the old feeling is still there within the Old Town of Columbine Valley. Bill has been active in the town as well, and has been on the CV Board of Adjustment and on the CCC Board of Directors. Before retiring, I have been a realtor in the town, specializing in the Columbine Community. We have been both amazed and saddened that several of the town employees seem to support the developers who are not listening to the wishes of the majority of the town's residents, and not paying attention to the original founders of CV's plans for development.

As you know the original town founders intended to have the CV Oldtown community remain as it was plotted originally and not a thoroughfare to additional connected communities. This makes sense, right!?! Having a thoroughfare running through the center of the town connecting other new communities is the opposite of every vision they ever had. They also intended for any new, connected communities to be as special as Old Town CV itself, a beautiful custom community, not a congested, unsafe traffic nightmare. Not a tract development.

I sold the home at the end of Erl Mar Lane to Mike and Linda Guetz, before it was called Hunter Run Lane. It is the property directly north of the Tucks home and west of the proposed development. We had negotiations with Louis Tuck about Road Maintenance before Hunter Run was ever paved and renamed Hunter Run, (so it could be the road to Polo Meadows, and the future entrance into Wild Plum Farm). I believe at that time Mr. Tuck worked with the CV town administrators to have the WPF main access be on Hunter Run Lane, and the current paved road came as result of this plan. Understandably, the ten or so homes included in and backing to WPF would have access on Fairway Lane, but the other homes should not. As a 34 year resident of CV and a realtor from the neighborhood, I cannot stress enough how detrimental this tract development would be to our lovely community.

Please encourage Trustees to turn down this ill-advised development. This is not the right development for Columbine Valley. Thank you for your time and consideration of this important issue. I appreciate your giving this letter to the Trustees and P&Z.

Sincerely,

Ann Ogg  
35 Wedge Way  
Columbine Valley, CO

**THIS COMPLETES THE PART II FULL REPORT**