STAFF REPORT

WILD PLUM FARM

REZONING AND PRELIMINARY PLAN AND PLAT APPROVAL

JUNE 14, 2016

This report was prepared for the record and is not the report used at the public hearings and public meetings. There is an executive summary of this report on file at the Town of Columbine Valley Town Hall.

***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. Purpose and Location

This is a request for rezoning and preliminary approval of a 105 unit residential development on a 105 acre site. The applicant proposes to develop all 105 lots as single family residential.

The property is located in the southern part of the Town. It is bounded on the north by Fairway Lane, on the east, south and southeast by the South Platte River corridor and South Plat Park, on the Southwest by the Equestrian Center and the Delong property and on the west by the Wallace property. The property is presently accessed from Platte Canyon Road via Hunters Run and there is another historical farm access Fairway Lane.

With the exception of the River Corridor and Park, and the Equestrian Center, the surrounding property is primarily single family residential. There is one undeveloped acre parcel owned by the Wallace family and one partially developed parcel west of the site (DeLong).

There are two large lots on the west side that are included in the preliminary plan and are part of the 105 lot total that are not presently in the Town but are unincorporated. It is the applicant's intention to annex these properties into the Town and the Annexation Petition will be submitted with the Final Development Plan.

II. Description of the Submittal Documents

The Application for Land Development includes the Application Form, Letter of Intent, Title Work, list of property owners within 300', the Preliminary Development Plan and Preliminary Landscape Plan, the Preliminary Plat, Preliminary Contraction Plans and the Phase I Drainage Report.

A. The Preliminary Development Plan consists of five Sheets, as follows:

Sheet 1: The Title Sheet which contains the legal description, standard and special notes certifications and signature blocks. Sheet 1 also contains the following Area Tabulations and Development Stipulations Chart:

ARE
A TABULATIONS

USE	AREA	% OF TOTAL
RIGHT OF WAY	9.70 ACRES	9.30%
OPEN SPACE TRACTS	58.70 ACRES	56.29%
LOTTED AREA	35.88 ACRES	34.41 %
TOTAL	104.28 ACRES	100.00%

DEVELOPMENT STIPULATIONS CHART

DEVELOPMENT STANDARDS	FILING 1	FILING 2
BUILDING HEIGHTS MAX	25' 0" FRONT ALONG FAIRWAY LANE. SINGLE STORY WALKOUTS ALLOWED	35'0" (LIMITED TO TWO STORIES
MINIMUM LOT SIZE	20,000 Sq. Ft.	10,000 Sq.
SETBACKS	FILING #1	FILING # 2
FRONT (TO LIVING SPACE)	30'	25'
FRONT (SIDE LOADED GARAGES)	30'	15'
SIDE	20'	10.0'
SIDE TO STREET	15.0'	10.0'
REAR	40.0'	25.0'
REAR TO OPEN SPACE	25'	15.0'
MINIMUM DISTANCE BETEEN STRUCTURES	30.0'	20.0'
PARKING (OFF-STREET)	2 SPACES PER UNIT (minimum)	
VISITOR PARKING	ON STREET	
SIGNAGE	NUMBERS AND DIMENSIONS	
PROJECT IDENTIFICATION	2 PROJECECT IDENTIFICATION SIGNS AT EACH GATEWAY. ONE AT THE END OF HUNTER RUN AND ONE AT THE EAST ACCESS OFF FAIRWAY LANE.	
DIRECTIONAL, INFORMATIONAL, TEMPORARY	TO BE DETERMINED	
WALLS, FENCES, HEDGES	TYPE, MATERIALS & HEIGHT	
NORTH PROPERTY LINE	36" (to top of rail) WOOD FENCE ON OPEN SPACE TRACTS, OTHERWISE HOMES FRONT TO FAIRWAY LANE	
EAST, SOUTH AND WEST PROPERTY LINE	36" (TO TOP OF RAIL) WOOD 3 RAIL FENCE	
EXTERIOR LIGHTING	HEIGHT AND FIXTURE TYPE	
STREET AND SECURITY LIGHTING	TO BE SHOWN ON FDP	

Sheet 2: The development notes and design standards are contained on this sheet. These are the special notes relating to the applicants design intent and include specific detail as to development standards for both Filing 1 (lots fronting on Fairway Lane) and Filing 2 (remainder) This sheets also contains notes on density variations, administrative flexibility, home owners association and Metro District

Sheets 3-4: These sheets show the Site Plan North Are and Site Plan South Area and contain lot configurations, road alignments and major access points. Also shown are lot size and open space tracts. Also shown is the proposed fencing detail and the Water Quality Section at the Cooley Lake Edge.

Sheet 5: This sheet illustrates the proposed Entry Monument (signs). The monument illustrations are not dimensioned.

B. The Preliminary Plat consists of 6 sheets , as follows:

Sheet 1: The Title Sheet which contains the legal description, standard and special notes, signature blocks, Title Verification, Mortgagee's Approval, Flood Plain Notes, Statement of Ownership and Control and Surveying Certification. Sheet 1 also contains the following Tract Summary Chart:

TRACT SUMMARY CHART					
TRACT	**AREA (SF)**	**AREA (AC)**	**USE**	**OWNERSHIP**	**MAINTENANCE**
A	**210,461**	**4.832**	**OPEN SPACE/ DRAINAGE/TRAILS**		
B	**184,345**	**4.232**			
C	**125,991**	**2.892**			
D	**127,888**	**2.936**			
E	**1,885,313**	**43.281**			
TOTAL TRACT AREA	***2,533,998***	***58.173***			
TOTAL LOT AREA	**1,601,161**	**36.758**			
TOTAL R-O-W AREA	**407,430**	**9.353**			
TOTAL SITE AREA	**4,542,589**	**104.283**			

Sheet 2. The Plat which shows the lots, tracts, (without dimensions) and streets (without dimensions) and the name of the adjacent platted subdivisions.

Sheets 3-6: These sheets show the lots, tracts, easement with dimensions and square footage and survey data (angles, distances and bearings).

C. The Landscape Plan consists of 12 sheets.

The Cover Sheet which contains the General Construction Notes. The notes are very detailed and relate to the responsibilities of the landscape contractor during the installation of the landscape and hardscape improvements, the maintenance of those improvements during the warranty period and the agency responsible for maintenance after the warranty period. The notes also contain the responsibility of the contactor to coordinate with the land use applicant and the Town. Sheet 1 also includes a site map and an index of all the sheets.

Sheet LO.1: This sheet contains the Landscape Notes that specify landscape requirements including site preparation, soil amendments, landscape median soil preparation, turf plan and groundcover material planting beds, hardscape, irrigation and warranty and maintenance responsibilities. This sheet also contains graphic illustrations for the planting of trees and shrubs.

Sheets L1.0-L1.8: These sheets illustrate the proposed location and general type of plantings throughout the site. The illustrations are general and refer to deciduous, evergreen and ornamental trees, sod areas, seed mix and shrub beds. Detailed species and sizes will be required on the Final Landscape Plan. Sheet L1.8 shows the areas where the existing trees and vegetation will be left in its natural state.

Sheet L 2.0 shows the proposed fencing detail and the Water Quality Section at the Cooley Lake Edge.

D. Architectural Illustrations: These are illustrations of seven different models which are intended to show the types of residences that applicant is proposing. These illustrations do not contain floor plans or square footage. The applicant is asking that the floor plans and design detail on the models to be built be deferred until the Final Plan is submitted. The Final Plan will show what the applicant will actually build with floor plans and square footage.

E. The other documents Included in the application were

1. The Letter of Intent.
2. Title Commitment
3. Draft CC&R's (Covenants and Restrictions) which contain the rules and by-laws of the proposed Home Owners Association.
4. Phase I Drainage Study which delineates the existing flood plain and the existing drainage characteristics of the property including the off-site storm water discharges.

Also submitted were the Preliminary Construction Documents which are on file but not included in this report.

III. Traffic Impact Study

The Traffic Impact Study has been prepared by the Town's Traffic Engineer. The study consists of two parts. Part I which is the analysis of exiting conditions was prepared in 2104 when the first Wild Plum Farm proposal was under discussion. The analysis concentrated on the existing traffic volumes on South Platte Road and the Town's internal streets. Included in the study was a hypothetical projection of traffic that would be generated by a development of 100 and 200 residential units. The hypothetical projections were not based on any specific proposal.

The Phase II traffic study which is attached contains the estimated traffic volumes, directional distribution and turn movements that would be generated by the 105 residential units that are proposed. A summary of the Traffic Engineer's analysis is included in Section VII, (Findings) of this report.

It is estimated that the proposed Wild Plum Farm project, at build out, would generate an average daily traffic of 1100 trips per day. Approximately 20% of the total daily trips would occur in the AM and PM peak hours. It is also projected that 60% of the AM peak hour traffic would exit the site via Hunter Run and 40% via Fairway Lane. Tables 1 and 2 below illustrate the volumes and turn movements at selected intersections.

TABLE 1

ADT (Average Daily Trips)			
Scenario	Platte Canyon Rd	Hunter Run	Fairway Lane
Existing	18,000	210*	1,660
Existing w/Project	18,500	870	2,100
Future (2034)	19,080	210	1,660
Future w/Project	19,540	870	2,100

*Estimated using ITE Trip Generation Manual, 9th Edition (20 single-family dwelling units)

Table 2
AM/PM PEAK HOUR
VPH (Vehicles per Hour)

	Platte Canyon Rd. at Hunter Run	Platte Canyon Rd. at Fairway Ln.	Fairway Lane at Driver	Fairway Lane Club Lane
Existing	1090/1210	1646/1723	37/56	71/85
Projected with WPF	1142/1275	1682/1769	69/99	95/165
Projected 2030	1216/1359	1783/1875	69/99	103/165

The study includes an analysis of the Level of Service (LOS) of the adjacent arterial and interior streets. LOS measures the quality of traffic flow and the ratings range.

TABLE 3
LEVEL OF SERVICE
PLATTE CANYONRD. INTERSECTIONS

Scenario	W. Bowles Ave.	Village Ct.	Fairway Ln.	Coal Mine Ave	Hunter Run	Mineral Ave.
Existing	E/E	E/F	B/A	F/D	C/B	D/C
Existing w/Project	E/E	E/F	B/A	F/D	C/D	D/C
Future (Year 2034)	E/D	F/F	B/B	D/D	C/B	D/C
Future w/Project	F/D	F/F	C/B	D/D	D/E	D/C

TABLE 4
LEVEL OF SERVICE
TOWN INTERSECTIONS

Scenario	W. Bowles Ave. at Middlefield.	Fairway Ln. at Club Ln.	Fairway Ln at Driver Ln. .	Fairway Ln. at Wedge Ln.
Existing	B/B	A/A	A/A	A/A
Existing w/Project	B/B	A/A	A/A	A/A
Future (Year 2034)	B/B	A/A	A/A	A/A
Future w/Project	B/B	A/A	A/A	A/A

IV. Report of the Town Engineer

June 2, 2016
Mr. Phil Sieber
Town Planner
Town of Columbine Valley
2 Middlefield Road
Columbine Valley, CO 80123

RE: Wild Plum

Mr. Sieber:

ICON Engineering has completed an initial review for the Wild Plum Preliminary Plan, Preliminary Plat and Preliminary Civil Construction Documents submittal. The results of our review have been discussed in past correspondence with the Town and the Applicant and summarized in a "Long Letter" provided to the Applicant. With respect to the Preliminary Plan and Plat, there are no major deficiencies in the proposed project. There are a few key issues that will need additional coordination and we believe can be satisfactorily resolved in subsequent discussions and revisions to the Construction Documents.

The key issues that will need more attention:

1. **Stormwater.** The Applicant will be requesting a variance and propose no on-site stormwater detention for this project. Additional coordination will be made to ensure site drainage, storm sewer systems and water quality enhancements are meeting all applicable criteria.

2. **US Army Corps of Engineers.** Additional coordination will be made to determine requirements and allowable modifications (excavation, trail, etc.) within existing USACE easements and the South Platte River flood hazard area.

3. **Hunter Run Ln.** Offsite roadway improvements for Hunter Run Ln, between S. Platte Canyon Rd and Wild Plum have not been submitted. A recent traffic study and future construction access may create a need for roadway improvements or modifications. Additional coordination will be made for the roadway planning.

4. **ROW.** All proposed Wild Plum roadways are shown as local with 50-ft ROW and 36-ft pavement width. It would be beneficial for the primary accesses to Hunter Run Ln and Fairway Ln to provide 60-ft ROW width to remain consistent with existing offsite ROW.

5. **Nevada Ditch**. Additional coordination will be made to determine existing easements and requirements for the proposed roadway ditch crossing. Coordination with Denver Water and Nevada Ditch will be required to adequately plat the ditch property, presumably as an easement over private property on either side of ditch centerline.

6. **Adjacent Property Access.** The Wild Plum project will need to provide access to an adjacent private property at the northwest side of the site. Additional coordination will be made to determine a location and access width that will be acceptable to the property owner.

7. **Trail.** The proposed trails through the project, particularly in the areas on the USACE easements will require realignment. The trail is shown through areas that exist today as small ponds, debris piles, or manure stockpiles. Future detailed plans should aim to align the trail with the natural contours and features of the land.

We look forward to continued coordination with the applicant and their engineers.
Sincerely,
Troy W. Carmann, PE

ICON Engineering, Inc.

VI. Comments of the Referral Agencies

The development proposal was referred to 22 outside agencies and all the Town's HOA's.

A. OUTSIDE AGENCIES

The following agencies received referral:

CDOT	Xcel Energy	Platte Canyon Water and Sanitation
South Platte Park	City of Littleton Engineering	Army Corps of Engineers
South Suburban Parks and Rec	City of Littleton – Planning	Littleton Fire District
Littleton Schools	Arapahoe County – Planning	Nevada Ditch Co.
Denver Water	Arapahoe County Engineering	DRCOG
Century Link	Urban Drainage	Comcast
Colorado Water Conservation Board		Tri-County Health
Colorado Geologic Survey		Colorado Division of Wildlife

As of June 7, responses have 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, Colorado Division of Wildlife. The complete responses are included this report and are summarized in Section VII (Findings) of this report

Colorado Dept. of Wildlife

Phil Sieber, Town Planner

Town of Columbine Valley
2 Middlefield Road
Columbine Valley, CO 80123

RE: Wild Plum Farm Preliminary Development Plan

Dear Mr. Sieber:

Thank you for the opportunity to comment on the Wild Plum Farm Preliminary Development Plan in Columbine Valley. The mission of Colorado Parks and Wildlife (CPW) is to perpetuate the wildlife resources of the state, to provide a quality state parks system, and to provide enjoyable and sustainable outdoor recreation opportunities that educate and inspire current and future generations to serve as active stewards of Colorado's natural resources. Our goal in responding to land use proposals such as this is to provide complete, consistent, and timely information to all entities who request comment on matters within our statutory authority.

District Wildlife Manager Justin Olson recently analyzed the site. The 104.283-acre site is located in Township 5 South, Range 68 West, and portions of Section 29 and Section 30 in Arapahoe County within the Town of Columbine Valley. All property surrounding the proposed development site is currently developed or planned for future development.

The proposed Wild Plum Farm Project provides for the development of 105 units, mixed as single-family and custom home lots with associated open space and infrastructure. The main impacts to wildlife from this development would be fragmentation and loss of habitat. Although it is impossible to eliminate fragmentation and habitat loss with any development, impacts to wildlife can be minimized through the use of clustering configurations, density reduction, and providing open space for wildlife.

The riparian corridor along the South Platte River provides benefit to wildlife in a number of ways, including connecting protected areas and providing a location for wildlife to migrate from one place to another with minimal disturbance and conflicts from people. Disturbance of wildlife corridors through development causes fragmentation.

Fragmentation of wildlife habitat has been shown to impede the movement of wildlife across the landscape. Open space areas are more beneficial to wildlife if they connect to other natural areas such as the previously mentioned corridor and nearby Cooley Lake. The areas
Of wildlife habitat that most closely border human development show heavier impacts than do
Areas on the interior of the open space. However, when open space areas are smaller in size,

The overall impacts of the fragmentation is greater (Odell and Knight, 2001). Thus, Colorado Parks and Wildlife recommends that the Town of Columbine Valley employ a collaborative approach with neighboring cities and towns and with other developments within the county to maintain wildlife habitat in as whole a state as possible. By keeping open space areas contiguous and of larger size, the overall benefit to wildlife increases dramatically.

When planning trails in the development area, special consideration should be given to the impact trails have on wildlife within the area. Trails should not cut through riparian areas and should remain at least 50 feet from them. They should also be placed at the edges of open space areas and should be no wider than 8 feet throughout their entire length. Trails have the ability to contribute to fragmentation of habitat, disrupting the natural movement of wildlife through an area, and the spreading of noxious weeds.

Noxious weeds should be monitored very closely. The spread and control of noxious weeds on and around the Wild Plum Farm Project site is a concern for wildlife. Invasive plants endanger the ecosystem by disturbing natural processes and jeopardizing the survival of native plants and the wildlife that depend on them. CPW would recommend implementation

of a weed management plan that may already exist within the Town of Columbine Valley or
Arapahoe County.

CPW would expect a variety of wildlife species to utilize this site on a regular basis, most notably small to mid-sized mammals, song birds, and raptors, but also with the possibility for big game species (elk, deer), reptiles, and amphibians to be present on occasion. Raptors are protected from take, harassment, and nest disruption at both the state and federal levels. If a nest is discovered within the development area, CPW recommends that buffer zones around nest sites be implemented during any period of activity that may interfere with nesting season. This will prevent the intentional or unintentional destruction of an active nest.

For further information on this topic, a copy of the document "Recommended Buffer Zones and Seasonal Restrictions for Colorado Raptors," is available from your local District Wildlife Manager. Following the recommendations outlined in this document will decrease the likelihood of unintentional take through disturbance.

If a prairie dog colony is discovered within the project area, the potential may also exist for the presence of burrowing owls. Burrowing owls live on flat, treeless land with short vegetation, and nest underground in burrows dug by prairie dogs, badgers, and foxes. These raptors are classified as a state threatened species and are protected by both state and federal laws, including the Migratory Bird Treaty Act. These laws prohibit the killing of burrowing owls or disturbance of their nest. Therefore, if any earth-moving will begin between March 15th and October 31st, a burrowing owl survey should be performed. Guidelines for performing a burrowing owl survey can be obtained from your local District Wildlife Manager.

CPW would recommend that any discovered prairie dog colony be completely vacated of living animals prior to the start of any earth-moving. Removal of the animals can be coordinated at the discretion of the development department.

Future residents should be informed that wildlife such as fox, coyotes, raccoons, and even an occasional bear or mountain lion might frequent the development area in search of food and cover. Coyotes, foxes, cottontail

rabbits, and raccoons are several species that have adapted well to living in urban environments. CPW recommends that people moving into and residing in this area take the proper precautions to prevent unnecessary conflicts with wildlife through the use of pet leash laws and protection of their pets when not under direct supervision.

Homeowners can do their part by **not** inviting wildlife into their yards. Due to the potential for human-wildlife conflicts associated with this project, please consider the following recommendations when educating future homeowners about the existence of wildlife in the area:

- Pet foods and bowls should be kept indoors.
- Garbage should be kept in secure containers to minimize its attractiveness to wildlife.
  Trash should be placed in containers with tight seals and remain indoors until shortly before pickup.
- Feeding of wildlife, with the exception of birds, is illegal.
- "Living with Wildlife" pamphlets are available through CPW offices or online.

For further information, Colorado Parks and Wildlife can provide copies of the following brochures: "Your Guide to Avoiding Human-Coyote Conflicts," "Don't Feed the Wildlife," and "Too Close for Comfort: Avoid Conflicts with Wildlife in the City" to residents of the surrounding open space. These brochures can also be downloaded from our web site at: http://cpw.state.co.us/learn/Pages/LivingwithWildlife.aspx.

Thank you again for the opportunity to comment on the Wild Plum Farm PD Project. Please do not hesitate to contact us about ways to continue managing the property in order to maximize wildlife value while minimizing potential conflicts. If you have any further questions, please contact District Wildlife Manager Justin Olson at (303) 291-7131.

Sincerely,

Liza Hunholz
Area Wildlife Manager

Cc: S. Yamashita, T. Kroening, M. Leslie, J. Olson

Arapahoe County Engineering Services Division: Thanks you for giving us the opportunity to review the Wild Plum Farm project. Engineering Staff has reviewed the proposals and has the following comments:

1. Lots 8 and 42 appear to be located within unincorporated Arapahoe County – will these two lots be annexed into Columbine Valley?
2. If lots 8 and 42 are not annexed into Columbine Valley, please adjust placement of the monument entry signs so they are located within the Columbine Valley jurisdiction. County does not permit offsite signage.
3. PDP and drainage report shows the 100 year floodplain –the 100 year floodplain delineation does not match up with the regulatory 100 year floodplain in the northeast portion of this proposed development. The 4-14-2011 LOMR for this development is for the southern half of the development.
4. Detention pond #2 appears to lie within the 100 year floodplain limits, County would recommend pond location to be outside of 100 year floodplain limits.
5. Cul-de-sac on south end of project does have 2 access points but they are only 100 ft. apart– please confirm Emergency Services has no issues with the alignment – may want to consider another emergency access location.
6. County was not provided with a traffic impact study (TIS) during this review but it does seem that most of the development traffic would utilize Hunter Run Ln. and intersection improvements may be warranted at Hunter Run Lane and South Plate Canyon Road.
7. What mitigation measures are needed to keep intersections at an acceptable level of service (LOS)?
8. Also need to consider improvements required to Hunter Run Ln. Is there adequate queuing storage?
9. Would this development trigger any improvements recommended in the Platte Canyon feasibility study?

As this project progress through the land use process, PWD would request opportunities to review traffic, drainage studies and infrastructure plans. Please note that additional Divisions within Arapahoe County Public Works may submit comments as well. If there are any questions, I can be reached via email at swhite@arapahoegov.com or phone at 720-874-6500. Thank you again for the opportunity to review this project. Please let me know if you need additional information or clarification on any item listed above.

Sarah L White, E.I., CFM
Engineer I
Arapahoe County Public Works & Development
Engineering Services Division
6924 South Lima Street
Centennial, CO 80112
Main: 720-874-6500
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TRI COUNTY HEALTH
May 18, 2016
Bill Sieber
Town of Columbine Valley
2 Middlefield Rd
Columbine Valley, CO 90123
RE: Wild Plum Farm
TCHD Case No. 3907

Dear Mr. Sieber:
Thank you for the opportunity to review and comment on the Preliminary Development Plan for a single family residential subdivision at 6850 S Platte Canyon Rd. Tri-County Health Department (TCHD) staff reviewed the application for compliance with applicable environmental and public health regulations and has the following comments.

Wastewater – Onsite Wastewater System Abandonment
Proper wastewater management promotes effective and responsible water use, protects potable water from contaminants, and provides appropriate collection, treatment, and disposal of waste, which protects public health and the environment. Our records indicate the presence of an On-Site Wastewater Treatment System (OWTS) on the subject property. The existing OWTS shall be abandoned in accordance with Regulation No. O-14, Section 11.3. TCHD must be notified in writing once the system has been properly abandoned. For more information, or to submit the notification, the applicant may contact the John Bergstrom in the TCHD Administration Office at 720-200-1574 or jbergstrom@tchd.org. More information is available at http://www.tchd.org/269/Septic-Systems.

Water Wells
There may be domestic or irrigation wells on the property. TCHD recommends that the property be examined for existing wells prior to any construction. If wells are found, the wells should be properly abandoned prior to construction. For more information, contact the Groundwater Information Line at 303-866-3587 or see http://water.state.co.us/groundwater/wellpermit/Pages/WellAbandonment.aspx.

Fugitive Dust – Building Demolition
Exposure to air pollution is associated with a number of health problems including asthma, lung cancer, heart disease, and low birth weight. The Colorado Department of Public Health and Environment Air Pollution Control Division (APCD) regulates air emissions. The application indicates that the existing building on the site will be demolished. State air quality regulations require that precautions be taken prior to May 18, 2016 Wild Plum Farm TCHD No. 3907 Page 2 demolition of buildings to evaluate the presence of asbestos fibers that may present a health risk. If such fibers are present, actions must be taken to prevent their release into the environment. State regulations also address control of ozone depleting compounds (chlorofluorocarbons) that may be contained in air conditioning or refrigerating equipment. The applicant shall contact the APCD at (303) 692-3100 for more information. Additional information is available at http://www.cdphe.state.co.us/ap/asbestos.

Vector

Building Demolition

Rodents such as mice and rats carry diseases which can be spread to humans through contact with rodents, rodent feces, urine, saliva, or through rodent bites. If there is an infestation of rodents in the building proposed for demolition, the infestation should be eliminated prior to demolition to prevent the spread of rodents to neighboring properties. Information on rodent control can be found at http://www.tchd.org/400/Rodent-Control.

Stormwater

The applicant indicates that a water quality swale will be located along the edge of the property, and the site plan appears to show a pond at the southeast corner of the project. To reduce the potential for human exposures to West Nile and other mosquito-borne viruses, we recommend that mosquito control plans be developed for any stormwater facilities that are designed to hold water for 72 hours or longer. Detention ponds are generally designed to drain within 72 hours, so we do not initially recommend mosquito control plans for detention ponds. However, if a detention pond fails to operate as designed, resulting in mosquito breeding conditions or mosquito complaints, Tri-County Health Department will recommend that the operator implement a mosquito control plan to remedy the situation. A guidance document is attached.

Flood Control

The Urban Drainage and Flood Control District (UDFCD) Drainage Criteria Manual, Volume 3 recommends that the design process begin by reducing the amount of runoff in newly developing areas. Collectively, these methods are called "minimizing directly connected impervious areas" and include reducing paved areas, using porous pavements and grass swales. This both improves water quality and limits the volume of water that must be retained/detained in ponds. We encourage the applicant to follow UDFCD's design hierarchy.

Community Design for Active Living

Because chronic diseases related to physical inactivity and obesity now rank among the country’s greatest public health risks, TCHD encourages community designs that make it easy for people to include regular physical activity, such as walking and bicycling, in their daily routines. Because research shows that the way we design our communities can encourage regular physical activity, Tri-County Health Department (TCHD) strongly supports community plans that incorporate pedestrian and bicycle amenities that May 18, 2016 Wild Plum Farm TCHD No. 3907 Page 3 support the use of a broader pedestrian and bicycle network. TCHD commends the applicant for including a trail system in the development.

Please feel free to contact me at 720-200-1575 or kboyer@tchd.org if you have any questions.

Sincerely,

Kathy Boyer, REHS

Environmental Health Specialist II

CC: Sheila Lynch, Laura DeGolier, John Bergstrom, TCHD May 18, 2016 Wild Plum Farm TCHD No. 3907 Page 4

Tri-County Health Department
Guidance for Preparation of
Mosquito Control Plan

A Mosquito Control Plan should contain the following elements:

1. Designation of a management entity

This is the entity with authority/responsibility for implementing the plan. Typically, this will be a Special District or a Homeowners Association. If this is the case, the applicant shall submit a copy of the organizational Service Plan, by-laws or other legal document providing the authority for mosquito control. If the entity is the developer, this should be noted.

2. Funding mechanism

A method needs to be put in place to finance the program. This could be a commitment for the Service District, HOA or developer to include adequate funds for the activities as part of its annual budgeting process, or a plan by the District or HOA to assess an annual fee on residents in the subject service area, or to fund the program in some other way, per its legal authority as noted in #1.

3. Activities that will be undertaken to prevent mosquito breeding conditions

This section places emphasis on the proper design, construction, operation and maintenance of stormwater facilities to prevent mosquitoes from breeding. In most instances, it is nothing different than is already required by the County and Volume 3 of the Urban Drainage and Flood Control District's (UDFCD) Urban Storm Drainage Criteria Manual for flood control and stormwater quality. The literature on this subject, supported by local field experience, suggests that if stormwater facilities are well-designed, built to specification, and regularly inspected and maintained to meet operating standards, stormwater facilities that are designed to completely drain in 72 hours or less are likely to do so and to prevent mosquito breeding conditions.

The likelihood or extent of mosquito breeding can also be reduced through the proper design, construction and inspection/maintenance of retention ponds or constructed wetlands that are intended to hold permanent water pools.

We have found that at the time of construction of stormwater facilities, there is often little thought given to continuity of maintenance. Requiring the applicant to think through the tasks that need to be accomplished from design through operation, who will be responsible for tasks in each phase, and a schedule for their accomplishment increases the probability that these tasks will be completed. May 18, 2016 Wild Plum Farm TCHD No. 3907 Page 5

Ideally, before getting to this point, the applicant will have considered stormwater facility options that do not rely on extended retention or detention of stormwater without flushing over a period of 2-3 days; e.g. grass swales, porous pavements, landscape detention, reducing directly connecting impervious areas to increase infiltration. This would be coordinated through and in compliance with the requirements of the County's Engineering and/or Stormwater sections.
Suggested elements in this section include the following:
 Design review – Qualified personnel review construction plans and conduct field investigation to ensure construction per specifications of UDFCD Volume 3 and County criteria.

 Operation and maintenance activities:

This should identify who will conduct these activities (e.g., staff or contractor), and a schedule or trigger point for doing each task. Again, the UDFCD's Vol. 3 contains minimum operation and maintenance activities. If staff are to be used, this section should note if they will need training and how they will receive it.
 Regular inspections:

Facilities that are found to retain water should be inspected regularly to ensure that no mosquito larvae are present. Facilities should be inspected once a week beginning in April and continuing through September.
 Larvacide program:

Even if inspections do not reveal larvae, a larvaciding program should be established as a preventive measure at the same time that the inspection program begins (generally May) and continue through September. Some mosquitoes lay their eggs in mud, and when rain falls later, they can hatch and present a problem. Larvacide should be applied at the recommended rate and frequency specified by the product manufacturer. Mosquito control products can be found by doing a search on the internet.
Natural control of mosquito larva can be very effective is done properly. Consult the Colorado Department of Wildlife, Fisheries Division, for consultation on proper stocking of ponds with fish that will effectively control mosquito larvae.
For Technical Assistance - Contact Monte Deatrich, Tri-County Health Department's mosquito control specialist, if you have any questions about any elements of the mosquito control program. Mr. Deatrich is in Tri-County's Commerce City office; he can be reached by phone at (303) 439-5902, or by e-mail at mdeatric@tchd.org.

Littleton Public Schools

Transportation Services Center, 5565 South Crocker Street, Littleton, CO 80120

May 2, 2016

Mr. Phil Sieber
Town Planner
Town of Columbine Valley
2 Middlefield Road
Columbine Valley, CO 80123

Dear Mr. Sieber:

Preliminary drawings for the Wild Plum Farms development were received from PCS Group, Inc. last week by Diane Doney, Assistant Superintendent of Business Services/Chief Financial Officer for Littleton Public Schools. She forwarded those drawings to me.

We truly appreciate being able to preview these site drawings, and are glad to have the opportunity to address to you some questions and comments. We anticipate that some of the residents of this development will require transportation services to Wilder Elementary School, Goddard Middle School, and Heritage High School.

In the interest of providing transportation services, there are a few things it would be good for me to know.

1. What will be the width of the roadways in this development?
2. Will residents be allowed to park vehicles on both sides of the road in Wild Plum Farms?
3. How many students at each level are you anticipating in this new development?
4. Will there be any stoplights that might affect the flow of traffic?

These items could present unique challenges to providing transportation to this neighborhood. School buses are typically ten feet in width, including side-mounted mirrors, and are approximately 40 feet in length.

In closing, we will be happy to accommodate and serve the residents of this new community. Hopefully, my questions can be addressed and we can be assured that there will be adequate room for our buses to navigate their routes through the neighborhood.

Thank you again for providing the preliminary drawings to us so we can be as prepared as possible for this community's potential needs!

Sincerely,

Scott French

Scott French
Transportation Director
Littleton Public Schools

South Suburban Parks and Recreation District/South Plat Park
May 27, 2016

Phil Sieber
Town of Columbine Valley
2 Middlefield Road
Columbine Valley, CO 80123
Re: Wild Plum Farm Preliminary Plat and Development Plan Referral

Dear Mr. Sieber,
South Suburban Park and Recreation District reviewed the referral documents for the Wild Plum Farm Preliminary Plat and Development Plan and have the following comments.
 The 5 storm drain outfalls to Cooley Lake and the South Platte River will need easements from the City of Littleton and should be designed as wetland areas to clean the water.

 The Cooley Lake outfall into the South Platte River needs to be maintained at the pre-determined elevation per our agreement with the State of Colorado.

 The perimeter fencing should be placed on the development side of the 30' buffer to further deter direct access into the park.

 Care should be taken to preserve and enhance the already established landscape buffer along the northern edge of Cooley Lake.

 Trails should be designed so that erosion is not a concern. A 5% or less slope is recommended.

 Any active park uses such as HOA clubhouses, pools, playgrounds, courts, playfields, etc. should be located on the interior of the development away from the property line between Cooley Lake and the development.

 Any outdoor lighting should be shielded from shining onto the Cooley Lake property.

 An agreement for certain HOA covenants should be negotiated with the developer to limit certain homeowner activities that will impact South Platte

Park. This would be similar to the covenants in place for the Polo Reserve area.

 A guide to South Platte Park brochure should be provided to residents moving into the area. This would be similar to the publication created for the Aspen Grove Apartments. The artwork and wording can be provided by South Suburban.

 Additional information is needed on the ponding easement delineated by the Army Corp. of Engineers. What will this area ultimately become? There may be opportunities for additional wet-meadow habitat in this area.

Thank you for the opportunity to comment on this referral. This referral represents input from South Platte Park staff and is a combined response to your request.
Sincerely,
Brett Collins
Director of Planning and Development
Cc
Rob Hanna, Executive Director
Andy Jennings, Director of Parks
Skot Latona, Manager South Platte Park

Mike Braaten, Deputy City Manager, City of Littleton

US Corps of Engineers May 31

Mr. Sieber,
Please work your request through the local levee sponsors, contacts below. I will need written concurrence from the sponsors prior to our review. Once the sponsor approves, please send the submittal to me at the following address:
Tonya Eilenstine
CENWO-OD-E
USACE-Omaha District
1616 Capitol Avenue
Omaha, NE 68102

We will need three hardcopies and an electronic copy of all submittal documents. Please find attached a copy of the Section 408 guidance.

Please let me know if you have additional questions.

Levee Sponsor:
Colorado Department of Natural Resources Mr. Kevin Houck
1313 Sherman St.
Denver, CO. 80203

Tonya Eilenstine
Emergency Management Specialist
US Army Corps of Engineers
Phone: 402.995.2449
Fax: 402.995.2450

(Attached to this letter was a 72 page instruction document that is not included in this report.)

Community Development
2255 West Berry Avenue
Littleton, Colorado 80120
303-795-3748
Fax 303-795-3856

May 23, 2016

Phil Sieber
Town Planner
Town of Columbine Valley
2 Middlefield Road
Columbine Valley, CO, 80123

Dear Phil,

Thank you for the opportunity to review the Wild Plum Farm proposed development application in the Town of Columbine Valley. The city has no overall objection to the proposed development, however, we do have comments and concerns, as outlined below.

General

1. The city respectfully requests that the open space that abuts Cooley Lake be held publicly with restricted use, rather than private open space, ensuring a protected buffer to the lake.
2. The city would prefer to see no connection from Columbine Valley, over the S. Platte River to the Mary Carter Greenway Trail, but if there is one proposed, it must be open to the public and allow two-way traffic.

Traffic

The traffic impact study submitted with the application is a draft study for similar development proposal from 2014. If an updated traffic impact study is required by Columbine Valley, we would greatly appreciate an opportunity to review such a report once submitted.

Sewer

Developers of the proposed residences in Wild Plum Farms will obtain sanitary sewer service from Southwest Metro Water and Sanitation District. They will pay sewer tap fees to Southwest Metro and also to the City of Littleton. The city's Public Works engineers recommend that Columbine Valley obtain referral comments on sanitary sewer directly from Southwest Metro.

Drainage

1. The drainage study shows individual outfall storm sewers from each of proposed detention water quality ponds numbered 3, 4 and 5, each draining directly into Cooley Lake. The City of Littleton does not support this concept. There is one existing outfall to Cooley Lake, labeled as design point 11 on the existing drainage map. It is recommended the developed drainage plan concept should show only one outfall to Cooley Lake, to match the existing condition and impacts on lake water quality. Ponds 3, 4 and 5 may need connecting storm sewers, on Wild Plum Farm property, connecting to a single outfall onto City of Littleton property. Any constructed outfall improvement on Littleton property will require dedication of an easement to Town of Columbine Valley. Columbine Valley may delegate an HOA to be responsible for maintenance, but legal responsibility for the easement should be with the Town, as a private use of public property is not supported.

2. There are 2 parallel sanitary sewer interceptors along west and north bank of Cooley Lake. Proposed storm sewer outfall crossing may require concrete encasement or other protection of the sanitary sewers, to be determined by utility owners.

3. There are 2 existing points where drainage is onto City of Littleton Property. Existing design point 10 drains about 70 acres under existing conditions, to ditch across open space, to the South Platte River.
   Existing design point 11 drains about 27 acres to Cooley Lake, which then outlets to the river. Under proposed conditions, about 53 acres will drain to design point 10, and about 44 acres will drain to design point 11. Development will increase tributary flow area into Cooley Lake, and decrease flow to the north open space and the river. Wild Plum Farm should change proposed drainage basins, or under detain drainage out of ponds 1 and 2, or over detain drainage out of ponds 3, 4 and 5, to more closely match existing drainage patterns and flow rates.

4. The floodway easement in northeast corner, and the drainage channel easement in southwest corner, both appear to not be disturbed by development. The city supports this concept. It is suggested the development plan contain restrictions of outdoor lighting adjacent to theses easements, so as to not disturb potential night use of the area by wildlife.

5. Enclosed are marked up copies of the existing and proposed drainage plans.

Developer Meetings with the City

The developer indicated in his letter of April 27, 2016, that he was working to set up meetings with the City of Littleton. Community Development and Public Works staff has not been contacted by the developer as of today.

Sincerely,

Andrea Mimnaugh

Andrea Mimnaugh, AICP
Planning Manager

B. HOA'S

Responses have been received from the following HOA's:

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

The responses are included verbatim in this report and are summarized in the Findings section of this report. In addition, time will be provided for each HOA to comment at the hearing. The Old Town responses follow and the Burning Tree/Polo Meadows start on page

Old Town

There are two responses from Old Town. The first is the HOA Board position statement and the second is a petition from residents with a narrative.
HOA Board

May 26, 2016

Mr. Phil Sieber
Town Planner
Columbine Valley, CO

Dear Mr. Sieber,

The Board of Directors of the Columbine Valley Homeowner's Association (herein after referred to as HOA) is submitting the following Response to the proposed development of the Wild Plum Farm. Because the HOA represents all of the citizens of Old Town, it was unanimously agreed that a committee be formed for the purpose of providing information to the citizens. Additionally, the committee was to collect the comments, concerns and recommendations of the citizens to aid in the HOA Response. The committee's work has been put together in a document labeled Petition from Homeowners of Old Town Columbine and Town of Columbine Valley Regarding Proposed Wild Plum Farm Development. The result is that 196 citizens have participated in the formulation of this Response. The HOA is confident that the citizens' response would have been even greater if more time were available to seek their participation.

The HOA is not opposed to the development of Wild Plum Farm. The collective goal is to ensure that the development is done commensurate with the best interest and values of our Town and Neighborhoods. Columbine Valley is a very unique Town. The citizens prize the uniqueness and any development must protect and preserve our lifestyle and way of life.

ACCESS

The proposed Development should limit vehicular access to Hunter Run only. The streets of Old Town were designed to be walkable streets, as evidence by the fact that there are no sidewalks. Our community, as well as neighboring communiti4es, enjoy our streets for their beauty, uniqueness and peacefulness. We use our streets to walk and run, ride bicycles, push strollers, drive golf carts, chat with our neighbors and walk our pets. Children use them to ride scooters and bicycles to school, the pool and the tennis courts. The safety and lifestyle of Old Town should not be compromised to accommodate a new development. To the contrary, the proposed development plan needs to be amended so that Old Town residents can continue with the activities they have enjoyed for over 50 years.

Per the Town of Columbine Valley Zoning Code and Land Use Manual adopted June 2013, Fairway is a Cul-de-Sac. "A street with only one outlet, which terminates on the opposite end in a vehicle turnaround." Adding access points to Fairway would change the street to a Major Collector Street per the Zoning and Land Use Manual. A Major Collector Street is defined as "a street primarily intended to move traffic from minor collectors to other major collectors and arterials outside of the town boundary and where access to existing properties is a secondary function." Adding access to Fairway would change the character of the street and of our neighborhood. It would negatively impact the lifestyle and way of life with in our community.

Many people feel that connecting neighborhoods with pathways or walkways is a desirable feature. Planners often suggest that secondary access points are needed for emergency purposes. The HOA is in agreement with both of these thoughts and believes that the desires of all parties can be met. The developer need only change his plan to provide emergency, pedestrian and golf cart only access on Fairway Lane. This way connectivity is created between neighborhoods and emergency access is available if needed. Precedent for this was previously approved in the Willowcroft development plan.

Please see the HOA's Petition for additional information and precedent regarding access.

DENSITY and DEVELOPMENT STANDARDS

The HOA believes that the Master Plans density description may have been misunderstood by many in Old Town. People understood 1 home per acre to mean each lot would be one acre. After our presentation on Tuesday evening any misunderstanding has been cleared up. Thank you for helping with that distinction. The committee used the word "Density" in the petition and there is not sufficient time to correct the wording and recirculate the petition. The choice of the word "density" does not affect the spirit of the committee's intention, however. The intention was to say that there are too many houses too close together. The Developer's plan needs to be amended so that lot sizes are larger. Larger lot sizes and a spacious open feeling are part of the charm and lifestyle of Columbine Valley. The lot sizes of Polo Reserve, Polo Meadows, Old Town and Burning Tree define the character of the area. The developer needs to come back with lot sizes that are more in keeping

with the character of the existing homes. Anything less diminishes the value, quality of life and lifestyle of Columbine Valley.

It is the understanding of the HOA that part of the Developers proposal is to seek a re-zoning from Agricultural to Residential Planned Development. That being the case, then it would appear that per the Zoning and Land Use Manual the average lot size cannot be less than one-half acre (1/2 acre). The HOA requests that the Board of Trustee hold the developer to that standard at a minimum.

HOUSE STANDARDS

Please see the Homeowner's Petition. The Petition comments are clear. Tract homes are not in character with Old Town, nor any of the surrounding developments. Tract homes would significantly alter the idyllic character of our Neighborhoods in a negative way.

HOUSE STANDARDS ALONG FAIRWAY LANE

Please see the Homeowner's Petition. Requiring Custom Builders to seek approval from the Old Town Architectural Control Committee and the Old Town HOA prior to construction is consistent with the agreement between Old Town and Burning Tree for the development of the Burning Tree homes fronting on Fairway.

TRAFFIC AND SAFETY

IMPACT OF CONSTRUCTION ON TOWN STREETS

INFRASTRUCTURE FINANCING

The remainder of the Committee's Petition speaks for itself. While the Homeowners and the HOA now have a better understanding of the time constraints imposed upon the Town, the HOA still believes that the Town needs to be aware of the concerns expressed by the Citizens of Old Town.

Respectfully,
Columbine Valley Homeowners Association Board of Directors

Deb Kennedy
Jon Piper
Linda Steiert
Judy Way
and the Signers of the Petition

Attachments: Petition from Homeowners of Old Town Columbine & Town of Columbine Valley regarding Proposed Wild Plum Farm Development and the related signature pages.

Petition from Homeowners of Old Town Columbine & Town of Columbine Valley Regarding Proposed Wild Plum Farm Development

The homeowners, whose signatures are below, 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. Therefore, we 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 us with the following modifications to the applicant's Letter of Intent:

Approval:

Town of Columbine Valley's Zoning and Planning Commission (P&Z) should delay approval of the proposed development beyond its meeting scheduled for Tuesday, 6/14/2016.

Wild Plum Farms is a significant piece of undeveloped property in our Town. Ample time should be allowed to thoughtfully consider all aspects. The P&Z meeting and **vote scheduled on Tuesday, 6/14/2016 is too soon**. The Town Staff report, consolidating all written feedback on the proposal, will not made public until 6/10/2014, only 4 days before the scheduled vote. This is one of the biggest development decisions our Town will make.

Access:

Limit ingress/egress access to the interior of the property to Hunter Run Lane only, with emergency, pedestrian and cart access only from Fairway Lane.

The total number of proposed new homes having ingress/egress access solely from **Hunter Run Lane will be 114**. **This is 10 houses less than the 124 total number of homes *currently* having ingress/egress access solely from Fairway Lane.**

- **Eliminate cut-through traffic from Platte Canyon Road and Bowles** through Wild Plum Farm onto Fairway Lane, Middlefield Road and Club Lane.

- **Maintain high levels of safety** for our children, golfers/golf carts, and adults travelling within our neighborhood, especially on Fairway Lane, using methods other than cars. Our Town is a walkable community; we have no sidewalks.
-
- **The Town has already set a strong precedent for sole access neighborhoods.** Four neighborhoods, **two of which have more homes than in the proposed in Wild Plum Farm,** have only one ingress/egress access. The Town should be consistent in its approach.

Density and Town of Columbine Valley Master Plan

Significantly reduce the total number of homes in the interior of the proposed development.

- **The proposed density, which is at the low end of the defined "Medium" Density, is NOT the Low Density recommended for Wild Plum Farm in the Master Plan.**
- With 1/2 of the Wild Plum Farm devoted to undevelopable wetlands and open space, the proposed 105 home will be crowded onto the remaining approximately 50 acres. That is not "low" density by anyone's definition.
- **ALL** other undeveloped properties in the Plan were recommended as "Low-to-Medium" or Low-to-High. \
- Be true to the commitment and thoughtful process which created the Master Plan as a guideline for development within our Town.

Development Standards:

Require the development standards for the houses in the interior of the property to be no less than those of adjacent neighborhood Burning Tree.

The houses in the proposed development have **higher 2-story roofs**, are **closer together**, and are **closer to the side streets** than those in Burning Tree, The Village or Columbine Old Town.

House Standards:

Eliminate construction of tract houses.

Eliminate construction of lower-value houses.

- One of the main characteristics of our Town is the uniqueness of each home.
- The homebuilder proposed by the developer is the **4th largest tract home builder** in the US.
- The homebuilder's publicly reported average home selling price is only $432,000.
- LIV/Sotheby's 1Q 2016 Market Report for Columbine Valley indicates an average selling price of $1,100,000.
- **This proposal would significantly alter the idyllic character of our Neighborhoods.**
-

House Standards Along Fairway Lane:

Require only custom homes for the 11 houses proposed along Fairway Lane and for the 2 houses proposed on Hunter Run Lane.

Custom houses are consistent with the type of homes in Columbine Old Town and along Hunter Run Lane.

Require builders of the 11 houses on Fairway Lane to submit and receive prior approval of all plans from the Columbine Old Town Architectural Control Committee and Columbine Old Town HOA prior to construction.

To ensure compliance with Columbine Old Town development standards.

Traffic and Safety:

Delay approval of the Preliminary Development Plan, allowing Columbine Valley homeowners 45 days to read, analyze and comment on a safety study completed by the Town.

The Columbine Old Town homeowners have significant concerns regarding safety of its citizens of all ages along Fairway Lane, Club Lane and Middlefield Road.

Delay approval of the Preliminary Development Plan, allowing Columbine Valley homeowners 45 days to read, analyze and comment on the Updated Wild Plum Farm Traffic Impact Study, which should also address the impact of construction traffic over the projected 4 year build out of the project.

The Columbine Old Town Homeowners have significant concerns regarding the impact of increased traffic from the proposed development, as well as cut-through traffic from/to Platte Canyon and Bowles.

Impact of Construction on Town Streets:

Delay approval of the Preliminary Development Plan to allow the Town to calculate and request the applicant to include Impact Fees and/or Off Sites Fees to be paid to the Town.

Heavy construction trucks/equipment will inflect damage to roads beyond the normal residential and club use.

Infrastructure Financing

Delay approval of the use of a metropolitan district until a summary of pros and cons of such use is provided by the Town to its citizens, and allow at least 45 days is allowed to read, analyze and comment.

Use of metropolitan district financing, as well as its risks, is new to the Town and its citizens.

Burning Tree Residents' Concerns and Comments

Summary of the comments and concerns of the residents of Burning Tree concerning the proposed development of Wild Plum Farm by CalAtlantic. Submitted to the Town of Columbine Valley for inclusion in their report at the Planning and Zoning Commission meeting.

Concern: Increased Traffic on Platte Canyon and Hunters Run

1. Burning Tree residents are very concerned that the proposed development of Wild Plum Farm will greatly increase traffic on an already overcrowded Platte Canyon Road.

2. The vast majority of the residents of Burning Tree are ***strongly opposed*** to the petition by Old Town Columbine to require Hunters Run be the only ingress/egress to the interior of Wild Plum Farm and restrict vehicle access to Fairway Lane. We are strongly opposed to *any modifications* to the proposed development plan that do not provide vehicle access to Fairway Lane for *all residents* of Wild Plum Farm. This restricted access would force more traffic onto an already congested Platte Canyon Road and restrict access to W. Bowles Ave. We question the legality of prohibiting the proposed access onto Fairway Lane that was put in place after the Tuck property was annexed, and do not believe that Hunters Run was intended to be burdened by that much traffic.

3. We are concerned about limited visibility for vehicles turning left from Hunters Run onto Platte Canyon. This is currently problematic with the existing few homes on Hunters Run and will be exponentially worse with the addition of 105 homes. However, adding a light to provide left turn access onto Platte Canyon from Hunters Run is not a viable option as it will further inhibit traffic flow on Platte Canyon, which is already a problem during peak work and school traffic times. Therefore, as stated above, Hunters Run cannot be the exclusive entrance for this development.

4. The current median and roadside landscaping on Hunters Run must be retained, including during the construction phase.

5. There should be speed bumps or dips to control speed on Hunters Run.

6. There should be no U-turns allowed into Burning Tree in order to prohibit traffic that may turn right on Platte Canyon from Hunters Run, then U-turn in Burning Tree in order to go south on Platte Canyon.

Concern: Density

There is concern that the proposed 105 homes do not meet the Low Density requirement stated on the Master Plan. While 105 homes appears to average one home per acre, given the number of unbuildable acres means the homes will be on considerably smaller lots than other existing homes in the area. We ask that the Town honor the existing density requirements in the Master Plan and require a reduced number of homes in that development. 2 of 2

Concern: Inferior Quality of Homes

BT residents want CalAtlantic to be required to build custom or semi-custom homes that are at least consistent with the quality of the current homes in Burning Tree and the surrounding area. Tract and lower value or lower quality homes should be expressly forbidden.

Concern: Construction Phase Impact

1. The residents along south Spyglass Dr. are very concerned that traffic congestion, dirt, noise, and smell created by large vehicles on Hunters Run during the construction phase will have a very negative impact.

2. There should be restriction of hours for construction traffic to be limited to 8:00 am to 6:00 pm with no Sunday construction allowed. This should be strictly enforced.

3. Residents who back up to Hunters Run and currently have open fencing should be given the opportunity to upgrade to a solid brick wall that matches existing walls along the street at the developer's expense.

4. There should be *additional landscaping and noise abatement fencing* provided by the developer during the construction phase. All fencing and landscaping plans must be submitted to the affected residents for their approval prior to beginning construction.

5. There should be no addition of street lights along Hunters Run that shine into yards or windows of nearby residents, and all lighting along Hunters Run, as well as in the streets of Wild Plum Farm must be in accordance with all other residential lighting in Columbine Valley.

POLO MEADOWS HOA COMMENTS AND CONCERNS REGARDING WILD PLUM FARM DEVELOPMENT

This document is submitted to the Town of Columbine for its reference in the evaluation of the proposed development of Wild Plum Farm by CalAtlantic.

I Procedural concerns regarding submittal

The matter has been set for an initial hearing on June 14, 2016 based on the 45 day "clock" established under the Town's Zoning Code and Land Use Manual. However, the submittal by the proposed developer was not complete at the time of initial submittal and the 45 day clock should not have been started at that time. In addition, while the Town had obtained a traffic study in 2014, the Phase II Traffic Study was not submitted until May 27, 2016. Therefore, the 45 day clock should not have begun running until the submittal was complete.

II Concerns regarding traffic issues on Hunter Run

a. The Town has stated that all construction traffic will access the construction site through Hunter Run. While Hunter Run provides the most direct access to Wild Plum Farm, it is neither built for excess traffic, nor is it safe where Hunter Run intersects with Thoroughbred Run and Platte Canyon. In particular, the intersection of Hunter Run and Platte Canyon has limited visibility looking to the South. All parties interviewed so far, including the Town Planner and the Developer Garrett Baum have admitted that this is a safety issue. The Phase II Traffic Study recognizes that improvements to the intersection of Platte Canyon and Hunter Run will be required to improve entering sight distance for Hunter Run. Adding a light at the intersection of Platte Canyon and Hunter Run would resolve many of the safety concerns relating to the intersection; however, the addition of such a light may not be a viable option, as it will further impact traffic flow on Platte Canyon, and is not likely be authorized by the Colorado Department of Transportation. In addition, making the intersection of Hunter Run and Thoroughbred Run a three-way stop is imperative.

b. Limiting all construction traffic to Hunter Run would burden an already overcrowded Platte Canyon, and, as indicated above, make an unsafe intersection even more problematic. Discussions with the Town to date have indicated that the Town may restrict construction traffic to right-turn only into and out of Hunter Run. This is not a safe, workable solution, since it does nothing to increase the visibility.

c. There should be two points of full access to/from the development: Hunter Run and Fairway Lane. The Town must remember that for residents in Polo Meadows, there is only one

way in and out of the neighborhood – Hunter Run – whereas there are many points of ingress and egress to and from Fairway Lane. Pursuant to the Phase II Traffic Study, the average daily trip on Hunter Run will increase fourfold from approximately 210 at present to 870 with the project. On the other hand, the increased traffic on Fairway lane will be minimal: an increase of approximately 20-25%.

III Concerns relating to construction traffic impact

a. Residents living along Hunter Run on the south side of Spyglass and the north side of Arabian Place are very concerned about the construction traffic which will be constant for at least 3-4 years. This traffic brings noise, vibration, dirt, fumes.

b. Construction traffic should be limited to certain hours and days. Given the limitations of Hunter Run, all construction traffic should be limited to between 8:00 a.m. and 6:00 p.m., with no construction traffic on Sundays.

IV Concerns regarding quality of home and proposed business plan

a. The Developer has confirmed that CalAtlantic does not build custom or semi-custom homes. Given the quality of homes in the Columbine Valley area CalAtlantic should be required to build custom or semi-custom homes on the property. Tract homes should not be permitted.

b. In meeting with Mr. Baum he indicated that he would be "very surprised" if less than 85% of the homes to be built by CalAtlantic sold for less than $900,000. Based on a review of the lot size, elevation and other aspects of the project presented to date, this appears to be an unrealistic expectation and business plan. If in fact the Developer's business plan is premised on sales prices exceeding $900,000 for 85% of the homes, this will likely lead to an extended build out and to future requests for modifications of the project by CalAtlantic. This will extend the 3-4 year build out considerably, and will further delay the repair of Hunter Run to pre-construction condition.

V Concerns regarding Hunter Run repair

The HOA will need to be consulted regarding the repair of Hunter Run, and when it will be accomplished. If in fact the construction of the project is extended, repair will need to be done prior to the completion, and alternatives for access investigated.

Brookhaven HOA
May 25, 2016

The following comments are from Brookhaven residents regarding the Wild Plum Farm development proposal.

The Wild Plum Farm development proposal includes a number of strong positives:

- Inclusion in the preliminary plans of significant open spaces and parks to reduce overall density to 2.0 DU/acre. This compares favorably to Brookhaven (estate homes and Villa Avignon homes, in total). The proposed 105 home limit should not be exceeded and the final plan must maintain the ratio of open space to total area shown in the preliminary development proposal.
- Proposed lot sizes compare favorably with the lot sizes of the two areas within Brookhaven:
    - The eleven lots for larger homes proposed along Fairway Lane (Tract A) are all essentially the same as the Estate Home lots in Brookhaven (~20,000 sq. ft.); and,
    - The lower lot size limit (10,000 sq. ft.) of the two other areas of Wild Plum Farm (Tract B and D) include lot sizes larger than the Villa Avignon lots (7,000 to 9,000 for Villa Avignon).

  The builder should be held to their proposed lot sizes as indicated in the Preliminary Development Plan.
- Creation of the trail system within the community tied into the existing homes in Columbine Valley will provide an excellent biking and walking path for all residents of the Town. The location and size of these proposed trails also must be clearly documented in the final plan.

However, there are a number of unanswered questions that must be addressed:

- The preliminary proposal did not provide information concerning the pricing of the homes in the subsections of the development. Although lot sizes in Brookhaven Villa Avignon are smaller than those proposed for Tract B and D, the Villa Avignon home prices are all greater than one million dollars. Additionally, the renderings of proposed homes do not fit with the upscale character of most homes in Columbine Valley. Homes lack the

architectural features and tile roofs that are expected in a premium development. (Given hail damage potential, tile roofs should be a mandatory for any new home constructed in Columbine Valley.) Similarly, all homes should have wooden garage doors. The P&Z Board should require designs that reflect the quality architecture of the newer homes in Columbine Valley.

- The proposed establishment of a Metropolitan District is concerning. The Developer should not be allowed to saddle homeowners with future payments in order to reduce their financial risk and improve their profitability. The setting for the development is beautiful and unique in Columbine Valley and should attract homebuyers willing to pay the higher upfront price for their new homes. The developers need to accept the risk of building the infrastructure in anticipation of a successful development.

- The traffic study conclusions are trivial in comparison to what was expected. Expanding a few turn lanes does not reflect what is really needed to address the overall impact of the new developments within Columbine Valley. New developments under construction along with future developments will put a major strain on Columbine Valley traffic. It is time for the Town to work with CDOT to develop a plan that will serve Columbine Valley when all undeveloped areas are completely developed. Waiting will only cost taxpayers more in wasted time and increased costs for delayed construction.

Finally, significant emphasis is placed above on documenting exactly what is agreed to in the final plans to allow effective monitoring of the developer by the P&Z Board.

If there are any questions, please feel free to contact me.

Respectfully Submitted:

Cliff Owens

President

Brookhaven HOA

Columbine Country Club Villas HOA

Dear Phil,

The Columbine Country Club Villas HOA has reviewed the Wild Plum Farm (WPF) preliminary development plan and has the following comments:

(1) Traffic Flows -

(a) traffic light is necessary at intersection of Hunter Run and Platte Canyon Road in order to facilitate orderly access to and from WPF

(b) concern that with 105 planned homes in WPF ingress/egress points onto Fairway Lane will add too much traffic onto Fairway and Middlefield Rd. Consideration should be given to a reduction in WPF density in order to lessen traffic flow on Hunter Run, Fairway Lane, and Middlefield Road

(2) Design Standards - concern that architectural design, materials, and price points will be compatible with the upscale nature of Columbine Valley

(3) Metropolitan District - we are not in favor of this as the higher property taxes associated with metro districts can cause homeowner reluctance to approve future needed infrastructure bonds

Sincerely,

David Jones

Treasurer, Columbine Country Club Villas HOA

The Village

May 27, 2016

Mr. Phil Sieber
Town Planner
Columbine Valley, CO

Dear Mr. Sieber,

The Board of The Village Homeowner's Association (excluding Mimi Kuchman, who is a member of P&Z and therefore absent from these discussions) respectfully asks that the following comments be submitted to the public record regarding the proposed development of Wild Plum Farm recently submitted by Urban Frontiers. We have reached out to the Columbine Valley citizens living in our neighborhood for feedback regarding the proposal and we agree that the attached petition accurately reflects the sentiments repeatedly echoed in our community.

More specifically, should the development of Wild Plum be inevitable, we ask that the community be reflective of the current nature of Columbine Valley. *Our community is unique and any addition to its landscape needs to enhance and embrace our culture rather than introduce a mass-produced product that is not commensurate with the surrounding neighborhoods.* We feel qualified to speak to this point since Willowcroft and Wilder Lane (two communities that have raised serious concerns regarding development and prudent decision-making) are both, literally, in our backyards.

We oppose the plan to have two vehicular access points to Wild Plum through Fairway Lane and support a primary access point through Hunter's Run. Allowing access through Fairway would detrimentally increase the traffic through our neighborhood, which includes Middlefield Road, and would pose serious safety concerns as we ride our bikes and golf carts on our streets. *Notice there is little to no bike, pedestrian and/or golf cart traffic on Hunter's Run.* That being said, we do support emergency access through Fairway as well as golf cart and pedestrian paths. This would foster a sense of community within Columbine Valley.

Regarding density, we'd like to thank you for clarifying the term at the recent meeting at Town Hall. We now understand that the proposed plan is technically qualified as low-density but for the purpose of accounting for the opinions of our citizens, *please understand that we strongly agree that the lot sizes and distance between homes must be enlarged in order to reflect the character of Columbine Valley*. Perhaps doing so would render this project unprofitable for the developer. In that case, we suggest this is not a suitable project and ask that Urban Frontiers look elsewhere for their next undertaking.

Additionally, we are not happy with the renderings submitted with the developer's application. Developers should not be encouraged to build tract-homes in our community. Any developer who submits such renderings clearly does not understand the nature of Columbine Valley. Allowing this development to proceed as submitted diminishes the value and quality of life of our quaint town.

Please refer to the attached petition for further objections and concerns. We cannot overstate the importance of the decision to approve or deny the developer's plan for Wild Plum Farm. It demands the utmost contemplation and consideration and we ask that the Town, P&Z and the Board of Trustees take this responsibility seriously.

Respectfully,

Jim Roller

Jim Roller

C. Resident Responses

We have received emails from Town residents which are included verbatim in this report. The concerns and the staff response are summarized in the Findings section.

1. The following letters are from residents north of the WPF site, primarily Old Town. The responses from Burning Tree/Polo Meadows start of page 60

   Hi Phil
   Can you please answer a quick question for me just so I understand this process? How is the timeline for the Wild Plum approval process set? Is it not possible (and prudent) to wait and see how the current developments (Willowcroft and Wilder Lane included) are received by the community and the market in general before making a significant decision on such a large piece of property? Please educate me so that this makes sense.
   Thank you very much,
   Tiernan McKay

   _____

   Dear Mr. Sieber,

   I am writing in opposition to the development of Wild Plum Farm, as the most recent information about density of homes, quality of homes, and traffic patterns are very concerning to me. I know that Columbine Valley has a master plan that was created around 2007 that specifically designates the standards of new building/developments in the community. From what I can tell, the standards that are being proposed by the developer of the Wild Plum Farm do not meet the criteria listed in the master plan. It is disappointing and, frankly, very frustrating that our town leaders would disregard the high standards that were set several years back. **I'm hoping that you can please clarify why those standards don't seem to matter any longer.**

   I am concerned about the density and quality of the homes (which I know are covered in the master plan), but I am perhaps most concerned with the traffic patterns. From what I understand, a large percentage of the access in and out of the new development will be on Fairway Lane. All that additional traffic and the construction traffic for the next several years will dramatically change the feel of the neighborhood. Golfers will be crossing into traffic much more frequently between holes 9 and 10, 12 and 13, 14 and 15, and 16

and 17. This poses a safety hazard. With an ever-increasing number of families with young children moving into the neighborhood, I am also very concerned about the safety of those children riding their bikes, scooters, skateboards, or walking up to the pool, tennis, and par 3 facilities. ***We do not have the benefit of sidewalks in this neighborhood, so those kids are on the street along with the cars, trucks, construction vehicles, etc.*** I am also an avid morning dog walker and feel as if my walks will change dramatically as a result of this new proposed development. The peaceful, serene backdrop of the farm is going away, but more importantly, I will have to be dodging the additional cars coming down Fairway as they head to work in the morning--again, with no sidewalks and no bike/walking lane.

The additional traffic from Wilder Lane and the Willowcroft developments will already put a strain on the traffic signals at Bowles and Middlefield. We don't need another large influx of vehicles basically using Columbine as a pass-through to get to wherever it is they are going. The traffic on Platte Canyon is challenging in the morning and I see quite a few cars cutting through our neighborhood already to try to avoid the traffic light at Bowles and Platte Canyon. We don't need to add more to the mix!

Please work to ensure that the vast majority of the traffic in and out of the Wild Plum Farm development uses Hunter Run Drive instead of Fairway Lane. Ideally, access to Fairway should be just emergency, pedestrian, or golf cart access.

I hope that the town leaders will do all they can to ensure that whatever development occurs in Wild Plum Farm will meet the high standards of the rest of Columbine Valley. We moved here for a certain quality of life and a quiet, peaceful setting. I believe that the quality of life we've enjoyed for the last 10 years as a member of this neighborhood will be negatively impacted by the proposed plans for the development. **PLEASE respect the master plan for the community and demand that the developer meet the standards set forth in that plan.**

Sincerely,

Debbie Leibold31 Wedge Way
debleibold@gmail.com
303-909-5565 (cell)

J.D.,

I have signed the petition concerning the Wild Plum Development timeline but wanted to also voice my concern directly to you. I feel strongly that we need additional time to analyze the reports so that we can be sure that the proposed development is in line with the zoning of the property.

I appreciate the opportunity to voice my concerns.

Daneille Taylor
303.885.2921

JD, Phil,

I'm very concerned about the amount and speed of development in Columbine Valley. There are two ongoing developments at the north end and another very large proposal in the south.

Both north end developments somehow were approved with high density. This was a very poor decision, and since they were rushed they didn't catch issues like the towering height from building the ground up and a gap in the brick wall filled by cheap black wood fence on Wilder Lane. The Willow Croft development may not contain as noticeable design issues, but it’s an eye sore and makes or beautiful community of custom homes look like a retirement community.

The south proposal by wild plum, is much better density wise, but why are we rushing to develop this area with two ongoing developments already in progress?

Maybe I'm not aware of the benefits, are there any? Do you live in CV and will bare the impact of traffic, the impact to school's teacher to child ratio, the impact on watering down the community's quality of life.

Please take a second and reflect on the vision of Columbine Valley and ask yourself why you are allowing the over development. CV has a thin degree of protection from the neighboring communities, but we can't protect against our own mistakes. Please consider the impacts of development and slow down the wild plum proposal why you still can...

Regretfully, Adam Green
HOA Design Review Chair
The Village at Columbine Valley
3 Village Ct

Gentlemen,
We wanted to reach out to you to share our concerns over the Wild Plum Farm development proposal and timeline. We're distressed to see the proposed density numbers for the property, and urge you to slow down the process and carefully listen and consider the input and perspectives from Columbine Valley residents.

We've lived here since 1987, and well understand how special our Columbine Valley community is. We're sincerely hoping there will not be a repeat of the Willowcroft development process which has had an unfortunate outcome.

Finally, it would be great to see more transparency coming from the town with timely communication of the Wild Plum development timeline and meetings, as the impacts to our community are significant -- and what is done to this property cannot be undone.
Best Regards,
Debbie Schmidt
Kris Shelton
Ian Shelton
4 Columbine Lane
Columbine Valley, Co

Dalmy (2)

My wife, two young children and I live at 32 Fairway Lane. I understand that the applicant for the above mentioned development is proposing 3 access points into the new development, two from Fairway Lane and one from Hunter Run Lane. They plan to build 105 new homes. I wanted to let you know I object to the two access points on Fairway Lane and propose there be access to the new development solely from Hunter Run Lane with only Emergency Access to Fairway Lane with pedestrian, bicycle and golf cart access through it available at all times. I would like to explain why and hope you will consider them as valid, and hope you will communicate this to the appropriate decision makers in the Town's administration.

Current number of homes within the Town of Columbine relying on ingress/egress from one sole access point:

1. Old Town Columbine currently has 124 total homes (106 Old Town homes and 18 Burning Tree homes) which are east/south of the narrow bridge at the Country Club (basically the intersection of Club and Fairway Lane) with sole access only on Fairway Lane. Applicant is planning to build 11 custom homes along Fairway Lane facing Fairway (which I have no objection to) that will be a total of 135 homes with sole access to Fairway Lane across the narrow bridge at the Country Club.
2. Polo Meadows has 20 total homes with sole access on Hunter Run Lane (18 Polo Meadows homes and 2 homes on Hunter Run Lane).
3. Burning Tree has 102 homes with sole access from Doral Lane with pedestrian and golf cart access to the Country Club.
4. Willowcroft has 42 homes with sole access to Middlefield from Willowcroft Dr.

If you take the 94 new proposed homes (105 proposed new homes less the 11 new custom homes to be built on Fairway Ln) and the 20 existing homes at Polo Meadows (that would be 114 total homes) and they have sole access on Hunter Run Ln it would be consistent with the above developments. The other neighborhoods would still have fewer homes utilizing a sole point of access than Old Town Columbine (135 after the 11 new custom homes to be built on Fairway). The Town has set precedent for developments with one single point of access with similar numbers of homes that work just fine and efficiently.

Moreover, using Hunter Run Lane as the sole access point is consistent with the Wild Plum Farm Traffic Impact Study dated June, 2014, which states on the first page of the Executive Summary, Item #2: *"The characteristics of Hunter Run Ln make it an appropriate access to Wild Plum Farm: it is an underutilized access to Platte Canyon Rd:"* Nothing has really changed on Hunter Run Lane since that traffic study. Also, the applicant's Letter of Intent, Page 3 states: *"In the meeting with CDOT they indicated that they will support a signal at the intersection of Hunter Run Lane and Platte Canyon if warrants are met."*

A new traffic light configuration on Platte Canyon at Hunter Run Lane along with the current one at nearby Doral Lane could work just like the 2 traffic

lights currently at Fairway Lane and Ponds Circle which work just fine even though it is utilized by Country Club members, Old Town residents, as well as traffic at Wilder Elementary School.

Old Town Columbine is a unique residential community surrounding Columbine Country Club. As a result, street traffic includes children, adults, and golfers all travelling via foot, and bicycles and golf carts to enjoy amenities at the club and simply getting around the neighborhood. Numerous school bus stops exist within the neighborhood. In addition, there are 3 points at which golfers/golf carts must cross Fairway Lane as well as the narrow bridge in order to play. Adding 105 new homes with access, and potential cut through traffic, that would have access to Fairway Lane would most likely cause congestion at the narrow bridge, the country club, and the intersection of Fairway & Club Lane, and cause safety issues all along Fairway and Club Lane.

With all due respect, I believe not having any access from the new development (94 new homes) to Fairway Lane EXCEPT for an Emergency Access with pedestrian, bicycle, and golf cart access at all times makes sense to all neighborhoods involved with the least amount of impact and consistent with the Town's approach in the past on other similar developments within the Town. Thank you for your consideration,

Adam Dalmy
32 Fairway Lane
Columbine Valley, CO

JD, Phil,

I'm very concerned about the amount and speed of development in Columbine Valley. There are two ongoing developments at the north end and another very large proposal in the south.

Both north end developments somehow were approved with high density. This was a very poor decision, and since they were rushed they didn't catch issues like the towering height from building the ground up and a gap in the brick wall filled by cheap black wood fence on Wilder Lane. The Willow Croft development may not contain as noticeable design issues, but it's an eye sore and makes or beautiful community of custom homes look like a retirement community.

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Maybe I'm not aware of the benefits, are there any? Do you live in CV and will bare the impact of traffic, the impact to school's teacher to child ratio, the impact on watering down the community's quality of life.

Please take a second and reflect on the vision of Columbine Valley and ask yourself why you are allowing the over development. CV has a thin degree of protection from the neighboring communities, but we can't protect against our own mistakes. Please consider the impacts of development and slow down the wild plum proposal why you still can...

Regretfully,Adam Green
HOA Design Review Chair
The Village at Columbine Valley
3 Village Ct
P: 720.441.7264

Dear J.D. and Phil,

We spent 2 years searching for a home in a safe and quiet neighborhood with good schools and a non-suburban feel. We finally purchased our home on Fairway Lane, and moved in Memorial Day weekend 2 years ago, from friends of 30 years who raised their children in the home. They couldn't say enough good things about raising children here. We spoke to their now-adult children who told us there was no better place to grow up and they shared many stories and memories.

We fell in love with our home and neighborhood. We love the old, established trees, the idyllic character of the neighborhood, the safety, the quiet, and the variety of homes. We were so happy and said we would never move. Our young children learned to ride bikes on Fairway Lane. They were so excited to start riding their bikes to the pool, to their friends' homes on Fairway Lane, Wedge Way and Driver Lane, and eventually to school at Wilder Elementary. My husband and I enjoy walking (eventually with a dog), riding bikes and our golf cart in the neighborhood as well.

We are extremely concerned about the new development with proposed access points on Fairway Lane.

There are already 124 homes East of the bridge with a single access point on Fairway Lane. Not to mention, Fairway Lane is the access to Columbine Country Club, the club's pool and tennis facility, and it intersects the golf course, which golfers on foot and by cart must cross in at least 4 places.

Fairway Lane is a winding street with many blind curves and many homes with driveways that owners must back out of onto Fairway.

According to the Traffic Study, the proposed new development would produce 1,100 additional car trips per day, and 70% of those going from Wild Plum destined to go East along Bowles would use Fairway Lane. If you assume half of those 1,100 vehicle trips are going North and East that's an additional 385 vehicle trips per day on Fairway Lane. In fact, the new Traffic Study Table 2 estimates an increase of 440 Average Daily Trips on Fairway Lane. That is absolutely unacceptable, not to mention all the additional construction traffic and noise for the next 4 years or more.

There are no sidewalks and the little bridge on Fairway is very narrow and does not have shoulders. Pedestrians, golf carts, and bicycles have no way to cross the bridge except on the narrow street. Last evening, at 6PM on a Friday, I counted 9 children on bikes, 2 golf carts and 2 other cars approaching the bridge in both directions at the same time. Any additional traffic would make this an extremely unsafe situation. If someone, especially a child, is injured or killed there because of traffic congestion, the Town will be to blame for creating an unsafe condition.

The previous homeowners also mentioned how safe the neighborhood was. They told us they never felt the need to lock doors or secure bikes. Additional access points, especially to lower value homes, will make our neighborhood a prime target for crime, as Fairway Lane will no longer be a cul de sac and there will be better getaway points for criminals.

Finally, I am extremely concerned that making Fairway Lane a thoroughfare, rather than a quiet cul de sac, will totally diminish the value of our property, not only because of the traffic but because the traffic will be crossing through a nice neighborhood to get to a tract housing community like Highlands Ranch, Stapleton, or Lowry.

Thank you for taking the time to hear our concerns.

Sincerely,
Kristin Dalmy
32 Fairway Lane

Columbine Valley, CO
303-331-7730

Hi Phil,

Thank you again for supporting the Q&A session the other night.

As you know, I'm still opposed to the current development plan offered by the Wild Plum applicant.

You may have already answered the questions below, I just can't remember.

1. At what forum (or meeting) does the Wild Plum property get re-zoned from Agricultural to Residential?
2. Who makes that re-zoning decision?

Thank you

Bill Mills

Dear JD and Phil,

I normally do not write this type of letter, but when I see something that will impact my quality of life I become very vocal. I have lived in Columbine Valley for 11 years. We moved here because of the quality of life. I could not find a better place to raise my family in the Denver area.

My primary concern is the proposed access to Fairway Lane. My wife and I take one or two walks a day with our dog. We always take the sidewalk through #11 towards the clubhouse and walk down Fairway Lane back to our house (85 Fairway Lane). I know firsthand about the traffic on Fairway. Introducing more traffic onto Fairway Lane would decrease the level of safety we feel during the walk. As it is the Town filled in the dip by #10 tee box. In my opinion this has created a safety hazard. I can assure you that the traffic speed around that corner has increased. The speed limit is 25 mph on Fairway Lane. I constantly see cars drive much faster than that (especially in the straight sections of the street).

My wife and I feel very secure due to the fact that Fairway Lane is a dead end street. Crime in our part of the neighborhood is almost non-existent. Having only one entrance deters the bad guys from driving back here.

As a more general comment, I am not opposed to the development so long as it does not infringe on my quality of life. I believe the housing density is too high and the quality of construction in my opinion will be suspect.

Columbine Valley is a very special place. Don't ruin it by allowing additional traffic onto Fairway Lane. I would enjoy sitting down or having a phone call to discuss my concerns.

Thanks,

Pat Galuska, P.E.
85 Fairway Lane
Columbine Valley, CO 80123
303.905.9247
Pat@GaluskaLLC.com

Rauer

Please count us among the adamantly opposed to this development in it's proposed state. It will be a drain on the property value and lifestyle in which we've invested millions in our community.

We already have high density to the north on both sides of Middlefield Rd and a huge apartment complex to the south at Ken Caryl and Platte Canyon. This proposal does NOT fit into any of the characteristics of Columbine Country Club, Burning Tree, or The Village. If not closed down and re-imagined, this will be a disaster that we'll regret forever.

Brad Rauer
10 Niblick Lane
seekfirst4@comcast.net

Good Morning, Phil,

My wife and I would like to voice our concerns over the Wild Plum proposed development. After two years of looking, last fall, we jumped on the opportunity to move into this quiet and safe neighborhood in a house on Club Lane. It is a great neighborhood to raise our four year old and four month old sons. We love the ability for kids as they grow to play outside and to walk to the pool, par 3 course and tennis courts. And we love that you can walk your dog or drive your golf cart down the quiet streets. We are now very concerned about the access points for the Wild Plum development at Fairway Lane for several reasons but mainly as it relates to the safety of our kids.

When determining if we were going to buy in Columbine, we drove around the neighborhood and were happy to see that kids were able to ride their bikes and play outside with little worry of cars. And when cars did come, almost of the cars drove slow through the neighborhood taken great care given they know that golf carts and kids may be on the streets. We are very afraid that it is only a matter of time that the increased traffic from non-residents (not to mention the construction traffic for the next 3 to 4 years) that

will not have the same restraint as our neighbors to drive slowly will lead to pedestrian injury.

   1. And the risk of harm to pedestrians related to the increased traffic is heightened given there are no sidewalks.
2. Not to mention that we agreed to build our house in accordance with the building guidelines set forth by the Columbine Valley HOA. And we were happy to do it as the setback requirements and height restrictions fit the overall character of the neighborhood. The proposed homes that will be built in Wild Plum will have the feel of Highlands Ranch given the mere 15 feet between them. We hope the committee will not only push for the builder to only have a single point of access off of Hunter Run Lane but for the project to reflect the low density direction of the master plan.

We are truly scared for how this development may change the character and safety of this amazing, family friendly neighborhood.

Thank you for taking the time to hear our concerns. Sincerely,

The Maurer Family
(Matt, Andrea, Tanner, and Baby Tatum)

_____Gents,

We live on 29 Fairway lane. We have two boys under the age of 5. To keep this simple here are the reasons we clearly object to the access points proposed in the new development plans from Wild Plum Farm:

- We moved to CCC due to the low traffic nature. Many families share this sentiment.
- Other surrounding neighborhoods only have one access point.
- Hunter Run makes the most sense as it clearly underutilized today and is consistent with the original plans and study.
- Our current access bridge in CCC cannot support additional traffic.

*We are ok with emergency or golf cart access only.

Thank you for your consideration. We will be at the June 14th public hearing. I understand you may not be decision makers and only influencers but hopefully you are hearing & seeing the overwhelming concern from the

community on this proposal. Anything more than emergency access only could be met with hostility and resentment to the builder and new residents unfortunately.

Jake Killgore • Transportation Manager
P.O.Box 4030 • Mailstop NH2015 • Golden, CO • 80401
jake.killgore@millercoors.com • **Office** 303.277.5318 • **Cell** 303.514.5953

Dear Mr. Sieber

I would like to express my concerns regarding the Tuck property development.

We live at 30 Fairway Lane. My kitchen faces out to Fairway and since I spent a lot of time there, I notice the traffic patterns. Besides the trucks and traffic from the country club, there is a lot more activity than there used to be.

I think with the younger families moving in to the neighborhood and the new builds and remodels taking place, there are just more trips in and out.

Our street is a very busy one in the past several months, and has really taken a beating.

When you add in all the service vehicles (landscapers, plumbers, etc. etc.) it makes for a very congested street at times.

I am not opposed to the development of the Tuck property, but having that many homes have access to Fairway Lane would not only be dangerous, but would ultimately spoil our beautiful neighborhood.

We live here because it is a wonderful quiet community where neighbors know each other and watch out for each other.

Adding over 100 homes to this mix will change the complexity of the neighborhood forever. Not only would you be adding the vehicles of the home owners, but their landscape, repair trucks, etc.

I signed the petition to let the 11 custom homes facing Fairway Lane have access, but not the others. I think this is a very reasonable compromise.

Hunter's Run does not run THROUGH anyone's neighborhood. It runs behind the homes.

While I understand that it makes for congestion on that road, there are just a few homes using that road a present.

We are also golfing members of Columbine and the traffic has really impacted the bridge crossing from CCC to the back nine.

I have seen many close calls in my golf cart crossing that intersection. I don't understand why they removed the speed bump, but I hope the town will consider adding one when they redo the asphalt.

Feel free to share this email if you find it helpful.

Respectfully,
Rennei Coleman
30 Fairway Lane
Renneik@centurylink.net

Lyle June 1, 2016

As a resident of Columbine Valley for the past thirty years, I have had the opportunity to watch our town develop and change in an orderly and acceptable manner. We are and always have been a very quiet town with light traffic where residents and children are safe walking on our streets at all hours of the day. I fear that this desirable situation is bound to change drastically if the proposal for development of Wild Plum Farm is approved in in its present form.

Allowing the entire Wild Plum Farm traffic to have access to Fairway Lane would be totally disastrous to the residents of Old Town. As we all know, Platte Canyon traffic flow is very congested morning and evening. In addition to the 105 proposed homes, there will undoubtedly be a great number of vehicles cutting through Wild Plum Farm onto Fairway Lane and out Middlefield to go East on Bowles. If you doubt this will happen, go to the intersection of Fairway Lane and Club Lane any weekday morning and observe the great number of vehicles cutting through our quiet town now. These vehicles are doing this short cut for one reason only, to get where they are going as fast as possible. This is abundantly apparent by the speed they drive and the way they ignore our stop signs. Add another few hundred cutting through Wild Plum Farm every morning in the same hurried manner and we have lost our quiet safe little town. Approving this development full access onto Fairway Lane from two streets is totally unacceptable. I agree that change is good, so long as it is intelligently done. Allowing access to Fairway Lane for those eleven homes fronting on Fairway Lane is the intelligent and acceptable way to proceed. The other 94 homes should have access only to Platte Canyon. Their access in this manner will give a balanced number of homes served by Fairway Lane and the access to Platte Canyon and will prevent additional traffic cutting through our town.

In looking at the other proposals for the Wild Plum Farm development, why are we willing to squeeze the lots sizes, narrow the setbacks, narrow the streets, raise the height allowed and allow less corner lot setback? We do not need these type of homes in Columbine Valley. We have maintained a very high quality town since the 1950's by sticking to our values and not allowing anyone to build homes that do not fit the neighborhood nor the existing quality of our homes. Why start now-there is no compelling reason to approve anything less than what exists. If we are going to approve development of this beautiful property, let's make an intelligent decision.

Phil Lyle

James H. Moore
5 Club Lane
Columbine Valley, CO 80123
j.h.moore@comcast.net
June 6, 2016
Town of Columbine Valley Board of Trustee Members
Town of Columbine Valley Planning and Zoning Commission Members
2 Middlefield Road
Columbine Valley, CO 80123

Subject: Proposed Wild Plum Farm Development

Members,

Please consider the Traffic Impact Study, Fairness of Traffic Distribution and Economic Impact of the Wild Plum Farm proposal before Town of Columbine Valley Board of Trustees, Planning and Zoning Commission and Existing Home Owners.

Traffic Impact Study

The May 27, 2016 Phase II Traffic Impact Study for Wild Plum indicates:

* Increase of **1.8 times** the existing daily average vehicle trips on Fairway Lane at Wedge Way intersection.
* Increase in daily peak hour vehicle trips on Fairway Lane at:

	Morning	Evening
Driver Lane Intersection	**2.1 times**	**1.9 times**
Wedge Way Intersection	**1.6 times**	**1.6 times**
Dutch Creek Golf Cart Path	**1.6 times**	**2.1 times**
Club Lane Intersection	**1.5 times**	**1.5 times**
on Club Lane at:		
Niblick Lane	**1.7 times**	**1.2 times**

This is a significant increase in traffic imposed on the existing home owners that:

- *** Increases the chance for traffic accidents**
- *** Increases travel time for existing home owners**
- *** Increases noise level**
- *** Decreases home owners standard of living**
- *** Decreases property values**

Fairness of Traffic Distribution

* Burning Tree, Polo Meadows, and Fairway Lane Homes to Club Lane as well as other development in Town of Columbine Valley and the local Arapahoe County Communities have single points of vehicle access.

Fairway Lane/Club Lane	129 homes
Burning Tree/Doral Lane	122 homes
Polo Meadow/Hunter Run	18 homes

* Hunter Run at present and in the past has been the main, legal and only vehicle access for Wild Plum Farm. Note: The fence gates on north side of Wild Plum along Fairway Lane show no vehicle use on east gate and west gate has a single unimproved one vehicle road rut.
* Hunter Run as main and only vehicle access for Wild Plum to Platte Canyon Road:

Wild Plum Proposal	105 homes
Polo Meadows	18 homes
Existing Residents adjoining Wild Plum	3 homes
Total	**126 homes**

***** Wild Plum Developer Proposal with access on Fairway Lane to Club Lane Intersection.

Old Town	129 homes
Wild Plum Traffic Study	42 homes
	171 homes
Hunter Run/Platte Canyon	84 homes

Home Developments in Town of Columbine Valley and local Arapahoe County Communities allows emergency vehicle access concerns to be met by Emergency Vehicle Only Gated Access.

Single access communities are shown to have less crime.

A more equal distribution of traffic within Town of Columbine Valley is only Fair.

Economic Impact

A Wild Plum Economic Impact To Existing Home Owners in Town of Columbine Valley has not been prepared or has not been published for Home Owners.

We are aware that an upgrade of properties that are equal or greater in value will increase the property values of existing properties within the community. i.e. Columbine Country Club

We are also aware that development to properties that are less in value than like properties decreases the values of the existing properties in the community.

We are also aware that increased traffic in a community reduces the value of the existing properties in the community.

The Proposed Wild Plum Development will provide a neighborhood of less value and increased traffic in the neighborhoods adjoining the Wild Plum development and therefore reduce the existing properties values within the existing neighborhoods.

Recommendations

It is recommended that the Board of Trustees and Planning and Zoning Commission establish the following criteria and requirements for the development of Wild Plum.

*** The homes in Wild Plum be of equal or greater value and lot size as that in Polo Meadows.**
*** The vehicles for homes in Wild Plum have one access at Hunter Run and Platte Canyon.**
*** Emergency vehicle access with a locked gate at Fairway Lane**
*** A pedestrian and golf cart size opening at Fairway Lane.**
*** Hunter Run shall maintain the present landscape and street design with two way east west stop signs at entrance to Polo Meadows.**
*** At request of Burning Tree HOA, a wall like the existing Polo Meadows east/west wall on south side of Hunter Lane be constructed on north side of Hunter Lane at the backyard properties of Burning Tree Home Owners.**
*** At request of Property Owners at end of Hunter Lane, a wall between the properties and Wild Plum shall be constructed meeting the standards of the existing property owners.**

*** 11 to 12 homes on the south side of Fairway Lane with equal or greater value and lot size as presently on the North Side of Fairway Lane with front of Wild Plum homes facing and accessing Fairway Lane.**

The data provided was interpreted from the Phase II Traffic Impact Study and Town of Columbine Data, if there are difference in Your interpretations, please adjust in Your decision making. I would appreciate knowing any differences in interpretations.

Thank You

cc: Tamiko Abo, Old Town HOA

2. The following letters are from residents of Polo Meadows and Burning Tree.

Dear J.D.,
Thanks for keeping us updated about the Tuck Property development. It really seems that there will be a major impact on the homes on the south side of Spyglass Dr., as well as all of Columbine Valley.

Hunters Run will certainly be noisy and dirty during construction, and then after with a very heavy daily load of cars coming and going.

We think that a brick wall like the one behind Don and Debby Miller's house will be necessary for homes with fences, even before the construction starts on the project. Home owners affected should be able to approve plans for the wall, and to have a lockable gate to their property in the location they specify.

As said, the impact of the crowded road will be severe. We think speed bumps should be installed. The current median should be kept in place and extended to the east to the entrance to the Tuck Property. Particular attention should be paid to the intersection of Hunter Run and Polo Meadows.
We question the legality of not having Fairway Lane open to the new development. When the Tuck property was annexed Hunters Run was never intended to be burdened by all the traffic proposed by any development of the annexed property.
Best regards,
Brian Pendleton and Susan Stein
49 Spyglass Dr.bpendleton@msn.com
susanstein@msn.com

From: Don Miller <donmiller323@gmail.com>
Date: June 2, 2016 at 9:14:07 AM MDT
To: <jdmccrumb@columbinevalley.org>
Subject: Tuck property thoughts

Dear Mr. McCrumb,
I hope you will consider my thoughts on the development of the Tuck Property.

In the next 100 years there will be thousands of accidents and emergencies within the Wild Plum Farm development if it is approved for development. Arms, legs, hips, collar bones, and hearts will be broken. People will fall off ladders, fall down stairs, and fall in the

bathroom. They will cut themselves, chop off fingers, impale themselves, and burn themselves. There will be power tool, car, bike, skateboard and bike accidents. There will be medical emergencies - heart attacks, strokes, food allergies, and seizures.

If the proposed limited access to Fairway Lane is approved the Safety of the citizens within the Tuck property will be compromised. The vast majority of emergency trips to the hospital are by car not by an emergency vehicle so they will not be able to use the emergency exit onto Fairway. This forces them to use Hunter Run which in many cases would put them on an already crowded Platte Canyon. Since "Time is of the Essence" especially in an emergency why would the town force its citizens to take a slower route? It seems to me that the town has a responsibility to provide for the safety of its citizens which the limited access to Fairway would compromise.

There are also examples of emergencies which do not do well for the citizens of the Tuck property if developed. A dog gets hit by a car. A mother gets a call that her child is injured in Downtown littler and to get there as quickly as she can. A woman goes into labor and Swedish is the hospital where here doctor is, and maybe I am wrong on how this emergency exit onto Fairway works, but I don't know how they could use it.

How do people with emergencies use the quickest way if one of their options are limited? It seems that there would be liability to the town if there is a problem with restricting access and someone dies because of it.

These are questions I would love to know the answers to.

peace,

Sr(s), I'm reaching out to make you aware of our deep concern related to the plans for development of the Tuck property.

As residents of Burning Tree we currently experience extreme daily delays entering and exiting our community, especially during morning and evening commute times. This situation has only become more difficult with the two new subdivisions, Willowcroft and Wilder. As a result we now live with perpetual traffic congestion, both on Platte Canyon and Bowles.

The only possible remedies for our current situation would be expanding Platte Canyon Road, which we understand is not possible, or building a bridge from the Fairway Lane area, across the Platte River to Santa Fe, which is not economically viable.

Now, with plans to develop Wild Plum Farm we will be forced to experience an incredible influx of additional new traffic, ALL feeding into the already congested Platte Canyon Road. Neither dedicated turn lanes nor additional traffic lights will mitigate this issue.

I urge you to consider the near and long term effects of this development. We're all working to embrace the addition of two new communities in our midst, and the resulting difficult congestion. Any additional dialog or decisions must address what will surely be a greatly diminished quality of life for all of Columbine Valley.
Thank you,
Robert Lanterman-

_____

_____Appreciate your time in advance. I am a resident of the Burning Tree property that is in discussion with access to the planned Tuck property. I, along with several others in the association, am concerned with the increased traffic on Platte Canyon and Hunters Run. Wild Plum Farm with greatly increase traffic on the two lane roads that are being considered. These roads do not currently have a shoulder, and as a cyclist that utilizes them daily, I am very concerned for my safety and others. Additionally, visibility in and out of Hunters Run, Burning Tree, and even Columbine Country Club are difficult with today's volume of traffic, and will only increase with said proposals.
I am also concerned with the quality of the homes being built. The area is founded on custom homes and I would vote against the building of lower value and tract housing. Construction will create congestion, dirt, noise, and increase of large vehicle traffic on Hunters Run during the construction phase that will be another negative impact. Please consider our issues with the Tuck Property development of Plum Creek Farms. Thanks for your time.

Sam Beveridge
7 Riviera Ct
Littleton, CO 80123 612-386-3403

JD this letter reflects our views and opinions regarding the Tuck Development

Gerry and Susan Pasek
10 Doral Lane

Concern: Increased Traffic on Platte Canyon and Hunters Run
1. Burning Tree residents are very concerned that the proposed development of Wild Plum Farm will greatly increase traffic on an already overcrowded Platte Canyon Road.
2. The vast majority of the residents of Burning Tree are strongly opposed to the petition by Old Town Columbine to require Hunters Run be the only ingress/egress to the interior of Wild Plum Farm and restrict vehicle access to Fairway Lane. We are strongly opposed to any modifications to the proposed development plan that do not provide vehicle access to Fairway Lane for all residents of Wild Plum Farm. This restricted access would force more traffic onto an already congested Platte Canyon Road and restrict access to W. Bowles Ave. We question the legality of prohibiting the proposed access onto Fairway Lane that was put in place after the Tuck property was annexed, and do not believe that Hunters Run was intended to be burdened by that much traffic.
3. We are concerned about limited visibility for vehicles turning left from Hunters Run onto Platte Canyon. This is currently problematic with the existing few homes on Hunters Run and will be exponentially worse with the addition of 105 homes. However, adding a light to provide left turn access onto Platte Canyon from Hunters Run is not a viable option as it will further inhibit traffic flow on Platte Canyon, which is already a problem during peak work and school traffic times. Therefore, as stated above, Hunters Run cannot be the exclusive entrance for this development.
4. The current median and roadside landscaping on Hunters Run must be retained, including during the construction phase.
5. There should be speed bumps or dips to control speed on Hunters Run.
6. There should be no U-turns allowed into Burning Tree in order to prohibit traffic that may turn right on Platte Canyon from Hunters Run, then U-turn in Burning Tree in order to go south on Platte Canyon.
Concern: Density
There is concern that the proposed 105 homes do not meet the Low Density requirement stated on the Master Plan. While 105 homes appears to average one home per acre, given the number of unbuildable acres means the homes will be on considerably smaller lots than other existing homes in the area. We ask that the Town honor the existing density requirements in the Master Plan and require a reduced number of homes in that development.
2 of 2
Concern: Inferior Quality of Homes
BT residents want CalAtlantic to be required to build custom or semi-custom homes that are at least consistent with the quality of the current homes in Burning Tree and the surrounding area. Tract and lower value or lower quality homes should be expressly forbidden.
Concern: Construction Phase Impact

1. The residents along south Spyglass Dr. are very concerned that traffic congestion, dirt, noise, and smell created by large vehicles on Hunters Run during the construction phase will have a very negative impact.
2. There should be restriction of hours for construction traffic to be limited to 8:00 am to 6:00 pm with no Sunday construction allowed. This should be strictly enforced.
3. Residents who back up to Hunters Run and currently have open fencing should be given the opportunity to upgrade to a solid brick wall that matches existing walls along the street at the developer's expense.
4. There should be additional landscaping and noise abatement fencing provided by the developer during the construction phase. All fencing and landscaping plans must be submitted to the affected residents for their approval prior to beginning construction.
5. There should be no addition of street lights along Hunters Run that shine into yards or windows of nearby residents, and all lighting along Hunters Run, as well as in the streets of Wild Plum Farm must be in accordance with all other residential lighting in Columbine Valley.

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Byer

Hi, I think the traffic from the Tuck property development must be shared and not the vast majority going to Hunter's Run. Platte Canyon is already at a slow crawl for commuter times. No one wants more traffic, but the burden must be shared. Ideally, a builder would build far fewer homes than currently proposed to keep the construction traffic, as well as the future homeowner's traffic to a minimum. We are currently congested, we are heading for gridlock. We should take traffic to the forefront of concerns. Profits will be made and those who made them will be long gone, while we will be left with a traffic nightmare.
Thank you. Judy White 13 Doral Lane

JD and Phil,
Thank you so much for taking time to meet with our HOA this week. As a previous Trustee, I wanted to reduce my thoughts to writing.
I have always believed that development is important to the City. Tuck's property is beautiful and we all knew it would be developed at some point.

The most disturbing issues came with the recent petition where the only access for 100+ homes was down Hunter Run and nothing down Fairway Lane. This is unreasonable for two points. First, Fairway Lane would allow people 3 egress points, with two of them already equipped with traffic lights. Secondly, it is unfair for our tiny development to bear all the negative impacts for this large development. Not only do the current members of Planning and Zoning need to be impartial, but so do the Board of Trustees. I can only hope that their decision making is not skewed by personal interests. Frankly, the petition made all of us feel that the County Club is only worried about their homes and not our community as a whole.

The quality of homes, as of this date, do not seem to be consistent with others in Columbine Valley. I think we have learned, after watching Willowcroft, that a lower value home has the potential of stretching development out of several years. We now have evidence that these types of home do not sell well. With proposal of 100+ homes, it deeply concerns me that the construction period is truly unreasonable.

Lastly, is the issue of density. I will not go into detail as so many have voiced concerns.
Thanks again for hearing our issues.
Darla Caudle
2 Arabian Place

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 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).

Darrell & ReNee Finneman
4 Riviera Court
Littleton, CO 80123

Dear Columbine Valley,

We have lived in Burning Tree for over 23 years and have heard numerous discussions about developing the Tuck property. Through all of these discussions, they always included mention of two ways to enter and exit the development, through Fairway Lane and Hunters Run. In the discussions, these two egresses were "sold" as providing a more safe and viable way to support the additional traffic for both the new residents and those living in Columbine Valley.

We are now extremely disappointed in learning of the new consideration of having only 1 entrance via Hunters Run Road. This is unacceptable. The amount of traffic already on Platte Canyon due to the surrounding growth (including within Columbine Valley) over the 20+ years has already significantly adversely impacted traffic and safety. To propose only 1 entrance is not only ludicrous but, to us, is negligent.

We ask that the original proposal of two entrances, Fairway Lane and Hunters Run, be honored in the decision you make.

Thank you for your consideration in this matter.
Dave Witonsky
Diane Witonsky
6 Riviera Court

303-618-9338

To: Phil Sieber, Town Planner, Town of Columbine Valley
cc: JD McCrumb, Town Administrator, Town of Columbine Valley

Subject: Comments on proposed Wild Plum Development Plan

Dear Phil,

We are writing to register concerns about several aspects of the proposed Wild Plum Development Plan by PCS Group and CalAtlantic Homes.

Our primary concern is for the impact of the development on traffic ingress and egress between Hunter Run Lane and Platte Canyon Road, particularly under the limited access terms proposed by petitioners in the Country Club neighborhood. Their petition proposes that Hunter Run Lane serve as the single access point for the new development, and that the second Fairway Lane access point called for in the Preliminary Development Plan be restricted to emergency use only.

The restricted traffic pattern called for in the petition would increase traffic on Hunter Run Lane by over 500% (expanding use by the current 18 homes to 123 homes). Our concern is that the limited sight lines for Westbound traffic turning at the intersection of Hunter Run Lane and Platte Canyon Road would dramatically increase the likelihood of traffic accidents at that intersection.

Modifying the intersection to reduce the likelihood of such accidents would carry its own set of problems. As the Phase II Traffic Impact Study notes, there is insufficient room to accommodate a longer southbound left turn lane on Platte Canyon Road without interfering with the northbound left turn lane at Coal Mine Avenue. And the only options for creating a northbound right turn lane on Platte Canyon Road at Hunter Run Lane are to widen Platte Canyon Road to the West or condemn property in Polo Meadows to the East.

Our property, which occupies the Southeast corner of Platte Canyon Road and Hunter Run Lane, would be severely impacted by the latter option. The cost to us of lost property, mature landscaping, land use during lane construction, home value, and flexibility to sell would give us no choice but to challenge such an action in court. We believe that open access to the new development on both Hunter Run Lane and Fairway Lane is the only option that might obviate modifications to the Platte Canyon Road / Hunter Run Lane intersection.

A second concern we have about the proposed development plan relates to the removal of the median on Hunter Run Lane to allow for construction vehicle traffic. Our understanding is that the median would be removed for the duration of construction in the new development. We are concerned that the low quality reputations of Ryland Homes and Standard Pacific Homes, which merged late in 2015 to form CalAtlantic Homes, will greatly protract home sales and the completion of the development, and thus, restoration of the Hunter Run Lane median and the character of our neighborhood.

Beyond this concern, we also feel that the home elevations submitted by CalAtlantic for the new development do not comport with the unique character and quality of homes in our neighborhood or in Columbine Valley as a whole, and thus, could reduce the value of our nearby residence.

We support the right of the Tuck property owners to sell their land for development as long as the development proposal conforms to the Town's master plan, minimizes the duration of disruption to our neighborhood, is in keeping with the character and quality of our community, and allows for safe and equitable distribution of increased traffic through the Town. Our concerns are aimed squarely at those conditions.
Thank you for taking our feedback into consideration.
Sincerely,
Jim and Anne O'Leary
5 Arabian Place
Columbine Valley
720.722.3722
jimol@msn.com

Gentlemen:

This email is regarding the petition from Old Town and Columbine Village residents requesting that access to the Tuck property be limited to Hunter Run Lane.

As a resident of Columbine Valley since 1991, at first glance there are a number of reasons why limiting access to Hunter Run Lane does not seem like a reasonable or intelligent decision.

1. Bowles Avenue is a 4-lane roadway, Platte Canyon Road is a 2 lane roadway.

2. Wilder Elementary School is located on Platte Canyon Road and forcing all vehicles toward an elementary school does not make sense.

3. From a safety standpoint for the residents of the new development, having only one access for emergency vehicles to enter and exit the development seems like poor planning.

4. The distance from Hunter Run Lane to Coal Mine Avenue is too close to allow a traffic signal. In addition, there are already two signals in close proximity to Coal Mine Avenue at Pondview Drive and Club Lane.

As a licensed professional engineer in the State of Colorado since 1979, restricting access to Hunter Run Lane is illogical.

I have reviewed "Phase II Traffic Impact Study for Wild Plum prepared by Stolfus & Associates, Inc., dated May 27, 2016. This study logically assumes access points via Hunters Run Lane, Fairway Lane and Middlefield Road. Their entire analysis is based on this rational plan. Some of the points Stolfus & Associates refer to are summarized below:

1. "Fairway Ln and Middlefield Rd, other collector roadways in the Town, provide secondary access to the site as well as primary access for traffic to/from the east on Bowles."

2. "Platte Canyon Road is a two-lane roadway." "Bowles Avenue is a four-lane urban arterial."

3. A review of Table 2: Existing and Projected Traffic Volumes, presents a clear statistical picture of the changes that will occur to the existing roadways with the new development. The traffic on Hunter Run Lane will increase 414% and the traffic on Fairway Lane will increase 27%.

4. A review of Tables 4A and 4B Level of Service Summaries for Peak Hours reveals that the LOS for Fairway Lane will remain a perfect A for the majority of the roadway and will remain a B LOS at Platte Canyon, even after development. LOS A and B are considered "Free Flow" and "Reasonable Free Flow." The LOS at Coal Mine Avenue, servicing the Columbine Valley residents living in Burning Tree, will remain a F/D, considered "Breakdown Flow" and "Unstable Flow." The Levels of Service at Coal Mine Avenue are currently not acceptable. The increased traffic from Wild Plum will add to this currently unacceptable situation.

5. Stolfus summarizes their findings: "Apart from the intersection of Platte Canyon Rd and Hunter Run Ln, very little changes with the addition of Wild Plum traffic."

In summary, based on my perspective as a long time resident of Columbine Valley, and a review of the traffic analysis from a professional engineer's perspective, the Wild Plum development should have two access points and the effect on Fairway Lane will be minimal. It is my opinion the request to limit access to Hunters Run Lane by Old Town and Columbine Village residents is based solely on emotion and is not a logical request.

If you have any questions on my comments or concerns, please contact me at your convenience.

Eric R. West
37 Spyglass Drive

Eric R. West, P.E. | Manager
WesTest
627 Sheridan Blvd.
Lakewood, CO 80214
Main: 303.975.9959 • Mobile: 303.435.0555
ewest@westest.net • www.westest.net

Hi there,
Want to express our concern regarding the development of the Tuck Property. We live on 39 Spyglass Dr and have the following concerns:

Should construction proceed, the noise from the construction traffic should be mitigated by the construction of a new wall. In addition, the traffic on Platte Canyon will be effected and a traffic light will need to be installed at that intersection. Finally, I do not believe the road is capable of handling the traffic the development would create.
Please take these things into consideration as it relates to this development.

Respectfully,
Stan Mohler

From: Elizabeth Barber <kris.liz.barber@icloud.com>
Date: June 3, 2016 at 11:26:27 PM MDT
To: "jdmccrumb@columbinevalley.org" <jdmccrumb@columbinevalley.org>
Subject: Fwd: Wild Plum Development - access points

Sent from my iPhone

Begin forwarded message:

From: Elizabeth Barber <kris.liz.barber@icloud.com>
Date: June 3, 2016 at 19:07:16 CDT
To: "jmccrumb@columbinevalley.org" <jmccrumb@columbinevalley.org>, "townplanner@columbinevalley.org" <townplanner@columbinevalley.org>
Subject: Wild Plum Development - access points

Hi -
My name is Liz Barber, and my husband and two children are residents of Columbine Valley in the Burning Tree neighborhood.

We are very concerned about several aspects of the proposed Wild Plum Farm development as well as the access points to any eventual development of the property.

First, key assets of Columbine Valley and our neighborhood are unique homes on reasonably sized lots that provide a balance among low density, neighborhood character, safety, family-friendly streets and parks, and community. Adding a development of tract houses that is medium density (at best) significantly degrades these assets. Columbine Valley should preserve its assets, especially as other parts of Littleton and the Denver metro area emphasize medium to high density and/or tract houses.

Second, as we back to Hunters Run and experience the already over-burdened Platte Canyon Rd daily, changing the plan so that the development is single

access from Hunters Run is not sustainable. Platte Canyon is already over crowded. Residents in the Village can barely turn left during peak or near-peak times. Having Hunters Run as a single access will require another stop light at Hunters Run and probably a stop light at the Village. This will significantly bottleneck Platte Canyon. This then is a safety issue as access to not only the Wild Plum Farm but other neighborhoods will be negatively affected. It is only prudent from a safety and traffic flow perspective to have two equal access points to share the increased traffic burden.

Finally, in order to enhance non-motorized recreational access to the Platte River trail, we would suggest contemplating a pedestrian bridge from the development to the Platte River trail system.

Regards,
Kris and Liz Barber
55 Spyglass Dr

June 7, 2016
To: Columbine Valley Planning Commission
From: Kevin Lewis
32 Spyglass Dr.
Burning Tree
RE: Tuck Property Development
I would like to offer a suggestion for the egress issues as a result of the development of the Tuck Property. The aerial map shows that the Tuck Property is across the Platte River from Brewery Lane. A bridge over the Platte connecting the "Private Road" on the Tuck Property to Brewery Lane would solve many issues associated with a large scale development such as this.

Current issues included the following:

Too much traffic on Platte Canyon Rd., Bowles Ave., and Mineral Ave.

Signal lights at Mineral/Platte Canyon and Platte Canyon/Bowles are over loaded during the morning and evening hours

Additional developments on Platte Canyon, Bowles and Mineral will burden the area more as projects complete

Development and access to the Tuck property will contribute a large burden on already over loaded roads.

Benefits of a bridge include dumping traffic to Santa Fe and eliminating additional traffic to streets already at over capacity. It will also be viewed positively by current residents in the area. Also the residents would probably approve some access to Hunter Run, Fairway Lane and to Mineral Ave as the traffic will be substantially less.

The bridge could be funded through a bond issue, higher tax rates for new residents that access the bridge and from the developer of the Tuck Property.

Egress of this property was not properly planned and therefore should not be a burden to current residents.

Sincerely,
Kevin Lewis
(Note: Attached sketch could not be downloaded)

VII. Findings

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

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. There are errors and omissions that have been noted but these do not involve substantive issues. The corrections and revisions have been noted in the Long Letter which is attached to the full report.

B. Consistency with the Master Plan

The Town of Columbine Valley Master Plan has established a Town Vision and a set of Goals for Land Development. The vision statement and 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 green font**) of how the Wild Plum Farm 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 reserve approximately 50% of the site as common open space with an extensive trail system and adequate area for passive recreation.

- 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.
  The preliminary plan shows access to two public streets, Fairway Lane and Hunters Run. In the Phase II Traffic Study the LOS (Level of Service) on Fairway Lane is presently A and the additional traffic 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 with the project traffic.

- 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 April 29 -30 digital copies of the following documents were emailed to all the active HOA's:

  Applicant's Letter of Intent
  The Preliminary Development Plan
  The (2014) Phase 1 Traffic Study
  The Architectural Illustrations

On May 10th the same documents were posted on the Town' Web Site. Subsequently, the Phase II Traffic Study was sent to the HOA's

There have been a number of meetings that involved residents of the community:

On April 16th and 17th 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 24th the Town Administrator and Town Planner met with approximately 50-60 people (primarily Old Town residents). The purpose of this meeting was to explain the procedure and for the residents to ask questions of the Town staff and to state their concerns.

On May 26th the Town Administrator and Town Planner met with members of the Polo Meadows HOA Board and on May 31st 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 approximately 30 Burning Tree residents. The purpose was to explain the procedure and respond to questions and concerns.

Between May 1 and June 7th the staff has received a number of emails from residents and received several telephone calls.

- 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 applicant has meet with Town staff on numerous occasions.

  The HOA's and the public involvement have been 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.***

2. Insure that all future residential development is compatible with adjacent existing residential development.
   The table below illustrates the density and lot sizes of WPF and the adjacent existing residential development.

Table 5

Development /# of Lots	Wild Plum Farm 105	Old Town 178	Polo Meadows 18	Burning Tree 122	Polo Reserve (Littleton) 48	Meadowbrook (Littleton) 81
Density DU's Acre	1.0	1.67	1.26	2.4	Less than 1.0	2.70 (Est)
Min. Lot Size(S.F.)	10,500	15,000	19,900	10,000	33,200	8,200
Largest Lot Size	20,000	47,700	32,600	29,300	68,600	22,900
Average Lot Size	13,600	20,l800	22,500	14,521	43,500	12,322
% Common Open Space	56.0	Virtually 0%	10% (Est)	17%	(Not Known)	20% (Est)

With the exception of the lots fronting on Fairway Lane, the lot sizes proposed for WPF are smaller than Old Town and Polo Meadows and are comparable to those in Burning Tree and Meadowbrook (Littleton).

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), which 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 meet the goal of promoting 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 Department of Natural Resources, Division of Wildlife and their response is included in Section VI of this report. A copy of their response has been sent to the applicant and they 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 6

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

***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 plan proposes three points of access, one via Hunter Run and two access points on Fairway Lane. This would provide WPF residents with an optional vehicular access to the Club and other areas of the Town The Plan also proposes a system of trails within the site that would be available to other residents of the Town.

C. Traffic Impact

In Section III of this report, Table 1 illustrated the total daily and peak hour vehicle trips that (1) currently use the Town's streets and adjacent arterials, (2) the trips that would be generated by the WPF project and (3) the total trips at project build out. Table 2 illustrates the current LOS (Level of Service) rating for the streets and the LOS for those same streets with the WPF build out. The Town internal streets (Middlefield Road, Club Lane and Fairway Lane

are currently rated at a LOS A/A (AM/PM) and this rating would not change with the project traffic. Hunter Run, which is currently rated C/B would change to an LOS C/D with the recommended improvements.

The increase in daily and peak hour traffic on the Town's internal streets is considered acceptable in that the impacts would not significantly affect the safety or the travel time of the Town residents. This is based on national standards and it does not necessarily reflect the views of the current residents in the area. As is clearly demonstrated in the comments from the HOA's and the resident emails, their perception is that the impact would affect their safety and quality of life.

D. <u>Comments of the Referral Agencies, HOA's and Residents</u>

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 have been summarized in this report and are included verbatim in the full staff report. At the hearing, the representatives of the HOA will be given time to present their comments and concerns and the residents who wish to speak will be provided that opportunity. The major points expressed in the HOA and resident comments, and the staff response, are as follows:

1. Method of Calculating Density. Wild Plum Farm is not truly a 1.0 DU's per Acre density because of the amount of undevelopable land.
   Both the Master Plan and the Town Land Use Regulations specify that density is calculated on the gross site area and not on the amount of developable land. This was not an oversight. A review of the minutes of the Planning Commission meetings on the Master Plan indicates the members were fully aware that the Tuck property had significant areas of undevelopable land. The gross site area method of calculating density has been applied to every development in Columbine Valley since 1997.

2. Access
   a. Access onto Fairway Lane should be limited to the 11 lots in Filing #1. The remainder of the WPF lots should have full vehicular access to Hunter Run only. Emergency access and pedestrian, bicycle and cart access would be allowed. This is a central issue in the response from Old Town.

b. Requiring all traffic to access the site via Hunter Run places an undue burden on the residents of Polo Meadows and portions of Burning Tree and would not be an equitable distribution of traffic.
The staff response to this issue has been stated in the traffic findings (previous page) of this report.

3. Compatibility with development in surrounding neighborhoods.
This is a Master Plan issue and is discussed in the findings on Master Plan consistency (pages 11).
4. Quality of the proposed development. There were numerous comments expressing concern about the design characteristics of the proposed homes to be built and whether they reflected the quality that exits in the Town. This was based on the architectural illustrations submitted with the application and included in the referrals to the HOA's. The applicant has prepared new architectural illustrations and these will be presented at the public hearing.
Please see the following findings subsection for the staff response.

E. Architectural Design

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

> "*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. These are an improvement over the illustrations that were originally submitted. However they are "proposed" and indicate what the builder can build. In order to do an objective evaluation of the quality of development, the staff feels they need to see what the developer has built in other locations that would reflect the desired quality.

In summary the staff finds that the Application of Land Development:

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 that is can be accommodated without a decrease in the Level of Service rating.

However, the staff is not prepared to recommend this application favorably or unfavorably at this time. There is important information that has not been received including responses from the CDOT and Urban Drainage and the response from the Littleton School District is not complete. In addition, the staff has concerns with the quality of development as reflected in the architectural illustrations. In addition, a number of residents have stated that additional time is necessary for their review.

VIII. Recommendations

Based on the above findings, the staff recommends that the Planning Commission make no recommendation to the Board of Trustees at this time and that the public hearing be continued to the date of the next regular Planning Commission meeting, July 12, 2016. For the July continuance, the Planning Commission should:

A. Direct the staff to research and evaluate any additional information that the Planning Commission members feel is necessary.

B. Recommend that the applicant:

1. Provide photos of units that have been built in other locations and that reflect the quality of design and development that is characteristic of the Town.

2. Commit to the improvements necessary at the Hunter Run/Platte Canyon Road intersection.

3. Provide a Preliminary Construction Management Plan.

4. Confer with representatives of the Division of Wildlife, Tri-County Health and South Suburban Park and Recreation District to address their concerns.

APPENDIX

PHASE II

TRAFFIC IMPACT STUDY

FOR

WILD PLUM

Prepared For:

Town of Columbine Valley

2 Middlefield Road

Columbine Valley, CO 80123

(303) 795-1434

By:

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May 27, 2016

v2.0

Contents

Figures and Tables

EXECUTIVE SUMMARY

The Town of Columbine Valley is contemplating a 105-acre residential development ("Wild Plum") in the Town of Columbine Valley, Colorado. The site is located east of Platte Canyon Road and south of Fairway Lane.

Stolfus & Associates, Inc. was retained by the Town of Columbine Valley to prepare a traffic impact study for the Wild Plum development. A summary of the study findings follows:

1. One hundred five (105) residential dwelling units generate approximately 1,100 vehicle trips per day, including approximately 83 and 110 trips during the weekday a.m. and p.m. peak hours, respectively.
2. The characteristics of Hunter Run Ln make it an appropriate access to Wild Plum: it is an underutilized access to Platte Canyon Rd; it functions as a collector roadway with few properties that directly access the roadway; and its proximity to Platte Canyon Rd minimizes out-of-direction travel and related impacts on neighboring properties. Fairway Ln and Middlefield Rd, other collector roadways in the Town, provide secondary access to the site as well as primary access for traffic to/from the east on Bowles Ave.
3. As a state highway, Platte Canyon Rd is under the jurisdiction of the Colorado Department of Transportation (CDOT). Wild Plum will increase the volume of traffic accessing the highway at Hunter Run Ln by more than 20%, therefore a State Highway Access Permit will be necessary. Traffic at the Fairway Ln access to Platte Canyon Rd will also increase; however, the magnitude of the increase is less than the 20% requiring a state highway access permit.
4. The intersection of Platte Canyon Rd and Hunter Run Ln warrants a southbound left turn deceleration lane upon development of Wild Plum. The existing southbound left turn lane does not meet current CDOT standards for a roadway with a NR-A access category. Platte Canyon Rd could be restriped to provide a longer deceleration lane; however this would impact the northbound left-turn lane for Coal Mine Rd which is a much more critical movement to overall traffic flow through the corridor. The study has concluded that vehicle queues for the southbound left turn movement will typically be one car length or less. For these reasons, no changes to existing left turn striping along Platte Canyon Rd is recommended.
5. Although the 20 northbound right turns per hour projected for Hunter Run Ln is less than the 26 needed to warrant a right-turn deceleration lane, it is recommended

that construction of a right-turn lane be considered for safety purposes. In any event, improvements to the intersection of Platte Canyon Rd and Hunter Run Ln will be required to improve entering sight distance for Hunter Run Ln.

6. It is recommended that Hunter Run Ln be brought up to current Town standards between Platte Canyon Rd and the entrance to Wild Plum. This will enable the roadway to better accommodate its intended function as the primary access for Wild Plum.
7. The study has concluded that the potential traffic impacts of the Wild Plum development can be addressed by the transportation improvements outlined in this report.

EXISTING CONDITIONS

The Wild Plum site is located in the Town of Columbine Valley east of Platte Canyon Road and south of Fairway Lane. The site is approximately 100 acres of mostly undeveloped land. A vicinity map is provided in **Figure 1**.

Major roadways in the vicinity of the site are described below:

Platte Canyon Road is a two-lane roadway with a speed limit of 45 miles per hour in the vicinity of the site. Signalized intersections exist at the intersections with Bowles Ave, Ponds Cir, Fairway Ln, Coal Mine Ave, and Mineral Ave. Platte Canyon Rd is also a state highway (SH 75B). The traffic signals at Bowles Ave and at Mineral Ave are under the jurisdiction of the City of Littleton while the remaining signals are under the jurisdiction of the Colorado Department of Transportation (CDOT).

Bowles Avenue is a four-lane urban arterial located within the City of Littleton. Signalized intersections exist at the intersections with Platte Canyon Rd and Middlefield Rd. Traffic signals along Bowles Ave are part of a coordinated signal system maintained by the City of Littleton.

Mineral Avenue/Ken Caryl Road is a four-lane arterial west of Platte Canyon and a six-lane arterial to the east. A signal exists at the intersection with Platte Canyon Rd.

Hunter Run Lane is a two-lane collector roadway located within the Town of Columbine Valley. The posted speed limit is 25 MPH. Currently, Hunter Run Ln provides access to Polo Meadows, a residential development consisting of 18 homes; and to two additional homes located near the roadway's end. Hunter Run Ln will also provide access to the Wild Plum property. Hunter Run Ln intersects with Platte Canyon Rd at a full-movement, unsignalized t-intersection.

Fairway Lane is a two-lane residential collector roadway located within the Town of Columbine Valley. Fairway Ln borders the Wild Plum property to the north and intersects with Platte Canyon at a signalized intersection. Fairway Ln, along with Middlefield Rd, provides primary access to the Columbine Country Club. Fairway Ln will provide secondary access to the Wild Plum property.

Middlefield Road is a two-lane collector roadway located within the Town of Columbine Valley. Middlefield Rd intersects with Bowles Ave at a signalized intersection.

Weekday morning (7:00-9:00 a.m.) and afternoon (4:00-6:00 p.m.) turning movement counts were collected on Wednesday, March 12, 2014 at the following intersection locations:

- Platte Canyon Rd & Bowles Ave
- Platte Canyon Rd & Village Ct
- Platte Canyon Rd & Fairway Ln
- Platte Canyon Rd & Coal Mine Rd
- Platte Canyon Rd & Hunter Run Ln
- Platte Canyon Rd & Mineral Ave
- Bowles Ave & Middlefield Rd

Based on the traffic count results, the weekday a.m. peak hour is from 7:15 to 8:15 a.m. and the p.m. peak hour is between 5:00 and 6:00 p.m.

Figure 2 summarizes the peak hour traffic count results.

At the request of the Town of Columbine Valley, additional traffic counts were collected on Wednesday, March 26, 2014 at the following locations:

- Fairway Lane & Wedge Way
- Fairway Lane & Club Lane
- Fairway Lane & Driver Lane
- Fairway Lane (48-hour count by direction)

Subsequent to the data collection, it was realized that the Town counts were collected during Spring Break. For this reason, an additional count along Fairway Lane west of Club Lane was collected on Thursday, April 14, 2014. Summertime counts were collected at Town intersections on July 22, 2014. A count along Fairway Lane immediately east of the project site was collected on May 17, 2016.

TRIP GENERATION

Trip generation for Wild Plum was estimated using the industry-standard reference *ITE Trip Generation Manual, 9th edition*. Based upon the development proposal for Wild Plum submitted to the Town of Columbine Valley, a development of 105 single-family detached residential units was assumed. The results of the trip generation calculations are shown in **Table 1**.

Table 1: Wild Plum Trip Generation Estimate

ITE Code	Land Use	Units		Weekday Rate[1]	AM Peak Rate[1]	AM Peak Entering %	AM Peak Exiting %	PM Peak Rate[1]	PM Peak Entering %	PM Peak Exiting %	Weekday Total Trips	AM Peak Trips Entering	AM Peak Trips Exiting	PM Peak Trips Entering	PM Peak Trips Exiting
210	Single-Family Detached Housing	105	D.U.	10.46	0.79	25%	75%	1.05	63%	37%	1100	21	62	69	41
[1] Rates calculated from Fitted Curve Equations															

As shown above, 105 single-family detached residential units will generate approximately 1,100 vehicle trips per day. During the weekday a.m. peak hour, 21 entering and 62 exiting vehicle trips are expected. During the weekday p.m. peak hour, 69 entering and 41 exiting trips are anticipated.

TRIP DISTRIBUTION

Once the number of trips generated by the development are known, the trip distribution step determines the directions that they approach and depart the site. Development-generated traffic volumes are then assigned to the street system based upon the expected trip distribution.

Generally, the traffic generated by Wild Plum is expected to be similar to the distribution of the larger residential community (the Town of Columbine Valley). For this reason, the existing traffic counts were used to estimate the trip distribution for Wild Plum shown in **Figure 3**.

The results show that the majority of trips (70%) are expected to occur between Wild Plum and points north and east. A smaller percentage of trips will occur to/from the south and west.

TRAFFIC ASSIGNMENT

As currently planned, Wild Plum will access both Hunter Run Ln and Fairway Ln. How much Wild Plum traffic is assigned to these accesses depends on the site's trip distribution, the layout of the site, and the available transportation routes. The specific route that traffic will follow between a particular origin and a particular destination depends on a number of factors; the most important of which is typically travel time. With the exception of the occasional recreational trip, most people will follow the route that minimizes their own personal travel time. In order to determine a reasonable split in traffic to the two Platte Canyon Road accesses, staff of the Town of Columbine Valley recorded the time required to travel Hunter Run Lane to Platte Canyon Road up to Bowles and compared it to the time required to travel Fairway Lane through Old Town to Platte Canyon and Bowles. The result showed that the travel times were relatively comparable from these two locations.

As described in the previous section and shown on Figure 3, most of the traffic from Wild Plum will be oriented to the north and east. Based on the site layout and the travel time comparison, it is estimated that 40% of the traffic destined for Bowles Ave west of Platte Canyon or Lowell Blvd north will utilize the Fairway Ln access to Platte Canyon Road. The remainder (60%) will use Hunter Run Ln. For traffic destined to the east along Bowles Ave, 70% will use Fairway Ln to Middlefield Ave and the remaining 30% will use Hunter Run Ln.

All of the Wild Plum traffic destined for Ken Caryl Ave, Mineral Ave or Platte Canyon Rd south of the site will use Hunter Run Ln to access Platte Canyon Rd.

The traffic generated by Wild Plum (shown in Table 1) was assigned to the street network according to the trip distribution shown in **Figure 3**. The resulting project trips are shown in **Figure 4**.

Project trips were combined with existing traffic volumes to determine the Existing w/Project traffic volumes shown in **Figure 5**. Although build-out of the site will likely occur in phases and take several years to complete, for the purposes of this study it has been assumed that all development occurs in a single phase.

FUTURE TRAFFIC FORECASTS

Over time, existing traffic volumes in the vicinity of the project may grow as a result of other area development. CDOT maintains a 20-year growth factor for all state highways, including SH 75B (Platte Canyon Rd). Because the immediate area is largely built out, CDOT's 20-year factor for Platte Canyon Rd is low and ranges from 1.04 near Bowles Ave to 1.06 near Coal Mine Avenue. This reflects a significant change to previous growth projections. Just two years ago, the 20-year growth factor for this segment of Platte Canyon Road ranged from 1.21 to 1.24.

Future (Year 2034) traffic volumes were estimated by increasing existing traffic volumes by CDOT's 20 year factor (1.06) at the two major intersections and by increasing through volumes along Platte Canyon Rd accordingly.

Over the past 10 or so years, Average Daily Traffic (ADT) volumes along Platte Canyon Rd have ranged from a low of 17,114 vehicles per day (in 2010) to a high of 21,607 vehicles per day (in 2007). The most recent data from 2014 indicates that the current ADT is approximately 18,000 vehicles per day.

In addition to applying the 20-year growth rate, development traffic from two additional developments were included in the future traffic forecasts. These include the KB Homes development located within unincorporated Arapahoe County, and the Wilder Lane development. These developments are located on either side of Platte Canyon Road between Village Court and Bowles Avenue.

Future (2034) Traffic Volumes are shown on **Figure 6**. Project trips were combined with future traffic volumes to derive the Future (2034) w/Project Traffic Volumes shown on **Figure 7**. Existing and projected traffic volumes over the course of an average weekday are presented in Table 2.

Table 2: Existing and Projected Traffic Volumes

ADT (Average Daily Trips)			
Scenario	Platte Canyon Rd	Hunter Run	Fairway Lane
Existing	18,000	210*	1,660
Existing w/Project	18,500	870	2,100
Future (2034)	19,080	210	1,660
Future w/Project	19,540	870	2,100

*Estimated using ITE Trip Generation Manual, 9th Edition (20 single-family dwelling units)

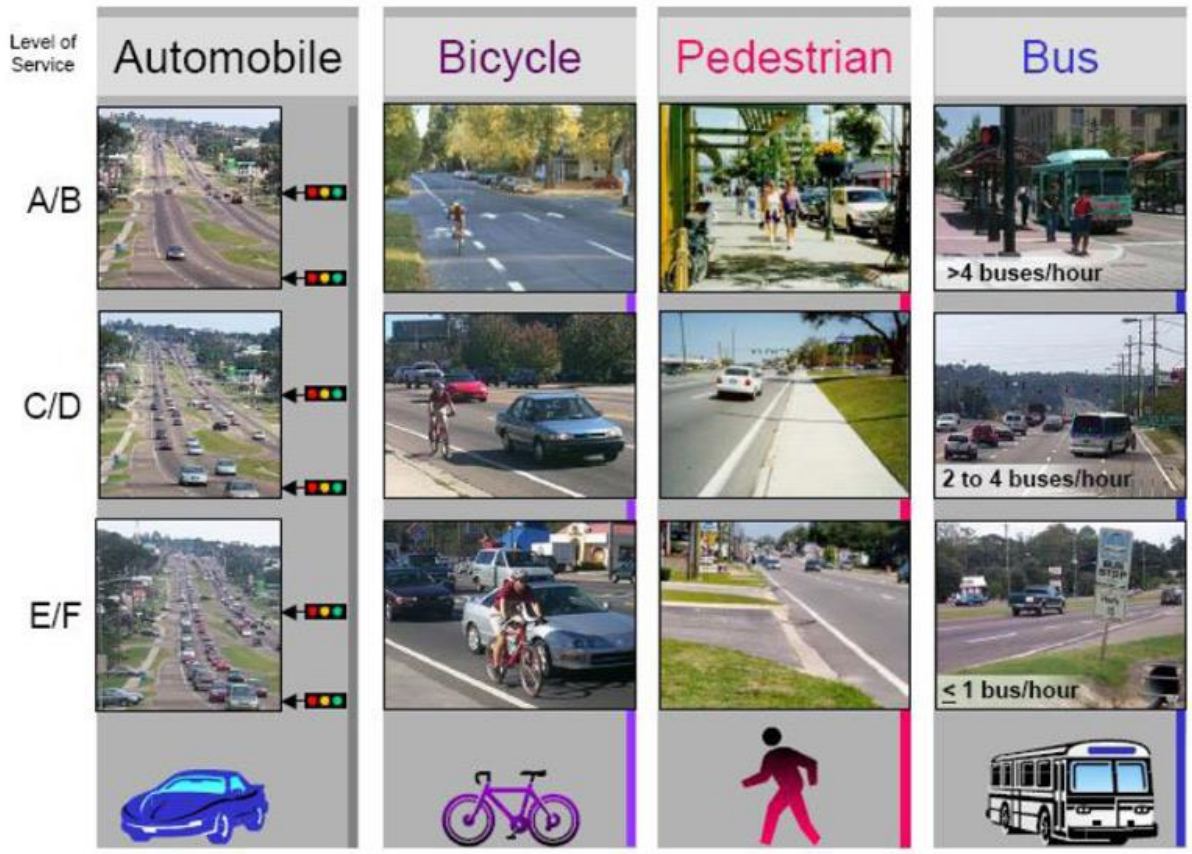
TRAFFIC ANALYSIS

Traffic analyses were conducted using industry standard *Highway Capacity Manual* methodologies as implemented by the SYNCHRO software program.

Analysis included intersection Level-of-Service (LOS), which is a measure of the quality of traffic flow. LOS ranges from LOS A (nearly ideal traffic conditions with very little delay for motorists) to LOS F (poor traffic conditions with long motorist delays). LOS C is typically considered a "good" traffic condition. LOS D or better conditions are typically desirable; however, LOS E conditions are not uncommon during peak periods. LOS F is also not uncommon for side street traffic movements at full movement, unsignalized intersections with high volume arterial roadways.

An illustration of LOS for various modes of travel is shown on the following page.

Level-of-Service (LOS) by Mode for Urban Roadways



Source: FDOT Quality/Level of Service Handbook

Table 3 provides a summary of the *Highway Capacity Manual's* LOS Criteria. **Tables 4A and 4B** provide a summary of the intersection LOS for the various intersections and traffic scenarios considered in this study.

Table 3: Level-of-Service (LOS) Criteria for Intersections

LOS	**Signalized Intersection** Average Delay (sec/veh)	**Unsignalized Intersection** Average Delay (sec/veh)
A	<=10	<=10
B	>10-20	>10-15
C	>20-35	>15-25

D	>35-55	>25-35
E	>55-80	>35-50
F	>80	>50

Table 4A: Level-of-Service (LOS) Summary for Platte Canyon Rd Intersections

(AM Peak Hour / PM Peak Hour)

Scenario	Platte Canyon Rd Intersection					
	W Bowles Ave	Village Ct	Fairway Ln	Coal Mine Ave	Hunter Run Ln	Mineral Ave
Existing	E / E	E / F	B / A	F / D	C / B	D / C
Existing w/Project	E / E	F / F	B / A	F / D	C / D	D / C
Future (Year 2034)	E / D	F / F	B / B	D / D	C / B	D / C
Future w/Project	F / D	F / F	C / B	D / D	D / E	D / C

Table 4B: LOS Summary for Town Intersections

(AM Peak Hour / PM Peak Hour)

Scenario	Town Intersection			
	W Bowles Ave at Middlefield Ln	Fairway Ln at Club Ln	Fairway Ln at Driver Ln	Fairway Ln at Wedge Ln
Existing	B / B	A / A	A / A	A / A
Existing w/Project	B / B	A / A	A / A	A / A
Future (Year 2034)	B / B	A / A	A / A	A / A
Future w/Project	B / B	A / A	A / A	A / A

Table 5 provides a summary of the 95th percentile queue length for intersections and movements potentially affected by Wild Plum traffic. The 95th percentile queue length is derived on a probability basis, and represents a length of queue that is exceeded only 5 percent of the time on average. In other words, for 95 percent of the time, the queue length will be less than the number reported in the table.

Table 5: Queue Length Summary (95th Percentile, in feet)

Location	Movement	Existing		Existing w/Project		Future		Future w/Project	
		AM	PM	AM	PM	AM	PM	AM	PM
Platte Canyon Rd / Mineral Ave	EB Left	91	60	91	61	109	#110	109	66
	SB Left	#288	#226	#298	#239	#342	124	#289	120
Platte Canyon Rd / Hunter Run Ln	WB Left	0	0	8	5	1	0	8	8
	WB Right	3	0	3	3	2	1	5	3
	SB Left	0	0	3	3	0	1	0	3
Platte Canyon Rd / Coal Mine Ave	NB Left	44	144	46	146	29	#205	46	#211
	NB Thru	502	314	525	325	#622	279	525	285
Platte Canyon Rd / Fairway Ln	WB Thru/Lt	31	79	#96	79	29	#108	31	#96
	WB Right	0	0	0	0	0	0	0	0
Bowles Ave / Middlefield Rd	WB Left	27	19	33	25	29	8	30	8
	NB Thru/Lt	28	53	28	53	36	29	37	29
	NB Right	41	41	45	45	#83	6	#70	6

#95th percentile volume exceeds capacity, queue may be longer

The following provides a summary of the LOS and queue length findings for each analysis scenario:

Existing Condition: Currently, traffic conditions within the study area are good; with the exception of the Coal Mine Ave, Village Ct, and Bowles Ave intersections along Platte Canyon Rd. The traffic signal at Coal Mine ave is currently "split phased" which means that eastbound and westbound directions have to occur sequentially rather than simultaneously; thereby reducing the efficiency of traffic flow. There is also a large eastbound to northbound movement that contributes to poor (LOS F) operations in the a.m. peak hour. CDOT is currently in process of upgrading the traffic signal at Coal Mine Ave and Platte Canyon Ave; however, the upgrade is not expected to materially change intersection operations.

Village Ct is an unsignalized intersection with relatively low side street volumes; however, volume along Platte Canyon Rd at this location is high enough that there are infrequent gaps for traffic from the side street resulting in LOS E to LOS F conditions.

The Bowles Ave intersection experiences a high volume of intersecting traffic from both Platte Canyon Rd and Bowles Ave. As result, a few of the intersection movements are

over-capacity, meaning that traffic demands exceed the intersections ability to process that demand.

Existing w/Project: This scenario includes the additional traffic from Wild Plum, but assumes no changes to existing signal timings or physical improvements to the existing transportation system. Apart from the intersection of Platte Canyon Rd and Hunter Run Ln, very little changes with the addition of Wild Plum traffic. At the Hunter Run Ln intersection, the LOS changes from LOS B to LOS D in the p.m. peak hour. However, because side street volumes remain light, the 95th percentile queue lengths are less than one car length on average.

Otherwise, the addition of project traffic results in the 95th percentile queue lengths at other locations to increase by a car length or two on average. The 95th percentile queue lengths can be accommodated by existing storage.

Future (2034) Condition: For this scenario, no improvements were made to the existing transportation system; however, traffic signal timings were allowed to optimize. The LOS results indicate that growth in background traffic over time will understandably result in increased average delays at area intersections. In some cases, these delay increases result in changes to intersection LOS when compared to existing conditions. In the case of the Coal Mine Rd and Bowles Ave intersections, optimizing the existing signal timings resulted in improved operations when compared to existing conditions; generally suggesting that signal timing improvements would be beneficial to corridor traffic flow.

The 95th percentile queue lengths continue to be accommodated by existing storage.

Future (2034) w/Project: For this scenario, no improvements were made to the existing transportation system; however, traffic signal timings were allowed to optimize. Apart from the intersections of Platte Canyon Rd with Hunter Run Ln and Fairway Ln, very little changes with the addition of Wild Plum traffic. At the Hunter Run Ln intersection, the LOS changes from C to D in the A.M. and from LOS B to LOS E in the P.M. Peak. However, because volumes remain light, the 95th percentile queue lengths remain short; less than one car length on average. The unsignalized intersection of Hunter Run Ln and Platte Canyon Rd does not meet Manual on Uniform Traffic Control Devices (MUTCD) traffic signal warrants.

The queue length results indicate that the addition of project traffic results in the 95th percentile queue lengths for other movements to increase by a car length or so on average.

STATE HIGHWAY ACCESS CODE

As a state highway (SH 75B), access to Platte Canyon Rd is governed by the *State Highway Access Code* (SHAC). The purpose of the SHAC is to provide procedures and standards to aid in the management of the State of Colorado's investment in the highway system and to protect the public health, safety and welfare, to maintain smooth traffic flow, and to protect the functional level of state highways while considering state, regional, and local transportation needs and interests.

The Wild Plum development will increase the volume of traffic accessing SH 75B by more than 20%, therefore in accordance with the SHAC an access permit application will be required. In this case, the Town of Columbine Valley will be the Permittee for the application.

State Highway 75B has an access category of Non-Rural Principal Highway (NR-A). For this category of roadway, the auxiliary lane warranting criteria are as shown in **Table 6**:

Table 6: State Highway Auxiliary Lane Criteria (Hunter Run Lane)

Auxiliary Lane	**Warrant Criteria** (NR-A Access Category)	**Status w/Project**
Southbound Left Turn Deceleration Lane and Taper with Storage Length	More than 10 left turning vehicles per hour	Met
Northbound Right Turn Deceleration Lane and Taper	More than 25 right turning vehicles per hour	Not Met
Westbound Right Turn Acceleration Lane and Taper	More than 50 right turning vehicles per hour, and posted speed limit greater than 40 mph	Not Met
Westbound Left Turn Acceleration Lane	Where it would benefit the safety and operation of the roadway	Not Met

A southbound left turn deceleration lane currently exists at Hunter Run Ln, although it does not meet the geometric design requirements of the SHAC. The existing lane is approximately 320-ft in length and consists of a 160-ft of taper and 160-ft of storage. SHAC requirements for a NR-A roadway and a 45 MPH posted speed are a total of 460-ft consisting of 435-ft of deceleration and 25-ft of storage. This length of lane would overlap with the existing left turn lane for Coal Mine Rd. Based on the queue length information provided previously, the storage length at Coal Mine Rd is more critical than

is the storage for Hunter Run Ln. For this reason, no changes to the existing lane striping is recommended. Because the SHAC design criteria is not met, a design waiver request will need to be included as part of the access permit application.

The northbound right turn movement at Hunter Run Lane is currently projected to be approximately 20 vehicles per hour during the a.m. peak hour with the Wild Plum development. While this is less than the 26 vehicles per hour required to warrant a right turn deceleration lane, it is recommended that construction of a right-turn deceleration lane be considered to improve safety for turning traffic. Construction of a right-turn deceleration lane will require improvements be made to the Platte Canyon Rd which will also provide an opportunity to improve the entering sight distance for Hunter Run Ln.

Regardless of whether a northbound right turn lane is provided, improvements will be needed to the intersection in order to provide adequate entering sight distance.

FINDINGS

The following summarizes the findings of the traffic impact study conducted for Wild Plum:

1. One hundred five (105) residential dwelling units generate approximately 1,100 vehicle trips per day, including approximately 83 and 110 trips during the weekday a.m. and p.m. peak hours, respectively.
2. The characteristics of Hunter Run Ln make it an appropriate access to Wild Plum: it is an underutilized access to Platte Canyon Rd; it functions as a collector roadway with few properties that directly access the roadway; and its proximity to Platte Canyon Rd minimizes out-of-direction travel and related impacts on neighboring properties. Fairway Ln and Middlefield Rd, other collector roadways in the Town, provide secondary access to the site as well as primary access for traffic to/from the east on Bowles Ave.
3. As a state highway, Platte Canyon Rd is under the jurisdiction of the Colorado Department of Transportation (CDOT). Wild Plum will increase the volume of traffic accessing the highway at Hunter Run Ln by more than 20%, therefore a State Highway Access Permit will be necessary. Traffic at the Fairway Ln access to Platte Canyon Rd will also increase; however, the magnitude of the increase is less than the 20% requiring a state highway access permit.
4. The intersection of Platte Canyon Rd and Hunter Run Ln warrants a southbound left turn deceleration lane upon development of Wild Plum. The existing southbound left turn lane does not meet current CDOT standards for a roadway

with a NR-A access category. Platte Canyon Rd could be restriped to provide a longer deceleration lane; however this would impact the northbound left-turn lane for Coal Mine Rd which is a much more critical movement to overall traffic flow through the corridor. The study has concluded that vehicle queues for the southbound left turn movement will typically be one car length or less. For these reasons, no changes to existing left turn striping along Platte Canyon Rd is recommended.

5. Although the 20 northbound right turns per hour projected for Hunter Run Ln is less than the 26 needed to warrant a right-turn deceleration lane, it is recommended that construction of a right-turn lane be considered for safety purposes. In any event, improvements to the intersection of Platte Canyon Rd and Hunter Run Ln will be required to improve entering sight distance for Hunter Run Ln.
6. It is recommended that Hunter Run Ln be brought up to current Town standards between Platte Canyon Rd and the entrance to Wild Plum. This will enable the roadway to better accommodate its intended function as the primary access for Wild Plum.
7. The study has concluded that the potential traffic impacts of the Wild Plum development can be addressed by the transportation improvements outlined in this report.

ADDITIONAL COMMENTS AFTER 6/7

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 medium 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

From Mara:

Can you help me understand, please, why the above calculation for Polo Meadows, Burning Tree and Old Town do not match that shown on Table 3, page 15 of the Master Plan? Especially for Old Town…you show 1.67 and Master Plan says 0.55.

Burning Tree was an estimate in both cases because ewe never had a Development Plan that stated the amount of Common Open Space. The figures are not that far apart.

Polo Meadow was an estimate on our part because the Final Plan does not state the amount of Common Open Space. I will try to check that further.

The Master Plan figure of .55 was an error. It was based on counting the Golf Course as their open space . Old Town does not own or control the Golf Course so that acreage was subtracted from the gross site area.

Phil

Dear J.D. and Phil –
Thank you for the Executive Summary. I believe you left out some important facts from the traffic study in your Executive Summary (**III. Traffic Impact Study** page 4**).** While you correctly quote from the Traffic study:

"It is estimated that the proposed Wild Plum Farm project, at build out, would generate an average daily traffic of 1100 trips per day. Approximately 20% of the total daily trips would occur in the AM and PM peak hours. It is also projected that 60% of the AM peak hour traffic would exit the site via Hunter Run and 40% via Fairway Lane."

You conveniently leave out the last sentence of that paragraph from the traffic study in your Executive Summary which states:

"For traffic destined to the east along Bowles Ave, 70% will use Fairway Ln to Middlefield Ave and the remaining 30% will use Hunter Run Ln."

Why would you not include the entire paragraph from the Traffic study and leave out the last sentence? I request that you put the entire paragraph including the last sentence from the traffic study rather than just the part that suits your purposes.

You should also include the following paragraph from the Traffic study page 3 entitled TRIP DISTRIBUTION which is also very significant:

"The results show that the majority of trips (70%) are expected to occur between Wild Plum and pointsnorth and east. A smaller percentage of trips will occur to/from the south and west."

These are critical facts that should not be left out without digging through the traffic study which I'm sure the P&Z Board will not have time do.

Finally, the Traffic study is basically statistical and taken from national manuals and statistics. I understand that. However, it does not address the fact that Fairway Lane is a road that cuts through a private golf course where golf carts cross the road at 4

points and have for 60 years, and does not take into account that the road narrows into a bridge that is not wide enough to allow golf carts and motor vehicles to cross at the same time with blind curves, let alone pedestrians. Future cut through traffic by non-residents is a reality with modern day GPS and already occurs at Fairway to Club to Bowles, and it will be significantly more in the future. Statistics are fine, but you must look at the reality of the situation and report it accordingly. ichael I hope you will forward this to the Club Board.

Sincerely,
Adam Dalmy

From: Elizabeth Barber <kris.liz.barber@icloud.com>
Date: June 3, 2016 at 19:07:16 CDT
To: "jmccrumb@columbinevalley.org" <jmccrumb@columbinevalley.org>, "townplanner@columbinevalley.org" <townplanner@columbinevalley.org>
Subject: Wild Plum Development - access points

Hi -
My name is Liz Barber, and my husband and two children are residents of Columbine Valley in the Burning Tree neighborhood.

We are very concerned about several aspects of the proposed Wild Plum Farm development as well as the access points to any eventual development of the property.

First, key assets of Columbine Valley and our neighborhood are unique homes on reasonably sized lots that provide a balance among low density, neighborhood character, safety, family-friendly streets and parks, and community. Adding a development of tract houses that is medium density (at best) significantly degrades these assets. Columbine Valley should preserve its assets, especially as other parts of Littleton and the Denver metro area emphasize medium to high density and/or tract houses.

Second, as we back to Hunters Run and experience the already over-burdened Platte Canyon Rd daily, changing the plan so that the development is single access from Hunters Run is not sustainable. Platte Canyon is already over crowded. Residents in the Village can barely turn left during peak or near-peak times. Having Hunters Run as a

single access will require another stop light at Hunters Run and probably a stop light at the Village. This will significantly bottleneck Platte Canyon. This then is a safety issue as access to not only the Wild Plum Farm but other neighborhoods will be negatively affected. It is only prudent from a safety and traffic flow perspective to have two equal access points to share the increased traffic burden.

Finally, in order to enhance non-motorized recreational access to the Platte River trail, we would suggest contemplating a pedestrian bridge from the development to the Platte River trail system.

Regards,
Kris and Liz Barber
55 Spyglass Dr

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

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
5. Dawn West
37 Spyglass Drive
6. Eric West
37 Spyglass Drive
7. Bob Wilson
3 Winged Foot Way
8. Becky Wilson
3 Winged Foot Way
9. Sam Beveridge
7 Riviera Court
10. Charlie Luther
6 Doral Lane
11. Kerri Luther
6 Doral Lane
12. Theresa Lopez
7 Cypress Point Way
13. Frank Lopez
7 Cypress Point Way
14. Karyn Thompson-Panos
60 Spyglass Drive
15. Dean Panos
60 Spyglass Drive
16. Mary Sweeney
79 Spyglass Drive
17. Jim Sweeney

79 Spyglass Drive
18. Laura Downie
14 Cypress Point Way
19. Dennis Beck
3 Riviera Court
20. Melodie Beck
3 Riviera Court
21. David Taylor
85 Spyglass Drive
22. Gregg Saunders
26 Spyglass Drive
23. Mary Saunders
26 Spyglass Drive
24. Chris Caplis
10 Cypress Point Way
25. Ashley Caplis
10 Cypress Way
26. Brett A. Nathan
8 Riviera Court
27. Jennifer Nathan
8 Riviera Court
28. Liz DeGrood
75 Spyglass Drive
29. Pete DeGrood
75 Spyglass Drive
30. Ben Huber
5 Riviera Court
31. Sara Huber
5 Riviera Court
32. Susan Stein
49 Spyglass Drive
33. Brian Pendleton
49 Spyglass Drive
34. Kathleen Mohler
39 Spyglass Drive
35. Stanton Mohler
39 Spyglass Drive
36. Mike Eller
8 Winged Foot Way
37. Pam Eller
8 Winged Foot Way
38. Gerry Pasek
10 Doral Lane

39. Susan Pasek
10 Doral Lane
40. Amy Leonard
9 Riviera Court
41. Jon Leonard
9 Riviera Court
42. Ted Snailum
24 Spyglass Drive
43. Brenda Snailum
24 Spyglass Drive
44. Ken Cook
51 Spyglass Drive
45. Linda McMahan
51 Spyglass Drive
46. Arvin Michel
25 Spyglass Drive
47. Athenia Michel
25 Spyglass Drive
48. Tucker Maroney
13 Spyglass Drive
49. Mandy Maroney
13 Spyglass Drive
50. Laura Rogers
17 Spyglass Drive
51. Mark Scriffiny
35 Spyglass Drive
52. Patty Scriffiny
35 Spyglass Drive
53. Derek Whiddon
2 Cypress Point Way
54. Annemarie Whiddon
2 Cypress Point Way
55. Frank Byers
30 Spyglass Drive
56. Garrett Nariman
9 Doral Lane
57. Cindy Nariman
9 Doral Lane
58. Lindsay Andrew
1 Spyglass Drive
59. Marty Balkema
43 Spyglass Drive
60. Ellen Balkema

43 Spyglass Drive
61. Steven W. Terlecki
12 Spyglass Drive
62. Barbara Frey Keusch
12 Spyglass Drive
63. Carla Beveridge
7 Riviera Court
64. Tom Reilly
9 Cypress Point Way
65. Elaine Reilly
9 Cypress Point Way
66. Dr. Mark Shimoda
41 Spyglass Drive
67. Linda Shimoda
41 Spyglass Drive
68. Nick Hatfield
11 Doral Lane
69. Chris Hatfield
11 Doral Lane
70. Jennifer Lewis
32 Spyglass Drive
71. Kevin Lewis
32 Spyglass Drive
72. Edward Winters
4 Doral Lane
73. Beverly Winters
4 Doral Lane
74. Larry Meadows
63 Spyglass Drive
75. Flo Smith
12 Doral Lane
76. Leon Smith
12 Doral Lane
77. Amanda Spina
5 Spyglass Drive
78. Peter Spina
5 Spyglass Drive
79. Veronica Fitzgerald
59 Spyglass Drive
80. Patrick Fitzgerald
59 Spyglass Drive
81. Barbara Longsine
10 Spyglass Drive

82. Barbara Kelly
19 Spyglass Drive
83. Bobby Kelly
19 Spyglass Drive
84. Norm Herman
45 Spyglass Drive
85. Barb Herman
45 Spyglass Drive
86. Larry Franson
11 Cyprus Point Way
87. Diane Franson
11 Cyprus Point Way
88. Kevin Rogers
17 Spyglass Drive
89. Terri Russo
14 Spyglass Drive
90. Mary Frances Howell
8 Spyglass Drive
91. Clarence Robinson
28 Spyglass Drive
92. Norma Robinson
28 Spyglass Drive
93. Larry Byers
30 Spyglass Drive
94. Carolyn Byers
30 Spyglass Drive
95. Debbie Miller
47 Spyglass Drive
96. Don Miller
47 Spyglass Drive
97. Naiomi Nemkov
12 Winged Foot Way
98. Peter Nemkov
12 Winged Foot Way
99. Judy White
13 Doral Lane
100. Corey Lear-Kaul
7 Spyglass Drive
101. Kelly Lear-Kaul
7 Spyglass Drive
102. Ed Huszcza
58 Spyglass Drive
103. Janet Huszcza

58 Spyglass Drive
104. Magdalen Mauldin
9 Winged Foot Way
105. Stella Farley
4 Winged Foot Way
106. Michael Farley
4 Winged Foot Way
107. Darrell Finneman
4 Riviera Court
108. ReNee Finneman
4 Riviera Court
109. S. Wade Johnson
1 Winged Foot Way
110. LeeAnn Johnson
1 Winged Foot Way
111. Mark Roberts
23 Spyglass Drive
112. Stephen Comstock
5 Winged Foot Way
113. Diane Witonsky
6 Riviera Court
114. Dave Witonsky
6 Riviera Court
115. Ned White
54 Spyglass Drive
116. Elizabeth White
54 Spyglass Drive
117. Kim Byers
15 Doral Lane
118. Garry Byers
15 Doral Lane
119. Dennis Smith
73 Spyglass Drive
110. Cindy Smith
73 Spyglass Drive
111. Stan States
3 Doral Lane
112. Richard Crine
8 Doral Lane
113. Tina Crine
8 Doral Lane
114. Maria Young
95 Spyglass Drive

115. Debbie Peppard
67 Spyglass Drive
116. Michael Hommel
81 Spyglass Drive
117. Kathleen Hommel
81 Spyglass Drive
118. Bill Brittan
11 Arabian Place
119. Mindy Brittan
11 Arabian Place
120. Dave Bair
17 Arabian Place
121. Kathy Bair
17 Arabian Place
122. Don Slack
14 Arabian Place
123. Deb Slack
14 Arabian Place
124. Kristin Schweitzer
7 Arabian Place
125. Keith Schweitzer
7 Arabian Place
126. Jim Miller
16 Arabian Place
127. Leigh Miller
16 Arabian Place
128. Brenda Mozia
3 Arabian Place
129. Pius Mozia
3 Arabian Place
130. Darla Caudle
2 Arabian Place
131. Greg Caudle
2 Arabian Place
132. Kevin Smith
4 Arabian Place
133. Mary Frances Smith
4 Arabian Place
134. Marlon Neely
12 Arabian Place
135. Maureen (Sukoshi) Neely
12 Arabian Place
136. Carrie Baird

8 Arabian Place
137. Kevin Baird
8 Arabian Place
138. Karen Brinckerhoff
9 Arabian Place
139. Bill Brinckerhoff
9 Arabian Place
140. Dave Gambetta
6 Arabian Place
141. Alexis Gambetta
6 Arabian Place
142. Carol Hooper
1 Arabian Place
143. Mark Hooper
1 Arabian Place
144. Anne O'Leary
5 Arabian Place
145. Jim O'Leary
5 Arabian Place
146. Deb Lee
13 Arabian Place
147. Pat Lee
13 Arabian Place
148. Jacque Caldwell
18 Arabian Place
149. Sam Hartung
18 Arabian Place
150. David Hosterman
15 Arabian Place
151. Shannon Hosterman
15 Arabian Place
152. Nick Griffith
10 Arabian Place
153. Sarah Griffith
10 Arabian Place

COLUMBINE VALLEY HOMEOWNERS ASSOCIATION

2 Middlefield Road Columbine Valley, CO 80123

May 26, 2016

Mr. Phil Sieber
Town Planer
Columbine Valley, CO

Dear Mr. Sieber,

The Board of Directors of the Columbine Valley Homeowner's Association (herein after referred to as HOA) is submitting the following Response to the proposed development of the Wild Plum Farm. Because the HOA represents all of the citizens of Old Town, it was unanimously agreed that a committee be formed for the purpose of providing information to the citizens. Additionally, the committee was to collect the comments, concerns and recommendations of the citizens to aid in the HOA Response. The committee's work has been put together in a document labeled Petition from Homeowners of Old Town Columbine & Town of Columbine Valley Regarding Proposed Wild Plum Farm Development. The result is that 196 citizens have participated in the formulation of this Response. The HOA is confident that the citizens response would have been even greater if more time were available to seek their participation.

The HOA is not opposed to the development of Wild Plum Farm. The collective goal is to ensure that the development is done commensurate with the best interest and values of our Town and Neighborhoods. Columbine Valley is a very unique Town. The citizens prize the uniqueness and any development must protect and preserve our lifestyle and way of life.

ACCESS

The proposed Development should limit vehicular access to Hunter Run only. The streets of Old Town were designed to be walkable streets, as evidenced by the fact that there are no sidewalks. Our community, as well as neighboring communities, enjoy our streets for their beauty, uniqueness and peacefulness. We use our streets to walk and run, ride bicycles, push strollers, drive golf carts, chat with our neighbors and walk our pets. Children use them to ride scooters and bicycles to school, the pool and the tennis courts. The safety and lifestyle of Old Town should not be compromised to accommodate a new development. To the contrary, the proposed development plan needs to be amended so that Old Town residents can continue with the activities they have enjoyed for over 50 years.

Per the Town of Columbine Valley Zoning Code and Land Use Manual adopted June 2013, Fairway is a Cul-de-Sac. "A street with only one outlet, which terminates on the opposite end in a vehicle turnaround." Adding access points to Fairway would change the street to a Major Collector Street per the Zoning and Land Use Manual. A Major Collector Street is defined as "a street primarily intended to move traffic from minor collectors to other major collectors and arterials outside of the town boundary and where access to existing properties is a secondary function." Adding access to Fairway would change the character of the street and of our neighborhood. It would negatively impact the lifestyle and way of life within our community.

Many people feel that connecting neighborhoods with pathways or walkways is a desirable feature. Planners often suggest that secondary access points are needed for emergency purposes. The HOA is in agreement with both of these thoughts and believes that the desires of all parties can be met. The developer need only change his plan to provide emergency, pedestrian and golf cart only access on Fairway Lane. This way connectivity is created between neighborhoods and emergency access is available if needed. Precedent for this was previously approved in the Willowcroft development plan.

Please see the HOA's Petition for additional information and precedent regarding access.

DENSITY and DEVELOPMENT STANDARDS

The HOA believes that the Master Plans density description may have been misunderstood by many in Old Town. People understood 1 home per acre to mean each lot would be one acre. After your presentation on Tuesday evening any misunderstanding has been cleared up. Thank you for helping with that distinction. The committee used the word "Density" in the petition and there is not sufficient time to correct the wording and recirculate the petition. The choice of the word "density" does not effect the spirit of the committee's intention, however. The intention was to say that there are too many houses too close together. The Developer's plan needs to be amended so that lot sizes are larger. Larger lot sizes and a spacious open feeling are part of the charm and lifestyle of Columbine Valley. The lot sizes of Polo Reserve, Polo Meadows, Old Town and Burning Tree define the character of the area. The developer needs to come back with lot sizes that are more in keeping with the character of the existing homes. Anything less diminishes the value, quality of life and lifestyle of Columbine Valley.

It is the understanding of the HOA that part of the Developers proposal is to seek a re-zoning from Agriculture to Residential Planned Development. That being the case, then it would appear that per the Zoning and Land Use Manual the average lot size cannot be less than one-half acre (1/2 acre). The HOA requests that the Board of Trustee hold the developer to that standard at a minimum.

HOUSE STANDARDS

Please see the Homeowner's Petition. The Petition comments are clear. Tract homes are not in character with Old Town, nor any of the surrounding developments. Tract homes would significantly alter the idyllic character of our Neighborhoods in a negative way.

HOUSE STANDARDS ALONG FAIRWAY LANE

Please see the Homeowner's Petition. Requiring Custom Builders to seek approval from the Old Town Architectural Control Committee and the Old Town HOA prior to construction is consistent with the agreement between Old Town and Burning Tree for the development of the Burning Tree homes fronting on Fairway Lane.

TRAFFIC AND SAFTY

IMPACT OF CONSTRUCTION ON TOWN STREETS

INFRASTRUCTURE FINANCING

The remainder of the Committee's Petition speaks for itself. While the Homeowners and the HOA now have a better understanding of the time constraints imposed upon the Town, the HOA still believes that the Town needs to be aware of the concerns expressed by the Citizens of Old Town.

Respectfully,

Columbine Valley Homeowners Association Board of Directors

Deb Kennedy

Jon Piper

Linda Steiert

Judy Way

and the Signers of the Petition

Attachment: Petition from Homeowners of Old Town Columbine & Town of Columbine Valley regarding Proposed Wild Plum Farm Development and the related signature pages.

Petition from Homeowners of Old Town Columbine & Town of Columbine Valley Regarding Proposed Wild Plum Farm Development

The homeowners, whose signatures are below, 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. Therefore, we 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 us with the following modifications to the applicant's Letter of Intent:

Approval:

Town of Columbine Valley's Zoning and Planning Commission (P&Z) should delay approval of the proposed development beyond its meeting scheduled for Tuesday, 6/14/2016.

Wild Plum Farms is a significant piece of undeveloped property in our Town. Ample time should be allowed to thoughtfully consider all aspects. The P&Z meeting and **vote scheduled on Tuesday, 6/14/2016 is too soon**. The Town Staff report, consolidating all written feedback on the proposal, will not made public until 6/10/2014, only 4 days before the scheduled vote. This is one of the biggest development decisions our Town will make.

Access:

Limit ingress/egress access to the interior of the property to Hunter Run Lane only, with emergency, pedestrian and cart access only from Fairway Lane.

- The total number of proposed new homes having ingress/egress access solely from **Hunter Run Lane will be 114**. **This is 10 houses less than the 124 total number of homes *currently* having ingress/egress access solely from Fairway Lane.**

- **Eliminate cut-through traffic from Platte Canyon Road and Bowles** through Wild Plum Farm onto Fairway Lane, Middlefield Road and Club Lane.

- **Maintain high levels of safety** for our children, golfers/golf carts, and adults travelling within our neighborhood, especially on Fairway Lane, using methods other than cars. Our Town is a walkable community; we have no sidewalks.

- **The Town has already set a strong precedent for sole access neighborhoods.** Four neighborhoods, **two of which have more homes than in the proposed in Wild Plum Farm,** have only one ingress/egress access. The Town should be consistent in its approach.

Density and Town of Columbine Valley Master Plan

Significantly reduce the total number of homes in the interior of the proposed development.

- **The proposed density, which is at the low end of the defined "Medium" Density, is NOT the Low Density recommended for Wild Plum Farm in the Master Plan.**
- With 1/2 of the Wild Plum Farm devoted to undevelopable wetlands and open space, the proposed 105 home will be crowded onto the remaining approximately 50 acres. That is not "low" density by anyone's definition.
- **ALL** other undeveloped properties in the Plan were recommended as "Low-to-Medium" or Low-to-High. \
- Be true to the commitment and thoughtful process which created the Master Plan as a guideline for development within our Town.

Development Standards:

Require the development standards for the houses in the interior of the property to be no less than those of adjacent neighborhood Burning Tree.

The houses in the proposed development have **higher 2-story roofs**, are **closer together**, and are **closer to the side streets** than those in Burning Tree, The Village or Columbine Old Town.

House Standards:

Eliminate construction of tract houses.

Eliminate construction of lower-value houses.

- One of the main characteristics of our Town is the uniqueness of each home.
- The homebuilder proposed by the developer is the **4th largest tract home builder** in the US.
- The homebuilder's publicly reported average home selling price is only $432,000.
- LIV/Sotheby's 1Q 2016 Market Report for Columbine Valley indicates an average selling price of $1,100,000.
- **This proposal would significantly alter the idyllic character of our Neighborhoods.**

House Standards Along Fairway Lane:

Require only custom homes for the 11 houses proposed along Fairway Lane and for the 2 houses proposed on Hunter Run Lane.

Custom houses are consistent with the type of homes in Columbine Old Town and along Hunter Run Lane.

Require builders of the 11 houses on Fairway Lane to submit and receive prior approval of all plans from the Columbine Old Town Architectural Control Committee and Columbine Old Town HOA prior to construction.

To ensure compliance with Columbine Old Town development standards.

Traffic and Safety:

Delay approval of the Preliminary Development Plan, allowing Columbine Valley homeowners 45 days to read, analyze and comment on a safety study completed by the Town.

The Columbine Old Town homeowners have significant concerns regarding safety of its citizens of all ages along Fairway Lane, Club Lane and Middlefield Road.

Delay approval of the Preliminary Development Plan, allowing Columbine Valley homeowners 45 days to read, analyze and comment on the Updated Wild Plum Farm Traffic Impact Study, which should also address the impact of construction traffic over the projected 4 year build out of the project.

The Columbine Old Town Homeowners have significant concerns regarding the impact of increased traffic from the proposed development, as well as cut-through traffic from/to Platte Canyon and Bowles.

Impact of Construction on Town Streets:

Delay approval of the Preliminary Development Plan to allow the Town to calculate and request the applicant to include Impact Fees and/or Off Sites Fees to be paid to the Town.

Heavy construction trucks/equipment will inflect damage to roads beyond the normal residential and club use.

Infrastructure Financing

Delay approval of the use of a metropolitan district until a summary of pros and cons of such use is provided by the Town to its citizens, and allow at least 45 days is allowed to read, analyze and comment.

Use of metropolitan district financing, as well as its risks, is new to the Town and its citizens.

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	Carla Braun		39 Fairway LN	carla@cobrowns.com
2	Abbie Jahn		43 Fairway Lane	jahnabbie@gmail.com
3	Michael Jahn		43 Fairway Lane	jahnmw@yahoo.com
4	KRISTEN KILGORE		29 FAIRWAY LANE *	kristen-fsk@yahoo.com
5	JIM GRIMM		23 FAIRWAY LANE	
6	PATRICIA GRIMM	Patricia Grimm	23 FAIRWAY LANE	GRIMMPL@MSN.COM
7	Lynn Hendrickson		25 Fairway Lane	lynnh25@yahoo.com
8	Curtis Birky		80 Fairway Lane	CJBSC@earthlink.net
9	Judi Way	Judi Way	15 Fairway Lane	judiway@comcast.net
10	MICHAEL LYNCH		9 FAIRWAY LN.	LYNCHSTUDIO@ICLOUD.COM
11	Bob Schenkein		6 Fairway Lane	bschenkein@mac.com
12	Linda Schenkein			
13	CRAIG EVANS		10 FAIRWAY LANE	CRAIGSEVANS@HOTMAIL.COM
14	ADRIANA EVANS		10 FAIRWAY LANE	ACOSTAADRI@YAHOO.ES
15	Joan Hock	Joan M. Hock	84 Fairway Ln	

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	J C Spencer	J C Spencer.	82 FAIRWAY LN	JCSCO7700@AOL.COM
2	T L Spencer	Theresa SPENCER	82 FAIRWAY LN	"
3	JEAN PETAK	Jean Petak	78 Fairway Lane	JEANM2006@comcast.net
4	GARY PETAK	Gary G Petak	78 FAIRWAY LANE	GGPETAK@comcast.net
5	Emily Jahn	Emily Jahn	43 Fairway Lane	familyjahn@yahoo.com
6	MARK BROWN	[illegible]	39 FAIRWAY LANE	mark@marksproduction.c
7	Steve Houy	Steph W. Houy	59 Fairway Lane	SHouy@Remax.net
8	Sandy Houy	Sandy Houy	59 FAIRWAY LN.	sandy@shouy.com
9	Connie Hambrook	Connie Hambrook	57 Fairway Lane	Cmch57@comcast.net
10	ERNIE HAMBROOK	E L Hambrook	57 FAIRWAY LANE	ech57@comcast.net
11	Stephen Barker	[illegible]	55 FAIRWAY LANE	SCBARKS@comcast.NET
12	Cathy Barker	Cathy Barker	55 Fairway Lane	Barkertwins@comcast.net
13	Russ Allen	Russell K. Allen	49 Fairway La.	barb2allen3000@yahoo.com
14	Barbara Allen	Barbara Allen	49 Fairway Lane	barballen3000@yahoo.com
15	Robert Larson	Robert Larson	22 Fairway Lane	bob@janusmortgage.c

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		61 FAIRWAY LA.	R.FROMMER@COMCAST.N
2	MARY ELLEN FROMMER		61 FAIRWAY LA	melfrom@comcast.N
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metropolitan district financing, as well as its risks, is new to the Town and its citizens.

es below represent homeowners of Columbine Old Town and the Town of Columbine Valley who respectfully
e Town of Columbine Valley, Richard Champion, the Board of Trustees, and the Planning and Zoning Co
l support the modifications to the applicant's Letter of Intent, as shown above.

	SIGNATURE	HOME ADDRESS	EMAIL ADDRESS
STEPHEN CRUSEY	SM Crusey	41 FAIRWAY LN	SNOOOZMANC/AOL
LeaNNa Roberts Crusey	Leanna Crusey	41 FAIRWAY LN	LeaNNa@ITRP.NET

(5)

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	Shannon Siwiec		11 Fairway Lane	ssiwiec1@aol.com
2	Jack Stabenau		11 Fairway Lane	jack.stabenau@gmail.com
3	Joyce Brown		8 Fairway	DROWNBTB@JOSLE.q.com
4	Logan Wallace		51 Fairway Lane	Logan.Wallace@Schamp.com
5	Rachael Rowe		19 Fairway Lane	melwee@live.com
6	Kathy Rowe		" "	Kathyrowe1a@com
7	Joanna McLean		20 Fairway Ln.	Jomclean2@comcast.
8	Kerrie Pott		60 Fairway Lane	kerrie.pott@gmail.com
9	Peggy Roberts		13 VILLAGE DR.	pegydale@aol.com
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	NAME	SIGNATURE	HOME ADDRESS	EMAIL ADDRESS
1	Julie Shaw		1 Driver Lane	julie@iwilline.com
2	Carolyn Keller		4 Driver Lane	carolyn@wispertel.net
3	Paul Curlander	Paul J. Curlander	31 Fairway Lane	pcurlande@gmail.com
4	Gretchen Curlander	Gretchen Curlander	31 FAIRWAY LN	gvcurl@gmail.com
5	Adam Dalmy		32 Fairway Ln	amdalmy@me.com
6	Kristin Dalmy		32 Fairway Lane	Kristin.dalmy@gmail.com
7	Anne Ochsner		33 Fairway Ln	anneochsner@comcast.net
8	RON OCHSNER		33 FAIRWAY LANE	"
9	Craig Myles		2 Driver Lane.	cemyles@icloud.com
10	Amy Myles		2 DRIVER LANE	myles-omac@comcast.net
11	Tricia Sullivan		2 Cleek Way	sullivanfam.lg6@me.com
12	William Sullivan		2 CLEEK WAY	wsullivan@csbt.com
13	Patti Shaw		1 Driver lane	PATRICIA@Iwillinc.com
14	Bob Coleman		30 FAIRWAY LN	COLEMANBOB3@GMAIL.COM
15	Renee Coleman		30 Fairway Lane	Reneeik@centurylink.net

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	Jake Killgore	Jake Killgore	29 Fairway Ln	Killgore17@Hotmail.com
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Infrastructure Financing

Delay approval of the use of a metropolitan district until a summary of pros and cons of such use is provided by the Town to its citizens, and allow at least 45 days is allowed to read, analyze and comment.

Use of metropolitan district financing, as well as its risks, is new to the Town and its citizens.

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	NAME	SIGNATURE	HOME ADDRESS	EMAIL ADDRESS
1	John L. Fischer	John Fischer	73 Fairway Lane	John.Fischer468@ M5
2	Robert D. Staffen	Robert D Staffen	53 Fairway Lane	brjcisco@comcast.net Co
3	Melody K. Staffen	Melody K. Staffen	53 Fairway Lane	brjcisco@comcast.net
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Infrastructure Financing

Delay approval of the use of a metropolitan district until a summary of pros and cons of such use is provided by the Town to its citizens, and allow at least 45 days is allowed to read, analyze and comment.

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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	Andrew Matsuyama		77 Fairway Ln	ajmatsuyama@msn.com
2	Danielle Matsuyama		77 Fairway Ln	dmatsuyama@msn.com
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	NAME	SIGNATURE	HOME ADDRESS	EMAIL ADDRESS
1	Ted Brown		20 CLUB LANE, LITTLETON 80123	Kathy.S.brown@hotmail.com
2	Kathy Brown		20 Club Lane Ln 80123	Kathy.S.Brown@hotmail.com
3	MARTIN REDDING		15 CLUB LANE, LN. 80123	REDDINGMJ@MSN.COM
4	HELEN REDDING		15 CLUB LANE, LN. 80123	" " "
5	John Gerdes		11 Club Lane, LN 80123	jcgerdes@comcast.net
6	Barb Timmons		8 Club Lane 80123	barb@scottishgroupcompanies.com
7	LAURIE GALLEGOS		4 CLUB LANE 80123	LAURIEG63@MSN.COM
8	DAVE GALLEGOS		4 CLUB LANE 80123	" "
9	Laura Myers		2 Club Lane 80123	laura.ann.myers@gmail.com
10	JAMES H. MOORE		5 CLUB LANE 80123	j.h.moore@comcast.net
11	LYNEE McGANN		12 CLUB LANE 80123	lynne1721@aol.com
12	Judy McWilliams		17 Club 80123	macwell11@aol.com
13	Tom McWilliams		17 Club 80123	" "
14	Caryn Callanan		16 Brookhaven Trail 80123	joeandcaryncallanan@comcast.net
15	Joe Callanan		" "	" "

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	NAME	SIGNATURE	HOME ADDRESS	EMAIL ADDRESS
1	JOHN WILSON		5 PAR CIRCLE	JWACCESS@AOL.COM
2	Stephanie Leary	S Leary	13 Eagle Dr.	slamrato@gmail.com
3	Uta Letbetter	U Letbetter	4 Middlefield Rd.	utamaria@gmail.com
4	Joe Wilwerding		4 Middlefield Rd	joe.wilwerding@gmail.com
5	Jim Leary		13 EAGLE DR.	Jim_LEARY@comcast.net
6	CHARLES KORAN		45 EAGLE DR.	chuckoran@yahoo.com
7	ELIZABETH KORAN		45 EAGLE DR.	lucykoran@gmail.com
8	Walter Yager		3 Augusta Dr	wyager@comcast.net
9	Elizabeth L Yager		3 Augusta Dr	sung2@comcast.net
10	Stephen J. Smart		9 Club Lane	stephen.ismertakutak rock.com
11	Monica Jones		24 Club Lane	monicajonz@yahoo.com
12	Tad Jones		24 Club Lane	tadjones@yahoo.com
13	CAROL BRESLOW		18 CLUB LANE	cnbreslow@msn.com
14	[redacted]			
15	TOM PIPER		3 Clerk Way	jon_piper@comcast.net

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	NAME	SIGNATURE	HOME ADDRESS	EMAIL ADDRESS
1	MATT MAURER		14 CLUB LANE, LITTLETON	Matthew.k.maurer@gmail.com
2	Bob Leitz	Bob Leitz	9 Middlefield Rd	bobLeitele yahoo
3	Kate Reister	K Reister	10 Club Lane	kreters220 yahoo.
4	Andrea Maurer	A Maurer	14 club Lane	aabz3@hotmail.com
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	NAME	SIGNATURE	HOME ADDRESS	EMAIL ADDRESS
1	~~PATRICK M. FITZGERALD~~	~~Patrick M. Fitzgerald~~	~~59 SPYGLASS DR.~~	~~PMFITZ@AOL.COM~~
2	FRANCIS BYERS	Francis L Byers	30 SPYGLASS DR	BYERS.FRANK@COMCAST.net
3	Carolyn M. Byers	Carolyn M. Byers	30 Spyglass Dr.	Byers. " "
4	JAMES A HOLMSTROM	James A Holmstrom	64 Spyglass Dr	JimOnSpyglass@outlook.com
5	Cindy Holmstrom	Cindy Holmstrom	64 Spyglass Dr.	CindyonSpyglass@outlook.com
6	Joyce R. Latham	Joyce R. Latham	3 Brassie Way	joycelatham@aol.com
7	Jane West	Jane West	5 Brassie Way	janexwest@outlook.com
8	William J. Mills	William J Mills	2 Brassie Way	eph3-16@yahoo.com
9	Carol Mills	Carol Mills	2 Brassie Way	eph3_16@yahoo.com
10	Deborah A Kennedy		4 Brassie Way	sdtjkennedy@comcast.net
11	T. Scott Kennedy		4 Brassie Way	TScottKennedy@comcast.net
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	NAME	SIGNATURE	HOME ADDRESS	EMAIL ADDRESS
1	Cornelia E Tepe	CORNELIA E Tepe	22 Niblick Ln	
2	Charlotte Helfrich	29 Niblick	Charlotte Helfrich	
3	Tamara Rauer	Tamara Rauer	10 Niblick Lane	
4	Richard Good	Richard Good	21 Niblick	
5	Kathryn Good	Kathryn Good	21 Niblick Lane	JRKRGood2@gmail.com
6	R.J. HELFRICH	RJ Helfrich	29 Niblick Lane	
7	Ginny Rogliano	Ginny Rogliano	15 Driver Lane	
8	Richard Nicholson	Richard Nicholson	15 Driver LN.	
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	NAME	SIGNATURE	HOME ADDRESS	EMAIL ADDRESS
1	SHARON ISAAC	Sharon D. Isaac	37 NIBLICK LN - CV	Sakaag@aol.com
2	Linda Steiert	Linda Steiert	1 Niblick Lane	Lssteiert1@Gmail.com
3	Don Steiert	Donald Steiert	1 niblick Lane	Dsteiert@aol.com
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	NAME	SIGNATURE	HOME ADDRESS	EMAIL ADDRESS
1	Mara Marks	Mara C Marks	6 Driver Lane	mara.c.marks@comcast.net
2	Stephen Marks		6 Driver Lane	(same as above)
3	PHILLIP LYLE	Phil Lyle	6 Driver Lane	phillplyle41@gmail.
4	CHARLOTTE C. LYLE	Charlotte C. Lyle	6 DRIVER LANE	CHRISlyle46@gmail.com
5	Judy Kobs	Judy Kobs	5 Driver Ln.	JKOBS99@AOL.Com
6	Nancy M. Crook	Nancy Crook	9 Driver Ln.	fredaco9@comcast.ne
7	Bob Crook	Bob Crook	9 Driver Ln	fredaco9@Comcast.ne
8	Lois V. Baker	Lois V. Baker	7 Driver Ln	
9	JERE McCLURE	Jere P. McClure	10 Driver Ln	jere1928@aol.com
10	MARIE BEST	Marie P. Best	13 DRIVER LANE	MARIE.BEST@COMCAST.NET
11	Beth Best	Beth Best	13 Driver Lane	Beth.Best@comcast.net
12	Joe Rhodes		14 Driver Lane	
13	BETTY GRIMM	Betty Grimm	18 DRIVER LANE	
14	Bob Blair	Bob Blair	11 DRIVER LANE	
15	William Jones		91 Fairwayjane	billy.jones@mayerstudio.com

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res below represent homeowners of Columbine Old Town and the Town of Columbine Valley who respectfully
e Town of Columbine Valley, Richard Champion, the Board of Trustees, and the Planning and Zoning Co
d support the modifications to the applicant's Letter of Intent, as shown above.

NAME	SIGNATURE	HOME ADDRESS	EMAIL ADDRESS
Ellen O'Brien	Ellen O'Brien	3 Driver Lane	EOPFER1@comca net
JUDITH MAY	Judith May	38 Wedge Way	judieval@aol.co
JEFFREY MAY	Jeffrey J May	38 Wedge Way	Jeffsmay@Ao
Sara Green	Sara Green	27 Fairway Ln	green-bean1 @comcast net
George W Green	George W. Green	27 Fairway Lane	
Jeanne Piper	Jeanne Piper	3 Cleek Way	jeanne_piper@ comcast.net

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	NAME	SIGNATURE	HOME ADDRESS	EMAIL ADDRESS
1	Heidi Keech		63 Fairway Dr	hiheidiz@yahoo.com
2	Lisa Brooks		34 Village Dr.	shopping4b@mac.com
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	NAME	SIGNATURE	HOME ADDRESS	EMAIL ADDRESS
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Julie Wells
Julie Wells
7 Wedge Way
Columbine Valley, CO
80123
jwells7www@gmail.com

Brian Wells
Brian Wells
7 Wedge Way
Columbine Valley, CO
80123
brian.wells@cbre.com

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	NAME	SIGNATURE	HOME ADDRESS	EMAIL ADDRESS
1	Debbie McGough		23 Wedge Way, CV 80123	debbie.mcgough@nm.com
2	Eric McGough		23 Wedge Way, CV 80123	eric.mcgough@nm.com
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	NAME	SIGNATURE	HOME ADDRESS	EMAIL ADDRESS
1	TAMIKO ABO		19 WEDGE WAY	tamikoabo@comcast.net
2	ANTHONY SETTER		19 WEDGE WAY	ajsetter@comcast.net
3	Carmen Sagrati		25 Wedge Way	Sagrati.carmen@yahoo.com
4	JENNIFER RODMAN		27 WEDGE WAY	rodman333@msn.com
5	RIC PETH		24 WEDGE WAY	
6	Scott West		21 Wedge Way	Swestdenver@Gmail.com
7	Scott Jones		34 Wedge Way	home@svedjones.com
8	Sue Jones		34 Wedge Way	home@svedjones.com
9	Melissa Penza		36 Wedge Way	melissipenza@me.com
10	MARCIA COPE		33 WEDGE WAY	mmcope@comcast.net
11	Daniel Penza		36 Wedge Way	penzad@me.com
12	Michael Cope		33 Wedge Way	mcope52@comcast.net
13	AUSTIN SITTKO		20 WEDGE WAY	ASITTKO@GMAIL.COM
14	Lindsey Sittko		20 Wedge Way	Lindsey Sittko@gmail.com
15	Myrna Sorenson		13 Wedge Way	Mysore@msn.com

Myrna Sorenson

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	NAME PRINT NAME	SIGNATURE	HOME ADDRESS	EMAIL ADDRESS
16	Marc Wood	M— W—d	26 Wedge Way Littleton CO 80123	Marcwood23@gmail.com
17	Kelley Wood	Kelley Wood	" " " "	Kmwood2323@comcast.net
18	Menbeth Amundson	Menbeth Amundson	4491 W. Aberdeen Ave	JimandMenbeth6@q.com
19	Jim Amundson		" "	" "
20	Jane Archibald	Jane Archibald	15 Wedge Way 80123	janearch@comcast.net
21	Robt Archibald	Robt Archibald	15 Wedge Way 80123	" "
22	Kathryn J Moore	Kathryn J Moore	22 Wedge Way 80123	kathrynemoore@yahoo.com
23	Debbie Leibold	Debra L Leibold	31 Wedge Wy 80123	debleibold@gmail.com
24	GREG LEIBOLD	Greg Leibold	31 Wedge Way 80123	gregleibold@msn.com
25	DICK NIEDER		17 Wedge WAY 80123	NIEDER_4@msn.com
26	WILLIAM OGG	Wm W Ogg	35 WEDGE WAY 80123	WWSAOGG@AOL.COM
27	SUE ANN OGG	Sue Ann Ogg	35 Wedge Way 80123	annogg@yahoo.com
28	Sara Dubek	Sara Dubek	5 Riviera Court 80123	saragtenn@yahoo.com
29	ROGER BENGTSON	Roger Bengtson	8 WEDGE WAY 80123	RSBENGTSON@OUTLOOK
30	MARILYN RANCH	Marilyn Ranch	3 Wedge Way 80123	

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	NAME	SIGNATURE	HOME ADDRESS	EMAIL ADDRESS
31	William Rausch	William R Rausch	3 Wedge Way 80123	
32	Sally Bengtson	Sally A Bengtson	9 Wedge Way 80123	rsbengtson@outlook.com
33	Amy Archibald	Amy Archibald	14 Wedge Way 80123	
34	Austin Howell		14 Wedge Way 80123	
35	Bob Archibald Jr	Bob Archibald	14 Wedge Way 80123	b.archibalddenver@att.net
36	Jennifer Archibald	Jennifer Archibald	14 Wedge Way 80123	wedgeway@att.net
37	Kim Danielson	Kim Danielson	30 Wedge Way 80123	kimberlydanielson@gmail.com
38	Ted Danielson		30 Wedge Way 80123	tedaniel@cisco.com
39	Tim Rodman		27 Wedge Way 80123	TRodman721@msn.com
40	CLARK RHEEM		29 WEDGE WAY 80123	rheemer@comcast.net
41	ANN RHEEM		29 WEDGE WAY 80123	annrheem@gmail.com
42	G. Michael Schuyler		5 WEDGE WAY 80123	GMICHAELSCHUYLER@GMAIL.COM
43	Debbie West		21 Wedge Way 80123	westdebbie@me.com
44	C. William Browne		32 Wedge Way 80123	w.browne@yahoo.com
45	Kyle McDonald	Rod McDonald	16 WEDGE WAY 80123	

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	NAME	SIGNATURE	HOME ADDRESS	EMAIL ADDRESS
46	Mary Lee Browne	Mary Lee Browne	37 Wedge Way	mLeebrowne@aol.com
47	Taylor Petersen		10 Wedge Way	taylor@profitmedia.com
48	Dale T. Bady	Dale T. Bady	28 Wedge Way	BigD6588@msn
49	Wendy Brady	Wendy Brady	28 Wedge Way	wendy1319@msn.com
50	Barbara Petersen	Barbara Petersen	10 Wedge Way	barblovestom@yahoo.c
51	Katherine Petersen	Katherine Petersen	10 Wedge Way	kbp600666@creighton.edu
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