

Meadows Filing No. 20, Phase 1, Block 11, Lot 1

Multifamily Site Development Plan

Public comments received by Development Services, forwarded to
Town Council on October 4, 2016 via email

Dear Mr. Griffin,

We are a group of concerned citizens in the Tyler Park community which rests adjacent to your proposed development. We are reaching out to you today in the hopes of beginning a dialogue that will create a real sense of trust between our community and the one you are proposing to build. We feel that we should explain to you our concerns for the safety of your residents and ours, and then we would like to propose a means to address those concerns. We would like to be good neighbors, and the first step on that path is building an understanding. Please hear that we are opening this dialogue as parents concerned for our children, and as neighbors concerned for the safety of our current and future neighbors.

As prospective future neighbors – we can appreciate your concerns and are working closely with all City and public institutions to ensure a safe, and positive outcome for the development of the parcel south of Coriander. Please know that we have been working with designers, and hand in hand with City Departments to ensure we meet or exceed access needs, safety measures, and other governing ordinances. The designs recently presented are a culmination of over 2 years thought, revision, and consideration. Our future residents will be families not unlike yours, and share the same thought process when finding a new place to call home.

Let us open then by telling you that we have serious reservations about the current proposed location of the main entrance of your community on Coriander Street. Please allow us to explain to you in detail the reasons why, and hopefully you will see that we are not simply trying to be an impediment to your development, but are rather trying to build a community that any future residents will enjoy as much as we do.

Castle Rock Development Company has been working with the City and the Fire Department regarding the nature of Coriander, and it's future function. We have heard they will be eliminating parking from one side of the street (and are told that the street was never designed to accommodate "double parking"). We are told both sides of this street are heavily used as parking and it is causing issues regarding navigation and congestion. We will not be permitting our residents to park on this road, and will be policing this policy with both our staff, and our resident courtesy officer. We will also be listing this as a rule with their leases. Since our first meetings a few weeks ago, we have added additional surface parking on our site – and are no longer requesting a variance for parking spaces. See attached master plan with the new parking added. We have developed similar styled campuses in other markets and have not had issues with resident parking needs. We know that if our residents can't find convenient parking on site – they may opt to live in other areas. Also, as a reminder, each of our units have attached private garages that have ample room for parking and storage.

In regard to our entry off Coriander – as you know Meadows Blvd allows for a left turn movement going north. We were told from early on that a full cut aligning with the future Bilberry, allowing that movement into and from the project, would not be approved nor supported by Castle Rock Public works – as it will cause too much conflict along Meadows Blvd. Regardless of entry point, some of our future residents will indeed make a left hand turn from Meadows Blvd, onto Coriander. They will then proceed to take the easiest / fastest route into our site. Our belief in design was to provide that entry as early and as safely as possible to remove that traffic from

Coriander. If a "main" entry were put on to Bilberry, this traffic would simply drive the entire block, and make entry. In short – those car trips will still make a left hand turn on to Coriander.

Taking a brief step back – we chose to locate into the Meadows Town Center knowing that this was designed to be a traditional neighborhood. Narrow streets, walkable safe trails and sidewalks, and close proximity to services and jobs. We like neighborhood streets with homes fronting on sidewalks – and our residents will to. Seeing the Meadows master plan, we realize we are somewhat early in terms of the development in this area. While we will be adding 240 homes, the area has been approved, and will be welcoming several thousand homes over the coming years. These rooftops, and mix of housing choices, will be what makes the area "work", and will encourage new, and support exiting retail and office users. We are excited to be part of that mix.

We chose this site in the Meadows because it was designed (beginning just over 30 years ago) to be the densest, and most active area in the Meadows. The Town Center was designed to accommodate retail, multifamily residences, attached and detached single family residences, and office users. Knowing this, the street systems, utility systems, and future public service plans for this area have all been anticipating these types of uses. In short, many years of time, and public infrastructure investment have been spent to accommodate the full development of the Meadows. Our project works here because the Town has been anticipating and planning for the use for many years.

- 1) Earlier this year there was a fire in a dumpster within Tyler Park. Our brave firemen responded as quickly as they could. We appreciate being close to a fire station, as I'm sure your residents will. However, when they turned onto Coriander they became stuck and were unable to proceed to the emergency. It cost the firemen precious time to find an alternative route through our narrow and cramped streets. None of our side streets (Vindaloo, Champagne and Sweet Wind) are designed as fire lanes, and though we were lucky the firemen were able to find an alternative route for the dumpster fire, were this a home aflame or a medical emergency we might have faced an out and out tragedy. We have spoken as a community about this at great length and it is not an exaggeration to say that the issue of access for emergency vehicles is a major source of anxiety for us. We live close to a hospital, but fear the ambulance will not be able to reach us. Our fire station is only a stone's throw away, and yet we worry that the next blaze will prove impossible to reach. This is not only a concern for us, but also for your future residents. The current proposal for the development would require the fire truck to enter via Coriander or Bilberry, and if there is a fire within your community while one or both of those streets are impassable than it is not clear how the fire department would reach your properties. We do not want the media's first visit to our community or yours to be to cover the story of a preventable death.**

We will adhere to any and all recommendations made by the Fire Department, Police Department, and Castle Rock Public Works. We believe that by policing and forbidding our residents to park on Coriander, and with the upcoming alterations to public parking along Coriander, some existing problems will be lessened. Our proposed project can only attain building permits with full review and approval from the Fire Department.

- 2) Even with the proposed fire lane signs, Coriander Street is still a tight and narrow road that will constantly have at least one side filled with parked vehicles. This creates numerous blind spots along the route that pose a danger to all drivers and pedestrians. We fear that the current plan will place children, pets and special needs residents of both communities at risk of being struck by a vehicle when walking along or crossing the street. Please realize that we are also legitimately concerned for your residents, and do not want them to fear crossing the street either.

We will be building the Public Sidewalks and Curb along the sought side of Coriander. We are also providing a public access path at our midblock that will allow residents to our north (your neighborhood) to pass through our campus to get to the sidewalk of Bilberry. Historically street parking and sidewalks have been shown to reduce car speeds, and put drivers on alert for pedestrians. Castle Rock Public Works and all Public Safety Departments must review our proposal, and how our future traffic interacts with the surrounding streets. We are held to the standards of these public offices.

- 3) Similarly, there is not a single resident of Tyler Park who does not have at least one horror story about almost getting into a major collision at the corner of Coriander Street and Meadows Boulevard. We feel it is important to relate that the corner of Coriander and Meadows Boulevard is a constant source of stress for those residents forced to use it, even with the levels of traffic that currently exist. We do not want your residents to suffer the same stress and anxiety, which we feel will only become more acute with the addition of new vehicles attempting to reach the entrance proposed for Coriander and Vindaloo.

See above. We are bound to the requirements of Castle Rock Public Works and Engineering Staff in terms of how and where our residents will be best served utilizing the planned street network. Our belief is that at full buildout of the Meadows Town Center (once all roads, and the several thousand new residents – and well as retail and office users have landed) traffic will be accommodated via the multi option road network. We also believe that the new connection recently opened to I-25, and the construction of Bilberry (to be completed in conjunction with our proposed work) will help reduce some south bound traffic at the Coriander / Meadows Blvd. Intersection. We have relied on the local traffic impact analysis engineer (Felsburg Holt & Ullevig Inc) , our local civil engineer (Kimley-Horn), and Castle Rock Public Works and Engineering staff to direct us on site access and service. In addition we are told that the full cut on Meadows Blvd (at the Hospital entry) is approved for, and has funding for, a signal at this intersection – and such will be installed once traffic flow warrants it. We will defer to Castle Rock Public Works on this topic – as they are leading and managing.

- 4) Additionally, having the entrance on Coriander Street will cause most of the north bound traffic from your development to use Vindaloo, Sweet Wind and Champagne to cut over to either the traffic light at Elegant or to North Meadows, both in an effort to reach the new ramps for I-25. Again, we implore you to visit us and realize how narrow and cramped those roads already are. There is a great concern amongst our residents that our children, pets and family members with

special needs will be put in greater danger by the traffic flows of the current proposed entrance. In addition to this, your residents will not appreciate having to navigate our narrow streets to get to work every morning, nor will your residents enjoy the constant problems that our streets are already subject to with their current levels of traffic (sideswipes and fender benders are all too common on those roads). There is also the fact that the high school children walk through these streets every day when the final bell rings, which causes already dangerous roads to become even more hazardous to drivers as children dart across the narrow streets. We do not want an increase in traffic to be the cause of a child's death, nor would we want anyone's child to be struck by a vehicle on those narrow roads because they could not be seen behind parked cars.

We believe that our residents will opt to use the new I-25 connector street to make that north bound trip. This new connector is wider, and has less curb cuts / conflict points per linear foot. In short, it was designed and approved to accommodate this north bound trip destination. We rely on our traffic engineers and are held to the standards and requests from Castle Rock engineering staff. We do anticipate pedestrians and bikes in and about the development. We have provided street sidewalks, internal paths and sidewalks, and a mid-block public access pedestrian thoroughway. We believe that providing pedestrians in our area safe and easy options to move through and around our site is the best way to reduce auto and pedestrian conflicts.

- 5) Snow, which can come as early as October and arrive as late as April or May, drastically reduces the ability of cars to move through each and every street within the Tyler Park community. Plowing only creates a single lane for all vehicles on Coriander, Sweet Wind, Champagne and Vindaloo. Coming and going out of Tyler Park becomes a slow crawling nightmare along any route. Your residents will not enjoy having to work their way through our single lanes any more than we do, and with an increase in traffic you can rest assured that commuters will be sitting still for long periods of time, perhaps even trapping your resident's vehicles within the community as the corner of Vindaloo and Coriander becomes nearly impassable. We do not want to have our new neighbors feeling trapped, nor do we want our collective issues with the roads and weather to become a point of contention between our two growing communities.

As part of the Meadows, we will be paying HOA dues per residence (even though we will not have access to some of the best amenities in your neighborhood – the pools and water parks). As such, we too will be paying for snow removal in and around our site. We will not be permitting parking on Coriander, and will gladly work with all recommendations and requirements the town imposes for safety on and along Coriander.

- 6) On top of the inconveniences brought about by the snow, there are also real safety issues caused by the winter weather. The increase of traffic under the current plan would strain our infrastructure under the best of times, but when there is only a single usable lane on any particular road we once again are confronted with the difficult task of getting a fire truck or an ambulance to the scene of an emergency in both your community and ours. Please hear this as the plea for our collective safety that it is. A single traffic accident on an important route could

make it impossible for emergency services to reach the scene, as their secondary routes become simply impassable with even a modest amount of snow. We worry about this as a community every day, and double so in winter. We do not enjoy imaging our new neighbors suffering the same anxiety and stress. No one should have to worry that their loved ones will die because it snowed the night before, or because traffic was bad that day.

The primary grid network of roads in the Meadows has been designed to accommodate varying levels of traffic. Smaller local roads – like Coriander – will undoubtedly be narrow and slower in a snow event. A grid road system accommodates multiple entry and exit options to blocks – and in fact was designed increase road and access safety. This is another item in which we will defer to Castle Rock Public Works, and will work with them to meet their requirements.

Now that we have laid out our concerns we would like to make a recommendation that we feel will address all of the issues we have raised, and will allow us to begin our relationship as neighbors on a foundation of trust and understanding. We are proposing that you move the entrance currently placed on the corner of Coriander Street and Vindaloo Drive to the corner of Saffron Street and North Meadows Drive. Once again, please allow us to explain in detail.

Given the site topography, visibility, drainage, and access considerations, we have designed our site to the best solution as possible for circulation (internal and perimeter) and access. Our access points have been approved and reviewed by all public agencies, as well as our own design team. Some considerations to remember:

The nature of Coriander will not always be the way it operates today. Traffic patterns are a result of what's been built today, and the network in place to support such. Once Saffron connects to Future Street (a full access cut on Meadows Blvd) our residents, and all traffic, will have a new option for making a left turn and going north on Meadows Blvd. With that, it will also alleviate some of those north bound left movements from the Meadows Blvd / Coriander Intersection. I will let the City staff speak to these options, as we have merely designed our accesses to work within their system.

- 1) Under the current proposal all northbound traffic exiting the development would have to either go down Coriander, Sweet Wind, Vindaloo or Champagne in an effort to reach the left turn at Elegant or in an attempt to reach the new I-25 ramps.

Under the current proposal our residents would either exit via Bilberry or Coriander. Given our club house, round about, and active pedestrian area is at the Coriander access, believe our residents will likely utilize the Bilberry route to Saffron / I – 25, and new visitors / future residents will likely enter at the club house entry on Coriander.

- 2) By moving the entrance to the corner of Saffron Street and North Meadows that same traffic would be sent out immediately to North Meadows, completely bypassing our most cramped streets at their busiest and most dangerous times such as rush hour. Your residents will not have to struggle every day to avoid the pitfalls of our narrow streets, nor will they get stuck in traffic in long lines waiting at Elegant and other left turns. They will already be on North Meadows, which leads to all the major roads any resident would need to use without funneling more vehicles down tiny streets. Southbound traffic is not affected

at all, as Bilberry would still be used as the main exit for those drivers. Residents within your community living closer to North Meadows would also be able to take the North Meadows exit and drive along Bilberry to either Meadows Boulevard or Meadows Parkway.

- 3) In addition to solving the problem of severe traffic congestion and safety in the morning rush hour, this proposed change would also alleviate our evening rush hour concerns. Again, most traffic coming from the north would simply take North Meadows directly to your development, removing a major burden on our overworked roads and alleys. Your residents would not be getting stuck in traffic along cramped streets, able to see their homes but only slowly being able to reach them. There would be no local traffic competing for a share of the same small road, as would happen were both Tyler Park and your development trying to reach their homes by turning onto Coriander. Vehicles coming from the south would still be able to use Coriander and Fell Mist to reach the entrance we have proposed on Saffron, but in addition they would also now be able to take Meadows Parkway to Bilberry and have a straight shot into the entrance at Saffron, much as the traffic coming from the north would. Once again, this would allow your residents easy access to a road people will not constantly be parked on, and their drive would be less stressful and dangerous. We live and drive on these roads every day, and it is this first-hand knowledge of the ever present difficulties that we are hoping will benefit your future residents.
- 4) As good neighbors, we would never want another neighbor having to deal with the same problems we do, especially concerning the stress of winter weather. And as good neighbors we feel it is our duty to warn you that snow causes major problems (traffic accidents, long delays, vehicles stuck in snow) for all residents, especially if the current proposed entrance at Vindaloo is implemented. Coriander, Sweet Wind, Vindaloo, Champagne and Elegant all become single lane streets when it snows, even with plowing. We already have to deal with these issues ourselves with the current levels of traffic, and would not want to see new neighbors frustrated with the same and worsening problems. By moving the entrance to Saffron and North Meadows, your residents would never have to worry about the snow outside their development. North Meadows is a wide street with little parking anywhere along it, and this allows the snowplows to clear several lanes, and to keep them clear. By directly connecting to North Meadows your residents can avoid many of the pitfalls we face in the Tyler Park community concerning snow. Having direct access to North Meadows will also ensure Coriander and other streets in Tyler Park have fewer vehicles at any one time, reducing the likelihood of accidents and traffic jams for residents of either community who would like to use them.
- 5) One other note worth mentioning is that this proposed change would also help a great deal with the problem of emergency access during times of snow and winter weather. Again, it is worth pointing out that Coriander, Sweet Wind, Vindaloo, Champagne and Elegant all become a single lane after a snow, even with professional plowing. We do not feel safe as a community when this happens for numerous reasons, the most important being the issue of access for emergency vehicles and the increased likelihood of traffic accidents. These two issues play off one another, because if there is an accident due to weather on the main path

used by a firetruck or ambulance, and all the other roads are too heavily snowed in to be used, it becomes clear that a minor emergency can become a deadly one. Once again, we do not want an easily preventable death to occur in your development or Tyler Park, and we feel it is our duty as good neighbors to make these safety concerns clear. By moving the entrance to Saffron and North Meadows, a firetruck will be able to reach your community using the wider roads such as North Meadows from Meadows Parkway. The truck would be able to make the turn into your neighborhood without having to come down Coriander if it was blocked or snowed in, and would not have to avoid parked cars and trucks. This option also allows the firemen to consider several routes to your property, rather than always having to come down Coriander or using the entrance on Bilberry, which would also have parked cars and will prove difficult to navigate with even a modest amount of snow.

- 6) This move would place the main entrance for your development directly across the road from a large and beautiful green space that will never be developed. Most first time visitors and those seeking to become residents would drive along North Meadows if they were coming from the north or Denver, as the new exit from I-25 connects directly to North Meadows. They would drive not by a hospital and down a cramped street filled with parked cars, but next to a beautiful expanse of undeveloped land along a wide and safe road. And if they were coming from the south they would still pass the open space on their way to the main entrance. If the entrance were to remain on Coriander, the last things they would see before entering your community are cramped streets and a hospital. Suddenly, instead of being "the apartments between the hospital and those tiny streets," possible residents will recall your development as "the apartments next to that awesome green space with the trails and the views." We hope this will be seen as a selling point. Your beautiful entrance will now be matched by a beautiful landscape. You can say to potential residents "imagine driving to work every morning with that view... and now imagine coming home to it."
- 7) Similarly, having your office and main entrance on North Meadows rather than being adjacent to Meadows Boulevard is also a great selling point. Most other apartment offices are located next to a major road. You can say that you are a truly luxury experience, unique and tucked away in a quiet neighborhood. Possible residents will appreciate the fact that their main entrance is removed from a high traffic area on a constantly busy road.
- 8) Access to your office would not be impeded, as visitors and possible residents would still be able to use Coriander Street or turn at Fell Mist to reach your office from the south, just as the current plan already allows. Access from the north might be even easier for first time visitors or possible residents, as they would simply have to follow North Meadows from I-25. Visitors and possible residents from the south would also be able to take Meadows Parkway to the entrance on North Meadows through Bilberry, providing easier access to those who do not know the area and might get lost in our difficult to navigate neighborhood.
- 9) The entrance to the hospital would still be the same on Bilberry, allowing easy access for any medical professional from your development that would like to drive to work. Just as

under the current plan, they would turn onto Meadows Boulevard from Bilberry and then make the left into the hospital.

We understand this is the first step in a long journey together as members of the Castle Rock community. We are coming to you not as antagonists but as neighbors who would like to reach a compromise that allows all parties to safely enjoy the community we are building together. We have very real safety concerns about the current proposal that we have laid out, and we hope this document proves useful in understanding why we feel that way. We would like to engage you in a real discussion about moving the entrance in the hopes that such a compromise will alleviate much of the anxiety and fear you have heard expressed by residents of the Tyler Park community. We are simply neighbors who care for one another, our children, and our future neighbors. Please hear our concerns and recognize our willingness to build a strong and longstanding relationship with both your development team and the future residents you represent. It is our real hope that when you begin to show your units to possible residents you will proudly say as a major selling point "We have a great and enduring relationship with the surrounding community." We eagerly await your response.

Originally our thoughts for this site were to maximize our density with the use of 4 story buildings and considerably more units (closer to 300). This density, and height (up to 60 feet) are allowed at this site per the current zoning designation of Town Center. After speaking with the Castle Rock Development Company, walking the neighborhoods, and understanding this project represents a long term investment – we opted for a lower scale design that would better mimic the rhythm, scale, style, and livability of the surrounding detached and attached homes. The result is a low scale multifamily campus with parks, walks, and no large parking lots. The difficulty of achieving this was both financial and design related (there is 30 feet of elevation change across the site). Our current site layout allows for good internal and external traffic flow. Based upon Castle Rock, and Civil Engineer input – our current access points will work in unison with traffic flows in the area. In addition – the Club house area boasts the largest setback from the property line – we felt that this would be an added plus – in that it provides an even greater setback from the homes that are located on Coriander.

We do appreciate your concerns, and like you, we too hope that our project will serve as a good neighbor, and an asset to you neighborhood. We can appreciate your concerns with traffic – and want to assure you we have taken every step to make sure what we are proposing works with current – and future – traffic demands and conditions. Please do contact the Town of Castle Rock Public Works Department for in depth calculations or additional information. I have attached the Meadows full traffic Study from 2003, our recent update, and as mentioned previously our revised site plan showing the newly added 18 parking spaces. We look forward to continuing the process and working with everyone to the best of our ability.

Sincerely,

The Community at Tyler Park

Andrew Carda

Brenda Thompson

Katherine Carda

Jessica Aller

Brian Aller

David Romero

Diane Romero

Gail Staniszewski

Erin Young

Robert Young

John Thompson

Amit Jain

Dena Hamilton

Kimberly Osborn

Paul Osborn

Richard Staniszewski

Imogene Doerfler



Additional 18 Spaces Added Back to Plan

The Meadows Luxury Apartments – Parking Addition



Sandy Vossler

From: Tyler Park At The Meadows <tylerparkatthemeadows@gmail.com>
Sent: Friday, September 30, 2016 9:58 AM
To: matt@thegarrettco.com
Cc: Sandy Vossler
Subject: A Letter From Concerned Citizens
Attachments: A Letter From Concerned Citizens v2.docx

Dear Mr. Griffin,

Attached is a letter from the Tyler Park community addressed to you and your development team. It details our very serious safety concerns regarding the currently proposed entrance to the planned development at the corner of Coriander Street and Vindaloo Drive. We have discussed this issue at great length as a community and feel we need to make our concerns known in an organized and detailed manner. Please know that we are worried not only for the safety of Tyler Park residents but also for the safety of any future residents in the proposed development. Any response on this subject received by end of business Monday will be communicated to the Tyler Park community. We hope to hear from you soon.

The Community at Tyler Park

Dear Mr. Griffin,

We are a group of concerned citizens in the Tyler Park community which rests adjacent to your proposed development. We are reaching out to you today in the hopes of beginning a dialogue that will create a real sense of trust between our community and the one you are proposing to build. We feel that we should explain to you our concerns for the safety of your residents and ours, and then we would like to propose a means to address those concerns. We would like to be good neighbors, and the first step on that path is building an understanding. Please hear that we are opening this dialogue as parents concerned for our children, and as neighbors concerned for the safety of our current and future neighbors.

Let us open then by telling you that we have serious reservations about the current proposed location of the main entrance of your community on Coriander Street. Please allow us to explain to you in detail the reasons why, and hopefully you will see that we are not simply trying to be an impediment to your development, but are rather trying to build a community that any future residents will enjoy as much as we do.

- 1) Earlier this year there was a fire in a dumpster within Tyler Park. Our brave firemen responded as quickly as they could. We appreciate being close to a fire station, as I'm sure your residents will. However, when they turned onto Coriander they became stuck and were unable to proceed to the emergency. It cost the firemen precious time to find an alternative route through our narrow and cramped streets. None of our side streets (Vindaloo, Champagne and Sweet Wind) are designed as fire lanes, and though we were lucky the firemen were able to find an alternative route for the dumpster fire, were this a home aflame or a medical emergency we might have faced an out and out tragedy. We have spoken as a community about this at great length and it is not an exaggeration to say that the issue of access for emergency vehicles is a major source of anxiety for us. We live close to a hospital, but fear the ambulance will not be able to reach us. Our fire station is only a stone's throw away, and yet we worry that the next blaze will prove impossible to reach. This is not only a concern for us, but also for your future residents. The current proposal for the development would require the fire truck to enter via Coriander or Bilberry, and if there is a fire within your community while one or both of those streets are impassable then it is not clear how the fire department would reach your properties. We do not want the media's first visit to our community or yours to be to cover the story of a preventable death.
- 2) Even with the proposed fire lane signs, Coriander Street is still a tight and narrow road that will constantly have at least one side filled with parked vehicles. This creates numerous blind spots along the route that pose a danger to all drivers and pedestrians. We fear that the current plan will place children, pets and special needs residents of both communities at risk of being struck by a vehicle when walking along or crossing the street. Please realize that we are also legitimately concerned for your residents, and do not want them to fear crossing the street either.
- 3) Similarly, there is not a single resident of Tyler Park who does not have at least one horror story about almost getting into a major collision at the corner of Coriander Street and Meadows

Boulevard. We feel it is important to relate that the corner of Coriander and Meadows Boulevard is a constant source of stress for those residents forced to use it, even with the levels of traffic that currently exist. We do not want your residents to suffer the same stress and anxiety, which we feel will only become more acute with the addition of new vehicles attempting to reach the entrance proposed for Coriander and Vindaloo.

- 4) Additionally, having the entrance on Coriander Street will cause most of the north bound traffic from your development to use Vindaloo, Sweet Wind and Champagne to cut over to either the traffic light at Elegant or to North Meadows, both in an effort to reach the new ramps for I-25. Again, we implore you to visit us and realize how narrow and cramped those roads already are. There is a great concern amongst our residents that our children, pets and family members with special needs will be put in greater danger by the traffic flows of the current proposed entrance. In addition to this, your residents will not appreciate having to navigate our narrow streets to get to work every morning, nor will your residents enjoy the constant problems that our streets are already subject to with their current levels of traffic (sideswipes and fender benders are all too common on those roads). There is also the fact that the high school children walk through these streets every day when the final bell rings, which causes already dangerous roads to become even more hazardous to drivers as children dart across the narrow streets. We do not want an increase in traffic to be the cause of a child's death, nor would we want anyone's child to be struck by a vehicle on those narrow roads because they could not be seen behind parked cars.
- 5) Snow, which can come as early as October and arrive as late as April or May, drastically reduces the ability of cars to move through each and every street within the Tyler Park community. Plowing only creates a single lane for all vehicles on Coriander, Sweet Wind, Champagne and Vindaloo. Coming and going out of Tyler Park becomes a slow crawling nightmare along any route. Your residents will not enjoy having to work their way through our single lanes any more than we do, and with an increase in traffic you can rest assured that commuters will be sitting still for long periods of time, perhaps even trapping your resident's vehicles within the community as the corner of Vindaloo and Coriander becomes nearly impassable. We do not want to have our new neighbors feeling trapped, nor do we want our collective issues with the roads and weather to become a point of contention between our two growing communities.
- 6) On top of the inconveniences brought about by the snow, there are also real safety issues caused by the winter weather. The increase of traffic under the current plan would strain our infrastructure under the best of times, but when there is only a single usable lane on any particular road we once again are confronted with the difficult task of getting a fire truck or an ambulance to the scene of an emergency in both your community and ours. Please hear this as the plea for our collective safety that it is. A single traffic accident on an important route could make it impossible for emergency services to reach the scene, as their secondary routes become simply impassable with even a modest amount of snow. We worry about this as a community every day, and double so in winter. We do not enjoy imagining our new neighbors suffering the same anxiety and stress. No one should have to worry that their loved ones will die because it snowed the night before, or because traffic was bad that day.

Now that we have laid out our concerns we would like to make a recommendation that we feel will address all of the issues we have raised, and will allow us to begin our relationship as neighbors on a foundation of trust and understanding. We are proposing that you move the entrance currently placed on the corner of Coriander Street and Vindaloo Drive to the corner of Saffron Street and North Meadows Drive. Once again, please allow us to explain in detail.

- 1) Under the current proposal all northbound traffic exiting the development would have to either go down Coriander, Sweet Wind, Vindaloo or Champagne in an effort to reach the left turn at Elegant or in an attempt to reach the new I-25 ramps. By moving the entrance to the corner of Saffron Street and North Meadows that same traffic would be sent out immediately to North Meadows, completely bypassing our most cramped streets at their busiest and most dangerous times such as rush hour. Your residents will not have to struggle every day to avoid the pitfalls of our narrow streets, nor will they get stuck in traffic in long lines waiting at Elegant and other left turns. They will already be on North Meadows, which leads to all the major roads any resident would need to use without funneling more vehicles down tiny streets. Southbound traffic is not affected at all, as Bilberry would still be used as the main exit for those drivers. Residents within your community living closer to North Meadows would also be able to take the North Meadows exit and drive along Bilberry to either Meadows Boulevard or Meadows Parkway.
- 2) In addition to solving the problem of severe traffic congestion and safety in the morning rush hour, this proposed change would also alleviate our evening rush hour concerns. Again, most traffic coming from the north would simply take North Meadows directly to your development, removing a major burden on our overworked roads and alleys. Your residents would not be getting stuck in traffic along cramped streets, able to see their homes but only slowly being able to reach them. There would be no local traffic competing for a share of the same small road, as would happen were both Tyler Park and your development trying to reach their homes by turning onto Coriander. Vehicles coming from the south would still be able to use Coriander and Fell Mist to reach the entrance we have proposed on Saffron, but in addition they would also now be able to take Meadows Parkway to Bilberry and have a straight shot into the entrance at Saffron, much as the traffic coming from the north would. Once again, this would allow your residents easy access to a road people will not constantly be parked on, and their drive would be less stressful and dangerous. We live and drive on these roads every day, and it is this first-hand knowledge of the ever present difficulties that we are hoping will benefit your future residents.
- 3) As good neighbors, we would never want another neighbor having to deal with the same problems we do, especially concerning the stress of winter weather. And as good neighbors we feel it is our duty to warn you that snow causes major problems (traffic accidents, long delays, vehicles stuck in snow) for all residents, especially if the current proposed entrance at Vindaloo is implemented. Coriander, Sweet Wind, Vindaloo, Champagne and Elegant all become single lane streets when it snows, even with plowing. We already have to deal with these issues ourselves with the current levels of traffic, and would not want to see new neighbors frustrated with the same and worsening problems. By moving the entrance to Saffron and North Meadows, your residents would never have to worry about the snow outside their development. North Meadows is a wide street with little parking anywhere along it, and this allows the snowplows to clear several lanes, and to keep them clear. By

directly connecting to North Meadows your residents can avoid many of the pitfalls we face in the Tyler Park community concerning snow. Having direct access to North Meadows will also ensure Coriander and other streets in Tyler Park have fewer vehicles at any one time, reducing the likelihood of accidents and traffic jams for residents of either community who would like to use them.

- 4) One other note worth mentioning is that this proposed change would also help a great deal with the problem of emergency access during times of snow and winter weather. Again, it is worth pointing out that Coriander, Sweet Wind, Vindaloo, Champagne and Elegant all become a single lane after a snow, even with professional plowing. We do not feel safe as a community when this happens for numerous reasons, the most important being the issue of access for emergency vehicles and the increased likelihood of traffic accidents. These two issues play off one another, because if there is an accident due to weather on the main path used by a firetruck or ambulance, and all the other roads are too heavily snowed in to be used, it becomes clear that a minor emergency can become a deadly one. Once again, we do not want an easily preventable death to occur in your development or Tyler Park, and we feel it is our duty as good neighbors to make these safety concerns clear. By moving the entrance to Saffron and North Meadows, a firetruck will be able to reach your community using the wider roads such as North Meadows from Meadows Parkway. The truck would be able to make the turn into your neighborhood without having to come down Coriander if it was blocked or snowed in, and would not have to avoid parked cars and trucks. This option also allows the firemen to consider several routes to your property, rather than always having to come down Coriander or using the entrance on Bilberry, which would also have parked cars and will prove difficult to navigate with even a modest amount of snow.
- 5) This move would place the main entrance for your development directly across the road from a large and beautiful green space that will never be developed. Most first time visitors and those seeking to become residents would drive along North Meadows if they were coming from the north or Denver, as the new exit from I-25 connects directly to North Meadows. They would drive not by a hospital and down a cramped street filled with parked cars, but next to a beautiful expanse of undeveloped land along a wide and safe road. And if they were coming from the south they would still pass the open space on their way to the main entrance. If the entrance were to remain on Coriander, the last things they would see before entering your community are cramped streets and a hospital. Suddenly, instead of being "the apartments between the hospital and those tiny streets," possible residents will recall your development as "the apartments next to that awesome green space with the trails and the views." We hope this will be seen as a selling point. Your beautiful entrance will now be matched by a beautiful landscape. You can say to potential residents "Imagine driving to work every morning with that view... and now imagine coming home to it."
- 6) Similarly, having your office and main entrance on North Meadows rather than being adjacent to Meadows Boulevard is also a great selling point. Most other apartment offices are located next to a major road. You can say that you are a truly luxury experience, unique and tucked away in a quiet neighborhood. Possible residents will appreciate the fact that their main entrance is removed from a high traffic area on a constantly busy road.
- 7) Access to your office would not be impeded, as visitors and possible residents would still be able to use Coriander Street or turn at Fell Mist to reach your office from the south, just as

the current plan already allows. Access from the north might be even easier for first time visitors or possible residents, as they would simply have to follow North Meadows from I-25. Visitors and possible residents from the south would also be able to take Meadows Parkway to the entrance on North Meadows through Bilberry, providing easier access to those who do not know the area and might get lost in our difficult to navigate neighborhood.

- 8) The entrance to the hospital would still be the same on Bilberry, allowing easy access for any medical professional from your development that would like to drive to work. Just as under the current plan, they would turn onto Meadows Boulevard from Bilberry and then make the left into the hospital.

We understand this is the first step in a long journey together as members of the Castle Rock community. We are coming to you not as antagonists but as neighbors who would like to reach a compromise that allows all parties to safely enjoy the community we are building together. We have very real safety concerns about the current proposal that we have laid out, and we hope this document proves useful in understanding why we feel that way. We would like to engage you in a real discussion about moving the entrance in the hopes that such a compromise will alleviate much of the anxiety and fear you have heard expressed by residents of the Tyler Park community. We are simply neighbors who care for one another, our children, and our future neighbors. Please hear our concerns and recognize our willingness to build a strong and longstanding relationship with both your development team and the future residents you represent. It is our real hope that when you begin to show your units to possible residents you will proudly say as a major selling point "We have a great and enduring relationship with the surrounding community." We eagerly await your response.

Sincerely,

The Community at Tyler Park

Andrew Carda	Brenda Thompson
Katherine Carda	John Thompson
Jessica Aller	Amit Jain
Brian Aller	Dena Hamilton
David Romero	Kimberly Osborn
Diane Romero	Paul Osborn
Gail Staniszewski	Richard Staniszewski
Erin Young	Imogene Doerfler
Robert Young	

Sandy Vossler

From: Jennifer Green
Sent: Tuesday, September 27, 2016 10:19 AM
To: Town Council Direct; Bill Detweiler; Sandy Vossler; Tara Vargish; Ryan Germeroth
Subject: Fwd: Apartments Coming to the Meadows

Forwarding in case not everyone received.

Thank you,
Jen

Sent from my iPhone

Begin forwarded message:

From: Lindsey Lewis Smithson <lindsey.lewis35@gmail.com>
Date: September 27, 2016 at 9:42:31 AM MDT
To: <jgreen@CRgov.com>
Subject: Apartments Coming to the Meadows

Good Morning Jennifer,

I am reaching out as a concerned citizen in hopes that our neighborhood may finally find someone who will listen.

I live in the Oakwood homes, on the corner of Coriander and Sweet Wind Ave, directly across the street from the proposed 240 apartment complex that recently went before the Town Planning Commission. Despite about 30 residents showing up to the Planning Commission, and even more expressing concern at the Neighborhood Meeting at the Grange, our sincere concerns about traffic and infrastructure are continually ignored or misunderstood.

I'll be as brief as possible, since I understand that you are a busy woman. The traffic information being presented to the Town is incorrect and misleading. Right now the proposed complex would have it's main entrance on Coriander and Vindaloo- which is a narrow road that does not currently allow two cars to drive past each other if anyone is parked on the curb. Further, the developer is telling the Town that their proposed renters will be able to make a left or a right from Coriander on to Meadows (in hopes they will use the new freeway on ramp instead of further congesting the original on ramp). This is incorrect- you cannot make a left hand turn from Coriander onto Meadows, there is a concrete median preventing this. The other exit option for this complex is also a "right in, right out" from the proposed Bilberry, as the builder has admitted. Putting all traffic on to Meadows and then Founders- not the new on ramp.

Given this there are only two traffic options. The 240 residents (and their roughly 500 cars) of these proposed apartments will have to travel down Vindaloo (an even more narrow street) and through the center of our neighbor to reach the light on Elegant to make a left hand turn to the new on ramp. Or, everyone will make right hand turns on to Meadows and compound our already obvious traffic problems.

What is currently proposed will either dump 500 cars into our neighborhood- with our already tight streets and limited parking, or it will force 500 more cars into congested intersections and away from the fantastic new 25 on ramp. The traffic study being referred to frequently does not correctly reflect the roads as they stand. There are mislabeled stop signs and incorrectly noted right and left hand turns. Please, take a moment to drive through our neighborhood and you will clearly see why we are concerned.

In a bigger picture concern, these apartments are based off of a 13 year old rezoning plan. I think it is fair to say that the needs and community of the Meadows has changed in 13 years, and to base all future development off of such an out of date plan may prove to be a mistake. Do apartments, with their increased traffic and temporary nature, fit in with the culture of the Meadows? Wouldn't townhouse, condos, or even shops be a better fit? Homeowners, or businesses, will take better care, and more responsibility, for our community.

When this comes before the Town Council, please, consider what the homeowners have to say, instead of these out of state developers.

Yours,
Lindsey Lewis Smithson
760-792-2796

Sandy Vossler

From: Kimberly Osborn <linuxangel66@gmail.com>
Sent: Friday, September 30, 2016 7:39 PM
To: Sandy Vossler
Subject: Concerned resident
Attachments: IMG_1101.JPG; IMG_1102.JPG; IMG_4201.JPG; IMG_4213.JPG; IMG_4221.JPG

Hello,

I want to voice my concerns about the proposed apartments adjacent to my community of Tyler Park.

I would like to address the meeting I attended last week.

I am very disappointed in how our words got twisted and some of the info you all kept speaking of was not factual. There was no way to correct you after we spoke. It is quite upsetting to not be heard. It is as if we went and spent all those hours and spoke out only to have our points ignored and the facts twisted. You all still have wrong info when it comes to the road system out here.

Some of our questions never got addressed either. Our housing values are a major concern to us. Many of us took our life savings to build our homes out here and I think we deserve to be listened to about our investments, and we should be able to get answers about what will happen to our property values. These questions become even more important when these apartments change management, which they said will happen in ten years.

Who will control who else takes over, and what they will do? This is a short term plan for them but a long term plan for us homeowners. Many of us have 30 year mortgages, or have retired here and plan on staying forever. Who will end up being our neighbor? How will they run things? Will it ever become section 8 housing?

All these things will affect our area. We deserve to know what will happen long term. The promises the developer makes might mean nothing once they are gone. Is this even being considered?

Having apartments and renters means the character of our neighborhood will change. I too was a renter all my life so I know firsthand. People who rent do not take care of an area as much as someone who owns and is invested in its future.

Another issue is parking. Nobody seemed to understand our roads or how they work out here. A lot of your information was not as it is for us living here. We know from firsthand experience and we are trying to get our point across, not only for us but for the possible new renters, if this complex were to go in.

I live down Vindaloo and even though it is wider than Coriander, it too will become over used and over-parked. We now have an issue with parking on both sides of the street. It is packed with cars and becomes a one lane dangerous street. This is our only parking other than our garages, for our extra cars and our visitors. At night it becomes impossible to navigate safely.

Some of the homes here are 5 bedroom. We only have 2 car garages. With limited parking on Coriander it is highly likely that visitors and resident overflow from the proposed development will come down our streets. They likely will turn down Vindaloo to park and walk into the complex.

Vindaloo also gets a lot of high school traffic when school lets out. Imagine all the additional cars of kids going home to their apartments and this being a tight street anyway. It was not meant to handle this. We already are packed so tight it is a safety issue for emergency vehicles.

We also get a lot of traffic and parking down Vindaloo for the model center. We have nowhere for our visitors to park most of the time. When it is winter there are issues with plows getting through here. They have to make one tiny lane for all of us to get down due to cars parked on street. It is hard to get through the neighborhood. This all just seems not too well thought out.

The person who does the traffic studies did not seem to be very respectful to us and seemed to ignore any info we tried to share from our first hand experiences. So much of the info he insisted was correct was in fact wrong. I think living here we know what the roads are like and what way they turn onto other roads. Every time we said differently we were told we could not speak. I think us living on these roads would know better, and it seems dangerous to take the word of someone who doesn't live here over the words of those who drive these roads every day.

Additionally, the new traffic study they are now conducting on Coriander has the measuring device in the wrong area. This is not going to show accurate information if it is not placed in the correct spot. The proposed entrance to the new development is on the corner of Coriander and Vindaloo, but the markers are almost all the way down at the corner of Sweet Wind and Coriander. A huge amount of vehicles are being overlooked in the current study that would affect the traffic and congestion on Coriander near Meadows Boulevard and Vindaloo. Lots of cars and trucks take the right onto Vindaloo from Coriander, completely missing the traffic device. It would be nice to think that our voices mattered and that the town is looking out for the residents that build their homes and lives here. But when they place the device in the wrong area, it becomes difficult to trust our future to those doing the studies.

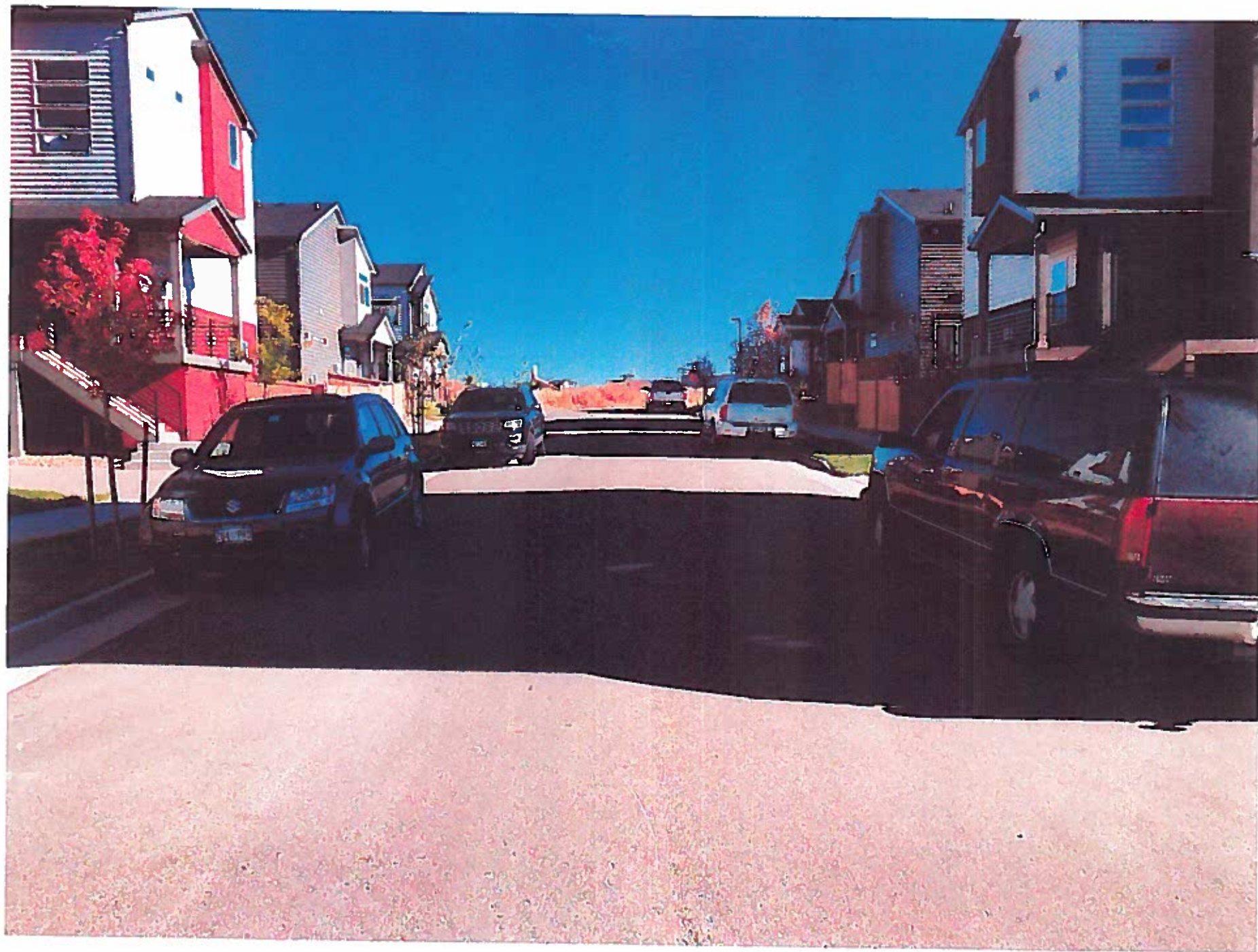
Attached are some images of the roads in front of our homes. Not even at a busy time of day when it is packed end to end. One image of just a car shows a sideswipe in the middle of the day when it was not even that busy there due to tight roads. One shows a small compact car driving down Sweet Wind and shows how tight it can be. Imagine this being a large truck, an SUV or a snow plow or an emergency vehicle.

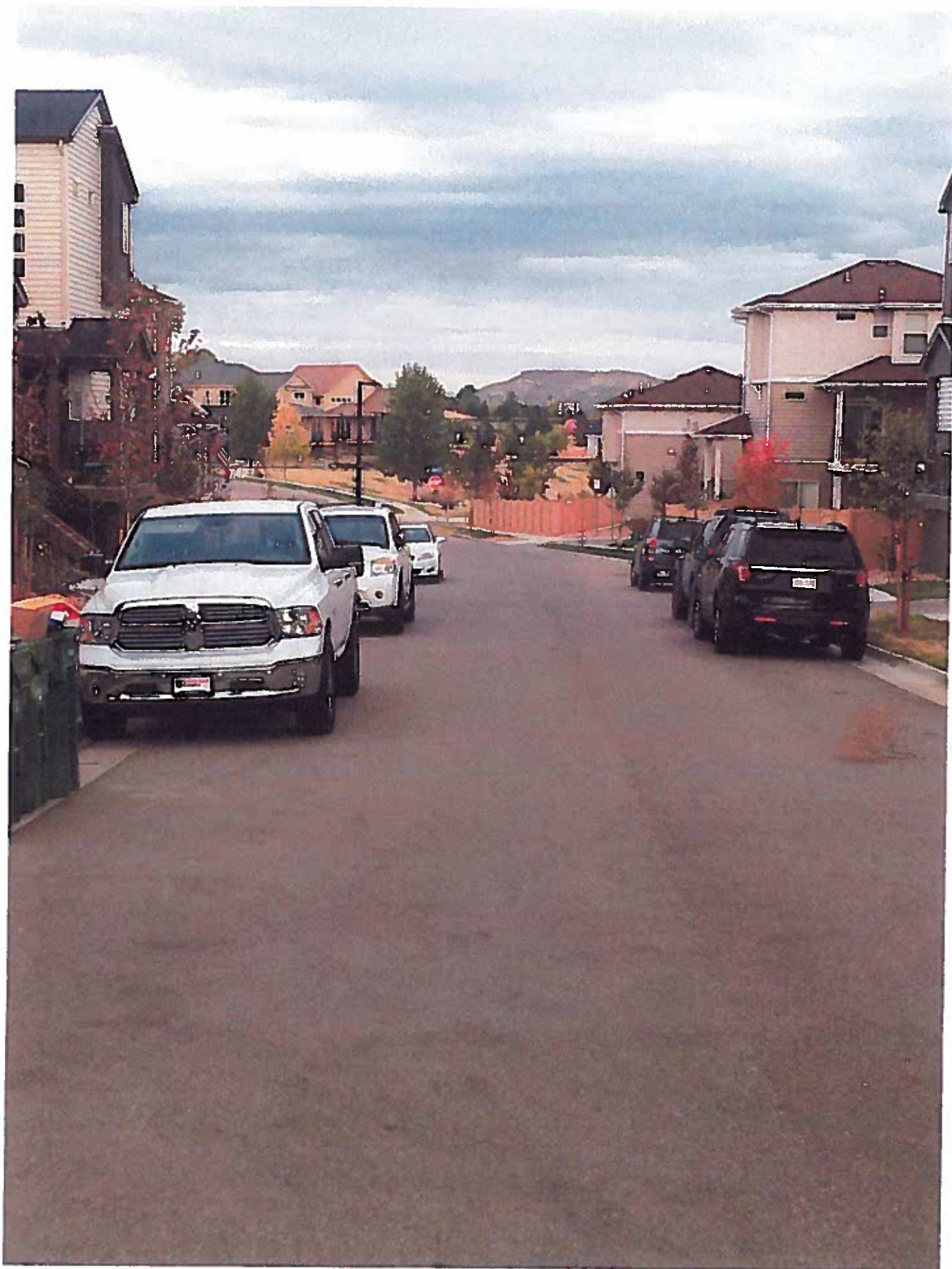
While looking at these images think about adding so many more cars not to mention visitor traffic. It is a horrible idea to put the entrance on Vindaloo and subjecting this neighborhood to this when there are other options available that make for a safer neighborhood for all involved.

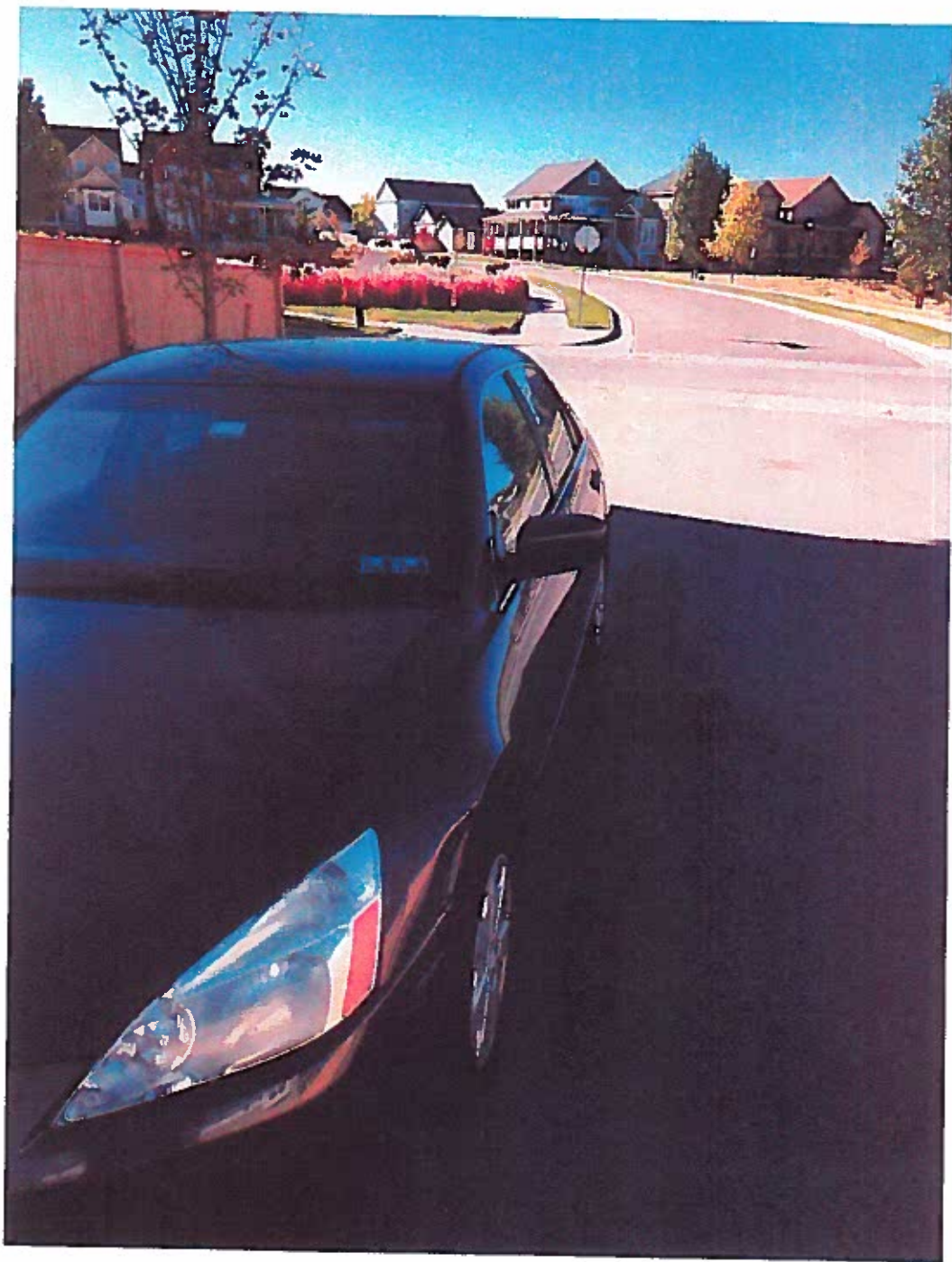
Sincerely,

Kimberly Osborn











Sandy Vossler

From: Bruce <brucedale303@gmail.com>
Sent: Sunday, October 02, 2016 4:07 PM
To: Sandy Vossler
Cc: tylerparkatthemeadows@gmail.com; Bruce
Subject: Apartment Zoning / Coriander St

Good Afternoon Ms. Vossler,

I am writing you regarding the public hearing upcoming on October 4, 2016 in regards to the 240 proposed multi-family dwellings bound by Meadows Boulevard to the east and Coriander St to the north.

My husband and I live off of Coriander St, close to where the proposed entrance is to this development. While i am not completely opposed to this project, I am VERY opposed to the entrance off of Coriander St. Coriander St is not very wide and adding hundreds of additional cars to this street makes no sense and potentially dangerous traffic issues, noise and congestion. A development this size should have its entrance off of Meadows Boulevard or the major roads that could handle this additional traffic. Our community is very nice, lots of green space but we don't have very much parking. This is another issue that could become a major issue for our neighborhood if the plans remain as is.

I hope you take this feedback and the other residents in our community feedback to heart and reconsider the traffic/entrance to this proposed community as it impacts many people who are already residents and taxpayer.

Kind Regards,

Bruce Dale
4177 Coriander St
Castle Rock, CO 80109

303-810-5128

Sandy Vossler

From: Nice man Forever <delhi038@gmail.com>
Sent: Monday, October 03, 2016 4:18 PM
To: Sandy Vossler
Cc: TylerParkattheMeadows@gmail.com
Subject: Project #8 - Proposed apartments Project @ Tyler park adjacent to Coriander street

To

S. Vossler, The Commissioners & The Town Council of Castle Rock,

With reference to the proposed apartments on the land adjacent to the Coriander Street i have the following questions:-

- 1) Please help understand the plan or classification of Coriander street as such i.e.
 - a) Is it a single lane or a two lane street in your original plan?
 - b) Parking is allowed on one side or both the sides in your original plan?
 - c) When the vehicles are parked on both the sides of coriander street, is it possible for two cars coming from the opposite directions to drive pass each other at the same time?
 - d) Is there a plan to allow parking on only one side? If yes then whats the planned date? Also is it due to the proposed apartment project or is it irrespective of the proposed project but due the width and congestion of this Coriander street? Also in case the parking is restricted to one side only, will it be possible for two cars coming from the opposite directions to drive pass each other at the same time?
 - e) Have you done an analysis of congestion on the coriander street and the mobility of vehicles during the winter months especially on snowy days? Even With parking permitted on one side of the road and Coriander being the main access for many of the tyler pak residents, when the main entry of such a big apartment project comes on coriander street as well, don't you think thats an open invitation to accidents especially in winter months when it's hard to break and the car slides on the snow?
- 2) Many of the Oakwood homes are carriage homes with shared drive ways and as such find it difficult to park their cars and even more difficult to find parking space when any guests come over. Now with the proposed apartments have you done any analysis of how difficult parking is going to be for the current residents?
- 3) I noticed and was taken aback by how the staff who works for castle rock town/city was rebutting every point raised by the residents and was speaking in favour of the apartment builder. I always used to believe that the town council is for the people and by the people so who represents and advice the current residents similar to how the town staff has been supporting the builders?
- 4) Oakwood homes at Tyler park is such a big community with many seniors living there as well, however there are no grocery shops, coffee shops, salons etc at a convenient walking distance. The site adjacent to Coriander street should be provisioned for that purpose instead.
- 5) What was the reason behind one of the castle rock town commissioners voting against the proposed apartment project in the last public hearing? Is the town council going to hear the commissioners reasons behind voting against the proposed project?

6) Is there a process/mechanism by which the decision makers including the town commissioners and town council visit the Coriander street and see the situation and plight of the Tyler park residents on that street and streets nearby themselves before making a decision?

Thanks
Amit Jain
2648 Champagne Avenue
Castle Rock, CO 80109

Sandy Vossler

From: Darren Heath <dheathkw@gmail.com>
Sent: Monday, October 03, 2016 3:38 PM
To: Sandy Vossler
Subject: 240 Multi-Family dwelling units, Lot 1, Block 11, The Meadows Filing No. 20, Phase 1

Dear Ms. Sandy Vossler,

I am a voter who resides at 4478 Elegant St. in the Meadows Subdivision. I am opposed to the plan for the apartment complex at the location listed above. My opposition is due to the following reasons:

1. Despite statements to the contrary, Coriander St cannot handle any additional traffic. The road is currently so congested due to resident parking **ON BOTH SIDES OF THE STREET** that cars are forced to take turns entering and leaving as only 1 car can move down the street at a time. This is not due to construction traffic, it is due to resident parking.
2. The attraction to the Meadows is, in part, that the housing is upper middle class. In turn, property values have reflected this. An apartment complex does not fit the surrounding housing and will effect the values of the homes surrounding the complex in a negative way. I worked in real estate investment for over 10 years, this (in my opinion) is a certainty.
3. The road systems are already congested in this area. If you add 480 cars (conservative estimate) to the area, it will make an already crowded area that much more congested. Again, congested areas property values are negatively effected.

I would have everyone ask themselves that if it were me whose home was bordering the proposed complex (and I had purchased with no knowledge of the complex) would I be ok with the proposed plan.

So in everything, do to others what you would have them do to you, for this sums up the Law and the Prophets.

Thank you,
Michael Darren Heath
4478 Elegant St., Castle Rock, CO 80109
720-233-4916

Sandy Vossler

From: Margaret McAbier <mmcabier@yahoo.com>
Sent: Monday, October 03, 2016 5:18 PM
To: Sandy Vossler
Subject: Concerns regarding Meadows apartments site

The proposed site for 240 apartments off of Coriander Street is a disaster. Coriander Street is a narrow residential street that traffic cannot travel in both directions at the same time if there are vehicles parked on each side of it. Each vehicle has to weave in and out to let the other vehicle past. How can anyone possibly expect traffic from 240 apartments to use that street for an entrance? One look and anyone can tell it is a disaster of poor planning.

I am an Elegant Street resident who, going North on Meadows Blvd, MUST use Coriander Street to get to my house and driveway BECAUSE we cannot make a left hand turn at the LIGHT at Elegant Street and Meadows Blvd. AND WE CANNOT make a LEFT hand turn off of Coriander Street onto Meadows Blvd to go north. How can that be expected to work for traffic from 240 apartments?

These are serious concerns regarding safety, emergency services, and home values. It is obvious this plan should not be approved.

Thank you for your consideration.

Sent from my iPad

Sandy Vossler

From: Gary Meyers <garymeyers@ymail.com>
Sent: Tuesday, October 04, 2016 7:37 AM
To: Sandy Vossler
Cc: tylerparkatthemeadows@gmail.com
Subject: Site development 240 multi-family units

Hi Sandy.

I just wanted to voice my disapproval for the proposed "site development of 240 multi family units - Lot 1 Block 11 - The Meadows Filing no. 20 phase 1. A few reasons outlined below. Please feel free to reach out with questions

- Oakwood homes sold their properties stating the land is for commercial, town center development. That's one of the main reasons I purchased my home.
- The streets are not engineered for the volume. We can't even get through the side streets here now
- This will negatively impact our home values
- Safety of children, pedestrians and bicyclists

In short, I stand with my neighbors at Tyler Park in fighting this proposed project.

Thank you

Gary Meyers
4334 Elegant St
Tyler Park at the Meadows

Sent from my iPad

Sandy Vossler

From: Jessica Aller <jessaller1@gmail.com>
Sent: Monday, October 03, 2016 10:12 PM
To: Sandy Vossler
Cc: jgibbs@coloradocommunitymedia.com; tylerparkatthemeadows@gmail.com
Subject: The Meadows Filing No 20, Phase 1, Block 11 - Traffic Concerns

Ms. Vossler,

Please publicly note that we are strongly against the proposed plan for Meadows Filing No 20, Phase 1, Block 11. We would also ask that you please make our concerns and response below a part of the public record. These facts are excerpts from the developer's reply to our neighborhood's concerns and represent some serious details that need to be taken into consideration.

Traffic Study Concerns:

(Reference: "The Meadows – The Town Center; Traffic Impact Study" 2003)

- **CRITICAL DISREGARD FOR CURRENT DATA** – Traffic Study from 2003 (13 years old) does not take into account more than a decade's worth of new development, influx of new residents, and the development of the largest outdoor shopping center in America, leveraging a version of the "Trip Generation Handbook" that is almost 20 years old (reference "ITE, Chapter 7, 1998" on page 8). The data used to draw conclusions in this report are outdated at best and do not provide a realistic picture of the community as it stands today.
- **Direct quote: "Somewhat 'unknown' nature of the Town Center"** – Reference to the "unknown" nature of the Town Center posed concern to Bob Watts of the Town of Castle Rock. Estimations were based on an uncertain future and indeterminate future composition of the Town Center.
- **Filing 18 vs Filing 20** – Traffic study refers mostly to Filing 18 and the single family home dwellings that made up most of the Meadows composition at the time of the study. The study does not speak adequately to Filing 20 and the specific planned composition. Traffic study was not conducted to take into account Filing 20 plans.
- **Absence of Background Traffic Data** – Per Traffic Study from 2003, "Background traffic volumes are not provided in this report." Background traffic (i.e. existing traffic and variations in existing traffic patterns) is a necessary part of assessing the overall traffic situation

Recommendation:

Conduct a context-sensitive traffic study, taking into account resident/voter sentiment, safety concerns, and most importantly, current traffic data.

Echelon at The Meadows

(Reference: "Echelon at The Meadows – Castle Rock, Colorado; FHU Reference No. 116142-01")

- **Acknowledges access restrictions on Coriander and Bilberry but no recommendations are made to alleviate restrictions. Furthermore, with respect to solutions to this problem, evaluating associate acknowledges the following shortcomings: “some of these routes are relatively circuitous, and a connection point to Meadows Boulevard may be somewhat distant”. Yet, the developer wishes to compound this problem by keeping the main entrance to the proposed development on Coriander!**

- **Direct quote: “For the Echelon at The Meadows area, however, there is not accurate information available to understand what was proposed previously. [...] As such, Table 1 only provides a summary of the projected vehicle-trips for the 240 apartments.” – The 1,578 additional daily trips referenced for this planned development during the Town Hall meeting on 9/22 only refers to the new trips and does not refer to the impact that this will have on existing traffic patterns.**

Recommendation:

See above regarding conducting an updated traffic study. Also, reconsider entrance/exit locations to the proposed development.

Developer’s Response to Local Community

(Reference: “2016 10 03 Tyler Park Garrett Co Response”)

- (Copious spelling and grammar errors are the least of our concern with this reply.)

- **General sentiment from developer that “We have been planning this for years and do not care about what current residents feel about it.” This is concerning that there is more care to “following the plan” than “figuring out what’s right”. It is also concerning that the public service staff of Castle Rock seem to have taken a biased standpoint on the side of the developer rather than the community and citizens that they are appointed to serve. Due diligence in questioning these plans has been dismissed in favor of the “less work” approach of simply agreeing with studies. See the definition for “Groupthink”: “a pattern of thought characterized by self-deception, forced manufacture of consent, and conformity to group values and ethics” (Merriam-Webster Dictionary)**

- **“Smaller local roads – like Coriander – will undoubtedly be narrow and slower in a snow event.” ... yet the developer still wants to make this the entrance to the proposed to development.**

- **“We were told from early on that a full cut aligning with the future Bilberry, allowing**

that movement into and from the project, would not be approved nor supported by Castle Rock Public works – as it will cause too much conflict along Meadows Blvd.” - Where is the traffic going to go? Changing the entrance isn’t going to change the level of conflict due to traffic.

Recommendation:

Reconsider entrance/exit locations to the proposed development. Reconsider width of Coriander for the safety and concern of both existing and proposed communities in event of snow events or emergency.

Bryan and Jessica Aller
4408 Elegant Street Castle Rock, CO 80109

Sandy Vossler

From: Jennifer Green
Sent: Monday, October 03, 2016 5:41 PM
To: Town Council Direct; Bill Detweiler; Tara Vargish; Sandy Vossler
Subject: Fwd: Reference proposed 240 multi family dwelling units in the Meadows

Apologies if this is a duplicate.

Thank you,
Jen

Sent from my iPhone

Begin forwarded message:

From: "Carothers, Michael" <MichaelF.Carothers@pega.com>
Date: October 3, 2016 at 5:27:50 PM MDT
To: "jgreen@CRgov.com" <jgreen@CRgov.com>
Cc: "mfcarothers@carothers-co.com" <mfcarothers@carothers-co.com>
Subject: Reference proposed 240 multi family dwelling units in the Meadows

Reference: Site Development Plan Lot1, Block 11, the Meadows Filing No. 20 Phase 1

Good Afternoon Ms. Green,

I am writing with concerns about the planning and development of the Meadows neighborhood. Specifically about the project I have referenced above. I attended the Planning Commission's Thursday September 22nd 2016 meeting about approving the resolution to move forward with the Garret Companies development and construction of apartment buildings in the Meadows. Let me tell you where I sit before I try and articulate where I stand. I have been a Meadows resident since August 1999, I raised three children in the neighborhood and have seen my youngest just start his first year at CSU. This fact allowed my wife and I to sell our family home in Vista Heights and move into the Tyler Park development (Carriage Houses). One of the reasons we stayed in the Meadows rather than scurry to let's say the Highlands in Denver, is the expectation on a Town Center development that provides us shopping and entertainment options right here in the Meadows, within walking distance of our new home. Since I have been here since '99 and I read in your bio you have been here for 10 years, you and I have heard promises of a Town Center for some time. Not much has happened at the corner of Meadows Parkway and Meadows Boulevard although I have seen beautiful plans trotted out for years. In any case the neighborhoods around where the Town Center shops were to go have been designed as walking and biking neighborhoods. Narrow streets the expectation that families would be walking around, kids playing in front of their houses. So these are my expectations for my new neighborhood, and I believe it is fairly consistently held belief by my neighbors as well. My concerns come from the traffic planning for the new 240 units that will be constructed next door to the Tyler Park Neighborhood. When we voice our concerns of driving 1600 additional cars down Coriander Street to exit the neighborhood heading for work and then return from work in the early evening, we were told by traffic planning that since we have a new access to I25 they would be able to drive through the neighborhoods and connect up to Castle Rock Parkway. This seems contrary to the original plan to create a walking and biking neighborhood. I cannot imagine that the folks who live in these Meadows Town Center neighborhoods want 1600 cars driving down there narrow streets every

morning and evening. Considering that their kids will be walking to school at around the same times. That is truly not the experience they bought into when they purchased in the Meadows.

Where I stand, I believe at the least this project should be delayed until alternative traffic patterns can be evaluated. My thought would be a main entrance and exit that comes from Meadows Parkway and enters next to the strip center right on the corner. It will cost more money I understand that, however money spent to insure the safety and wellbeing of families in the Meadows is money well spent. Besides the traffic plan, which is my biggest concern I would like to address other items brought up in the planning commission meeting:

1. Unless we build high density housing businesses will not open in the Town Center.
 - a. The original plan had no high density housing shown in any of the marketing renditions. There are plenty of houses in the Meadows that are anxiously waiting for local Meadows businesses to do business with. This seems like a straw man perpetuated by the builder and the Castle Rock Development Company.
2. We cannot make any changes in the available road in and out of the area because the plan has already been made.
 - a. I think that since this was planned, at least the latest plan in 2003, we should reevaluate what is best for the people that have bought into the small neighborhood look and feel. Not just rush to sell land and bring more people into the neighborhood.
3. Parking is not going to be a problem because you can park in the businesses parking lot at the corner of Meadows Parkway and Meadows Boulevard.
 - a. The planner have determined that Coriander Street is not wide enough for cars to be parked on both sides of the street. We are now going to be limited to one side of the street. The developer of the Apartments has said that the apartment people will not park on the street. I don't think they are going to be able to control that, and subsequently back up their statements. My biggest concern again is poor planning, they are going to tell their residents to park in businesses parking lots that they have no control over. They mentioned that they would only be parking there after hours, provided the current businesses never change to an evening business like a restaurant. Again poor planning....

To summaries, my main concern is the attitude that we should just drive traffic into the neighborhoods designed for walking and biking. Narrow street are great to walk and bike on, not so much fun when you are trying to avoid people coming and going from work. I hope that you will take this information and concern into consideration while deliberating on allowing the builder and developer to move forward with this project. I know that you must have enjoyed the hometown feel of the Meadows considering your tenure. Please consider carefully if driving high density housing (apartments) into the heart of the Meadows is in alignment with what we have tried to create here in our neighborhood and yours.

Thank You,

Michael Carothers | Solution Consultant Robotics | Pegasystems Inc.
Office: (303) 351-2496 Mobile: (720) 244-9006 | E-Mail: michaelf.carothers@pega.com
Build for Change® www.pega.com



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Healthcare Summit 2016 | **October 19-20, 2016** | **Boston, MA**

Sandy Vossler

From: C <sleepywan@comcast.net>
Sent: Tuesday, October 04, 2016 8:38 AM
To: Sandy Vossler
Subject: Site Development for Lot 1, Block 11, The Meadows Filing No. 20, Phase 1

Good morning,

I'm writing with regard to the proposed 240 multi-family dwelling units in 24 buildings at Coriander and Meadows Blvd.

It has come to my attention that an entrance may be created for this site along Coriander Street. If this is the case, I think that will cause many traffic issues and disrupt what is already a congested driving experience on Coriander.

I've been in the Carriage House development (on Sweet Wind Ave.) and use Coriander to drive anywhere (to get to Meadows Blvd). Currently, many people park their cars along Coriander – on both sides. This turns Coriander into a one way street when there is oncoming traffic. And with all of the Oakwood homes completed and being lived in, this has become a busier street.

There are two issues with this:

1. Trying to turn onto Coriander from Meadows Blvd. can be very dangerous because of all the cars parking along the sides. I've seen instances of a car having to nearly stop while turning (therefore blocking traffic on Meadows) to wait for an oncoming car pass. If traffic on Coriander increases, this will be an immense, dangerous traffic problem.
2. In the winter, after any snow that requires plowing, it's very difficult for the street to get plowed with all the cars parked on it, making it a more dangerous drive. Combine that with the above issue, and it multiplies.

It would seem there are at least 2 other street options (Future St. and one currently unnamed that isn't paved yet between Coriander and Future) that would make for better entrance points for this new proposed community that don't adjoin with another housing community with an already dangerous, congested street.

If I have not directed this at the proper department or person, please forward it or let me know who I should direct this to, as I cannot attend the public hearing meeting on October 4, 2016.

Thank you for your time and attention.

Chris Perez
2569 Sweet Wind Ave.
Castle Rock, CO
303-663-3331

Sandy Vossler

From: bthomp1789@gmail.com
Sent: Tuesday, October 04, 2016 11:45 AM
To: Sandy Vossler
Subject: CORIANDER ENTRANCE TO NEW PLANNED RESIDENTIAL COMPLEX

My husband is a 70 year old stroke survivor. When we have medical issues, I need the ambulance to arrive here promptly. One of the primary reasons we moved into TYLER PARK AT THE MEADOWS was access to the hospital across the street.

My fear is that if the entrance to the proposed residential complex is on Coriander, access by medical personnel will be impeded. Coriander is already a driving hazard, especially at night when one is making a left hand turn onto the street. Both sides of Coriander have cars parked on the street making it extremely dangerous.

Right now I drive down to Fell Mist at night because Coriander is too dangerous for a left hand turn. Contrary to what I heard at the last meeting, you CANNOT LEGALLY MAKE A LEFT HAND TURN ONTO ELEGANT STREET from Meadows Blvd. That statement was made by someone who was quite simply confused, misinformed and certainly had never seen the "no left turn" sign posted at Elegant Street.

When it snows, our streets are plowed and they basically become one lane. Additional cars using Coriander would only lead to further congestion and further impede medical vehicles coming into the subdivision. A single traffic accident on that road could be disastrous for someone like my husband waiting for medical help.

Every additional vehicle on this street puts all residents at risk---those of us who are current residents as well as our new neighbors. This risk can be eliminated by moving the entrance to the new residential complex and a simple plan for achieving that safety enhancement is outlined in our proposal.

I was married to a Georgia Tech trained city planner for 14 years. When I described our proposed changes for entrance to this apartment development, he agreed it was indeed most viable and also provided those residents with a much safer ingress and egress as well as a more scenic one.

Again, SAFETY is our major concern.

Thank you for taking our concerns into consideration before this ill planned project is started

Brenda Thompson
4182 Elegant Street
Castle Rock, Colorado. 80109

770-689-8518

Sent from my iPad

Sandy Vossler

From: kristencuaz <kristencuaz@yahoo.com>
Sent: Monday, September 26, 2016 4:18 PM
To: Sandy Vossler
Subject: Filing 20 phase 1

Hi,

i am a current home owner in the meadows and i would like to quickly voice my opinion on the proposal on the 240 apartment units next to Tyler park. There is absolutely no way the meadows can withstand that much more traffic that apartments would bring over singlet family homes. The traffic with that many schools and commuters leaving at the same time would be umbarable. Let alone it would significantly bring down the home values in our neighborhood.

Thank you,
Kristen cuaz

Sent from my Sprint Samsung Galaxy S® 6.

Sandy Vossler

From: Lindsey Lewis Smithson <lindsey.lewis35@gmail.com>
Sent: Friday, September 23, 2016 1:20 PM
To: Sandy Vossler
Subject: Re: Apartments in the Meadows

Hi Sandy,

Thank you for your specifics. This information does help me to feel more confident in the existing infrastructure to accommodate continued growth. I was not able to attend the meeting last night, since my husband was stuck at work late and we have no child care options at present. Having read the provided documents on The Meadows website, along with the proposals on the Town Council website, I felt prepared and excited to participate, but the needs of my child always come first.

Several of my neighbors have informed me of what happened at the meeting and it does sound like many of our concerns were not addressed or taken seriously. It is unfortunate that citizens who live and drive on these streets daily are not taken at their word in regards to traffic and out of state developers are. Things such as Coriander being a thru street to the hospital (not true), and that there are signed 4 way stops in our neighborhood (also not true) and that on a daily basis cars cannot pass each other on the road due to people parked on both sides of Coriander are things that shouldn't raise confusion or questions.

More importantly I would like to address the rumors (several neighbors have told me) that my email to you was shared in its entirety during the meeting. This is troubling to me on several levels, especially since my consent was not given for such distribution (also, the sheer number of typos on my end. I shouldn't write without having more coffee in my system!). If I had been in attendance I would have of course said many of the same things in my allotted time, but that would have been my choice to share my own opinions and concerns in a public forum. I had not authorized anyone to speak on my behalf or to act as my proxy. In the future I do hope that my concerns, and those of other citizens, are handled with more care and discretion.

I continue to look forward to being an interested and involved citizen in the development of The Meadows and Castle Rock as a whole.

Yours,
Lindsey

On Sep 20, 2016, at 6:16 PM, Sandy Vossler <SVossler@crgov.com> wrote:

>

> Hi Lindsey,

>

> You sound like a busy lady. I appreciate you following back up with me and I look forward to meeting you on Thursday night. It's unfortunate that the neighborhood meeting was more frustrating than informative. Let me provide some general information for you, that likely won't be what you want you were hoping to hear, but I do want to give you some factual information and answer some of your questions. I have uploaded my staff report and zoning documents for the Meadows, and specifically the Town Center use area, which is where your home and this property is located. You may access the documents via the following link <https://app.box.com/s/3lat6e858cwxkz24yxf23sbeqgixj0re>. Please feel free to share this with your neighbors. Due to the file size, it might take a few moments to download.

>

> The staff report goes in to more detail about this, but the application that Planning Commission is considering isn't about allowing the apartment use. The property in question has been zoned multifamily, which includes apartments,

since 1984, when the Meadows was originally zoned. In 2003 Town Council approved a rezoning of the Meadows, which created the Town Center use area, specified all uses that would be allowed within the Town Center and it established development standards. That 2003 zoning retained the multifamily zoning, to include apartments, on this property. I have included in the dropbox the zoning for the Meadows where you will find the permitted uses and development standards. You will want to reference the Town Center Neighborhood Use Area in Section 5.3.

>

> The application that is being considered by Planning Commission this week, and Town Council on October 4th, is the site plan; how the site is being designed, whether it complies with the zoning, setbacks, height maximums, landscape requirement, parking, building elevations, etc. If you would like to take a closer look at the criteria for review and approval of site plan, there are links in my staff report to the governing plans and codes. Neither the Planning Commission nor the Town Council have the ability to revoke uses with the site plan, that allowed by the approved zoning for a property. In addition, my staff report does point out the concerns raised at the neighborhood meeting about on street parking, traffic impacts and capacity of the transportation system to accommodate the traffic associated with this use, school land dedication, as well as construction activity, price point and concerns about the nature of for-lease multifamily developments. The report also summarizes how the site plan addresses the concerns. There will be transportation planning and engineering staff from the Public Works Department at the Planning Commission and Town Council hearings to answer more specific and technical questions about the traffic analysis, road capacity, etc.

>

> Regarding the questions that you included in your email below. The Meadows developer did provide land that has been dedicated to the Town for public uses, such as police and fire stations, and schools. The fire station was constructed a number of years ago. The Town does not have plans to construct a police station in the Meadows, however the Police Department does continue to add to staff and the number of patrol officers as the Town grows. The land dedicated for schools is tied directly to uses and the number of dwelling units allowed. This site plan was sent to the Douglas County School District for review. They indicated that the school land dedication for the Meadows has been met and no additional dedication is required. The School District operates independently from the Town, so for information about the long term plans for new schools you should contact Shavon Caldwell, DCSD Planning and Construction at 303-387-9522. Their website also has some very good information about their long range planning (<https://www.dcsdk12.org/planning-and-construction>).

>

> The Town engineers have reviewed and accepted a traffic study associated with this site development plan. We have confirmed that the number of vehicle trips anticipated for this use and the number of units on the site is within the range anticipated in the Master Traffic Study required and approved the Meadows overall. What that means is that the traffic associated with this site does not exceed what was expected when the road system in the Meadows was designed. The Town and developer are working out the details of permanent parking restrictions on Coriander Street as a result of feedback from the community. An update will be provided at the Planning Commission public hearing. Regarding the construction timeline, the Town doesn't set a deadline for when construction must be completed. We do however, enforce haul routes and hours of construction. Finally, Matt Griffin is best able to speak to the assurances that he gave at the neighborhood meeting and I'll ask him to do so.

>

> Lindsey, I hope this information is helpful and I do understand if these are not the answers you were hoping for. On Thursday night, staff presents to the Planning Commission, followed by the applicant's presentation and then a period of public comment. Your comments, and those of your neighbors, will be welcomed at the hearing. The applicant and staff will respond to questions or concerns raised by the public or the Commission. The Planning Commission will then vote on a recommendation to the Town Council to either approve, approve with conditions or deny the site plan. Town Council is the final decision-making body. Regardless of the Planning Commission's recommendation, you will also have an opportunity to address the Town Council in the same manner. If you would like to call me to discuss any of this information further, please do so (720-733-3556) . Thank you, Sandy

>

> -----Original Message-----

> From: Lindsey Lewis Smithson [mailto:lindsey.lewis35@gmail.com]

> Sent: Tuesday, September 20, 2016 3:58 PM

> To: Sandy Vossler

> Subject: Re: Apartments in the Meadows

>

> Hi Sandy,

>

> Thank you for getting back to me, and I'm sorry for my delay in responding- I work from home with a toddler, so things can be a bit crazy.

>

> I did attend the meeting on Sept 8th, but unfortunately many of my questions were not answered. To be honest, we homeowners felt rather bullied by Jim Riley specifically. In addition to concerns about traffic, my questions regarding increased police processes and additional schools were met with some anger. I would like to know if there are plans for a police station on this side of town and what the long term plans for the schools are. I know the Meadows has some land set aside for a school. I worry that with the larger number of homes- and now these apartments- that the middle school and the high school will become over run.

>

> Jim worked to make us feel guilty for being unhappy about apartments (saying we had hurt him because his daughter lives in apartments), and that no one wanted OUR houses in the Meadows (the pot calling the kettle black kind of thing) and that if we wanted change we should have voiced our concerns in 2003. I was in high school in California in 2003 and many of my neighbors didn't live in the state either. That rather unfair to say to us. This didn't so much work like a community meeting and more like an aggressive sales pitch.

>

> Most of the neighbors I have talked to are fine with condos, or town homes, or more homes. We are even ok with light commercial. But these apartments are not going to fit in with our current culture or caring about the community and long term stability. They will damage our home values, and they are going to be undue strain on the infrastructure.

>

> Matt was kind and specific in his site explanations, even if their design to not properly consider the traffic and the limited space on Coriander. I do also have concerns about the many promises they made us, including the following:

>

> -All residences will park in their attached garages.

> -They will include in the leases that residences cannot park on the street or use their garage for only storage.

> -They will have a police officer liaison on staff at all times.

> -They will have 24 hour on site management at all times.

> -None of their construction equipment or crews will park or stage on Coriander -They will be completed in 4 months (seems unrealistic in the winter).

>

>

> They also assured us that there will be no major traffic impact, which seems like a rather bold statement to make. If you average two cars per apartment (some will have less, some more obviously), that is still 500 cars on a narrow two lane road with only one additional right in, right out exit on to Meadows.

>

> Again, I am not arguing for nothing to go into that empty lot. Progress inevitable. But apartments, especially ones that have not considered our neighbor and culture — that clearly needed such forceful sales tactics — are not the right fit.

>

> Many of my neighbors and I will be at the meeting on the 22nd, and hopefully we can all work out a solution that fits everyone best.

>

> Thank you,

>

> Lindsey Smithson

> 760-792-2796

>

>

>> On Sep 12, 2016, at 11:33 AM, Sandy Vossler <SVossler@crgov.com> wrote:

>>

>> Lindsey,

>> I was on vacation last week so am just now getting through my email messages. Thank you for your comments. I hope that you were able to attend the neighborhood meeting on Sept. 8th, as I understand that questions you raised were also discussed at the meeting. If not, please let me know, in the meantime I will pass your comments on to the Matt Griffin, developer of the apartment project and to Jim Riley, developer of the Meadows. Thank you, Sandy

>>

>> —Original Message—

>> From: Lindsey Lewis Smithson [mailto:lindsey.lewis35@gmail.com]

>> Sent: Tuesday, September 06, 2016 9:09 PM

>> To: Sandy Vossler; matt@thegarrettco.com

>> Cc: mray-brethower@meadowslink.com; agormley@meadowslink.com;

>> tswearingen@meadowslink.com; District6Delegate@meadowslink.com;

>> smccandless@meadowslink.com; jknopinski@meadowslink.com

>> Subject: Apartments in the Meadows

>>

>> Hi Sandy,

>>

>> I am emailing because I have been reading about the proposed apartments going in in the Meadows. I plan on attending the Information Meeting this week, but I wanted to get some of my questions and concerns out there early.

>>

>> I live directly across the street from the proposed site on the corner of Sweet Wind and Coriander. The many of the residents and I are worried first and foremost about our property values. Moving in 240 apartments adjacent to our \$300,000 (plus) houses will not help our current value, and will only damage our potential resale value. Many of the houses in our Oakwood development are not reselling like people had hoped and those that are up for rent are often sitting empty for weeks at a time (or more).

>>

>> In addition to that we are concerned about stress on the infrastructure these apartments will create. As it stands now Coriander is too narrow to drive on. People park their cars on both sides of the road, making it impossible for more than one car at a time to drive along in either direction. On most days the construction traffic makes this even more narrow, and dangerous. If I am reading the proposed plans correctly, they show that the main entrance to the complex will be on Coriander. This road will have to be significantly widened to make it large enough and safe enough for the volume of cars. It would also be in residents best interest to add a light to the Coriander and Meadows, since most drivers speed around that curve- thus making the right turn out an added danger.

>>

>> I also have concerns about the general quality of life in the area. Some of these, such as over crowding in our HOA facilities, I will be addressing with the HOA itself, but among those I worry about overcrowding in our HOA pools and community buildings and the cleanliness and safety on the trails. Having said that, are the schools in the area prepared for the additional students, notably Castle View High School? There is, as far as I know, only one additional proposed new elementary school for the area, but that may not meet the volume of incoming residents.

>>

>> On a personal note, I used to live in the Parker Hilltop Apartments, the "luxury apartments" Echelon runs in Parker. We were there while we were waiting for our house to be finished and, to be frank, nothing good can come from a complex owned by this company. Police were frequent visitor, neighbors would often get into drunken fights in the parking lot, I had to ask the front office to clean broken bottles out of the grass more than once, and on one occasion I found a dirty syringe in the community dryer in the laundry room. I let management know and they did NOT clean out the washers or dryers. I never felt safe there, no matter how many times they put "luxury" in the title. We moved to a neighborhood away from apartments because I wanted to bring up my daughter in a stable neighborhood that was clean and safe. If these apartments turn as they have in Parker many of us will end up moving, and probably taking losses on our homes.

>>

>> Please, please, take these things into consideration. Visit other Echelon properties. Please make sure that this is a good fit for Castle Rock and for the Meadows.

>>

>> Yours,

>> Lindsey Lewis Smithson

>> 760-792-2796

>

Sandy Vossler

From: Scott Smith <sasailr1@yahoo.com>
Sent: Friday, September 23, 2016 1:36 PM
To: Sandy Vossler
Subject: Meadow development plan Lot 1, Block II, The Meadows Filing No.20, Phase 1

Ms. Vossler,

I was unable to attend public hearing last evening to discuss "The Garret Companies" application to develop 14.8 acres off Coriander Street. I appose that concentration (240 multi-family dwelling units) of new units without additional road work being planned. I live on Elegant Street and generally enter the Carriage Houses by Oakwood development on Coriander. This is already a traffic issue. I don't know what the original traffic planned determined but someone from the city needs to assess current realities. I have, on many occasion, witnessed conditions where only a single lane of traffic can enter or leave (Coriander). I have also witnessed conditions where a fire-truck would not be able to navigate the street or turn onto side streets(such as Sweet Wind). I would encourage the possibility of town homes or other single family units (this is in keeping with ALL other developments within the Meadows).

Again, apposed to current plan presented by The Garret Companies".

Scott Smith

4384 Elegant Street

Sandy Vossler

From: TD BASDEN <TDBASDEN@msn.com>
Sent: Monday, September 26, 2016 10:28 PM
To: Sandy Vossler
Cc: tylerparkatthemeadows@gmail.com
Subject: Filing 20, Phase 1: I'm against this proposal for building of 240 apartments in Meadows

Let it be known that I'm against: Filing 20, Phase 1: Proposal for building of 240 apartments in Meadows.

Sincerely
Tim & Denise Basden
Meadows subdivision

Sandy Vossler

From: Tracie Seurer <tracieseurer@gmail.com>
Sent: Monday, September 26, 2016 2:55 PM
To: Sandy Vossler; andrew.j.carda@gmail.com
Subject: Meadows Filing No. 20, Phase 1- Garret Companies SDP

Hello Ms. Vossler,

I attended both the Meadows and Planning Commission meetings regarding the application to build 240 rental units just south of our neighborhood of Tyler Park. I am sadly disappointed that the Planning Commission mostly ignored residents' concerns about the traffic and safety issues posed by this potential development. All but one of the Commissioners heard the concerns and voted against approving the SDP.

I am writing in hopes to see a more focused review of the current parking and traffic situation in Tyler Park, especially when the SDP reflected a 4.2% reduction in the number of required on-site parking spaces, which I believe would impact parking in our already overcrowded neighborhood. I also believe that putting the main entrance on Coriander would create more traffic in the surrounding streets. Tenants and visitors of this apartment complex would take the most convenient and nearest route towards the North Meadows extension to the 25 freeway, which is to proceed directly north down Vindaloo and Sweet Wind Avenue.

Planning staff mentioned the "master traffic analysis" on many occasions, as though it were the final authority in this matter. I understand that according to the "master traffic analysis" the SDP is in compliance, but I would suggest that according to the concerns of the residents, the Town create a more collaborative analysis, which would include a toolbox of solutions that can be used by residents and business alike to address these issues.

Some of the suggestions that were immediately rejected by the Planning Commission were (1) the main entrance to the apartments change from Coriander to Bilberry Street and (2) create a left hand turn from North Meadows Blvd into Bilberry Street to relieve some of the traffic off Coriander. Regarding the second suggestion, the planners said this would not be safe, although there is currently a left hand turn into Coriander from North Meadows Blvd less than 50 feet to the north. And, Matt Griffin from the Garrett Companies said they couldn't relocate the main entrance of the apartments because it wouldn't comply with their "market analysis", making the clubhouse less visible. All but one of the Commissioners agreed to forfeit the safety and traffic concerns of our neighborhood to make the apartments more "marketable" for future renters. This is a disgrace.

There also seemed to be a misunderstanding among the Planning Commission about the design of our "cluster homes" which contribute to the current traffic and parking situation. Four houses share a common driveway with no parking, except in two-car garages. Many of the larger trucks can't fit in the smaller garages or

maneuver the sharp angles, so off street parking is a necessity and becoming an issue. Guests of residents must also utilize street parking. I have personally not encountered a problem with construction vehicles, rather our own residents are crowding the narrow and clogged streets with their cars making it impossible for vehicles to pass in both directions. One member of the Planning staff said the intention of the narrow streets was to make the traffic slower in these kinds of neighborhoods thus contributing to the safety of the neighborhood. Yet, numerous times I have had to move over to let a speeding vehicle on the opposite side of the street pass. The narrow streets are not slowing down traffic, but contributing to more congestion and safety issues.

I can't understand why the Planning Commission steadily ignored our voices regarding these safety concerns over traffic and parking. Currently, the Town of Castle Rock has a "Neighborhood Traffic Calming Program" developed in 2007 to specifically address concerns about vehicle speeds and volumes on residential streets. Ignoring these concerns before they become bigger issues is completely contradictory to your own vision.

At this Meadows meeting, we were told that there were no plans to build more police stations, or have more police on patrol in the Meadows. You do realize that rentals also put more demands on city services than they possibly generate in taxes? It is very convenient for the Town of Castle Rock to reap the benefit of a larger tax base but not put proper resources in place to deal with excessive traffic, parking shortages, increased vandalism/theft caused by rental properties.

Also, Matt Griffin never answered the question of what will happen when Garrett Companies can't rent the apartments if and when the market turns. Will these apartments be converted to Section 8 housing? Mr. Griffin said he is planning to make a provision in the lease to prevent tenants from parking in our neighborhood, but how will this be managed with one off-site leasing manager? How will we ensure that leasing tenants are not using their garages as storage and parking in our already crowded streets?

I look forward to your reply,

Tracie Seurer

2514 Sweet Wind Ave, Castle Rock, CO 80109

Meadows Filing No. 20, Phase 1, Block 11, Lot 1

Multifamily Site Development Plan

Public comments received by Development Services received after 3:00 pm
10-4-16. Provided in hardcopy to Town Council prior to the start of the
Public Hearing.

Sandy Vossler

From: Mary Ann <maryann112479@gmail.com>
Sent: Tuesday, October 04, 2016 3:14 PM
To: Sandy Vossler
Cc: tylerparkatthemedadows@gmail.co
Subject: Proposed 240 Units at Coriander and Vindaloo

Dear Ms. Vossler,

It is my understanding that we are to address you with our concerns regarding the proposed development. While I have little faith in the system, I do still want to provide my 2 cents as a show of support to those in our neighborhood who have been working tirelessly to achieve satisfactory results to a multitude of concerns.

For me, owning a home at the corner of Corriander and Vindaloo, my primary worry is traffic. We already have semi trucks, dump trucks, cement trucks and large construction equipment that do a constant parade on Corriander every day of the week but Sunday. We have endured it, quietly, for over a year believing that, because Coriander is such a small narrow street, that traffic would cease once our small neighborhood was completed. To find out, now, that the construction traffic is only going to increase causes me great anxiety.

It is often difficult to see to make the left turn from Vindaloo onto Corriander because so many cars are parked along Corriander due to the lack of driveway space in our community. I have been told Corriander is going to become a snow route and parking will no longer be allowed. I'm not sure what this will solve as those that are parking on Corriander now, will be forced to park on the other small narrow streets in our neighborhood that are already at parking capacity most evenings. Is there a reason Corriander cannot be widened to accommodate all current and future traffic? Is there a reason the entrances to the proposed apartment complex cannot be moved to the street on the south(ish) side of that project?

Common sense tells me you are cowtowing to a developer that doesn't give a rat's ass about our little community, or Castle Rock as a whole. They just want to get in, make there money and move on. Please prove me wrong. Please take some time to really think about what is being proposed, listen to the public feedback, and make the right decision about what will be best for our community, now, and in the future.

Thank you for your time.

Sent from my iPad

M

Sandy Vossler

From: AJ Carda <andrew.j.carda@gmail.com>
Sent: Tuesday, October 04, 2016 3:26 PM
To: Sandy Vossler
Cc: tylerparkatthemeadows@gmail.com
Subject: Concerning Lot 1, Block 11, Filing 20
Attachments: IMG_4228.JPG; IMG_4227.JPG; IMG_6139.JPG; IMG_6140.JPG; IMG_6141.JPG; IMG_6142.JPG

Dear Mrs. Vossler,

I would like to make known my opposition to the current proposal for Lot 1, Block 11, The Meadows filing No. 20, Phase 1. I would like to make clear that my opposition to the proposal is based on several major concerns that we as a community have raised at each of the previous meetings. We have made clear to the developer and the town on several occasions that the facts on the ground concerning traffic and safety are not matching what is being presented at the meetings. This is not one person who is worried about their personal property, but a community who is massively concerned about the ramifications of increased traffic on roads that are already difficult to navigate.

Let me be very, very clear. My personal opposition to the current proposal would be no less severe were it single family homes or anything else being built, because having the entrance on Coriander for any project will cause new and worsening issues on the roads within Tyler Park. My concerns are not about what is going in next door, but how many vehicles will be using the streets within Tyler Park. Any project attempting to use Coriander as an entrance will force north bound traffic down our streets, as you cannot make a left onto Meadows Boulevard at either Bilberry or Coriander. Our streets simply cannot take an increase in traffic of even modest size. This is not an issue of convenience, but of safety. If this current proposal is turned down and another attempts to use Coriander as an entrance, our objections as a community would be made just as emphatically, and my personal opposition would be in no ways diminished.

There was a fire in a dumpster within Tyler Park earlier this year. Our fire fighters were forced to take an alternate route through our community as it became impossible for them to reach the blaze via Coriander. It is not an unreasonable reaction to be made afraid in some ways by this news. We spend our lives building up a home, a family, and doing everything we can to protect them. Many of us chose the homes we purchased in Tyler Park because of their close proximity to emergency services. While we were lucky and the fire truck was able to reach the dumpster before any homes were lost, it is the delay that is cause for concern amongst the residents of Tyler Park. We are very worried about emergency access, and the increase of traffic on the streets within Tyler Park under the current proposal would cause a lot of problems that would increase the difficulties of getting emergency services to the scene of a fire or medical emergency.

It is not solely parking along Coriander that is of concern, but rather the maintenance of alternative routes for emergency vehicles and the ease with which they can be used and navigated. While we appreciate the inclusion of Fire Lane signs on Coriander, this does not make our other roads more navigable, nor does that completely remove the problems on Coriander. We are not certain we could get a fire truck down Vindaloo or Sweet Wind even at the best of times, and an increase in traffic will make these roads even less accessible. It takes only a single fender bender or a car stuck awkwardly in a snowbank to render a route impassable to large vehicles. The chances of these events happening at the time of a medical emergency or a fire is dramatically

increased when the additional cars from the proposed development are added to our streets. It takes only a single delay to cause an otherwise preventable death. We are not talking about streets becoming permanently impassable or massive ten car pile ups. We are talking about cars getting stuck in snow and sliding on ice, cars standing still in traffic at 8:30am on Coriander and Vindaloo, small things that become massively important in the context of an emergency situation. We love and trust our fire fighters and our first responders, but we worry they will be forced to find and navigate alternative routes, costing both our communities precious time and possibly lives.

Any project that uses Coriander as the main entrance will be sending north bound vehicles down Coriander, Sweet Wind and Vindaloo in the mornings to get to North Meadows or Meadows Boulevard. We as a community would oppose any such project. However, considering the volume of traffic that will be emanating from the proposed 240 units every morning at rush hour when Tyler Park is also using those roads, it becomes clear that this proposed entrance at Coriander and Vindaloo is particularly unsound. Not only does it put cars and pedestrians at risk of being struck by the new influx of vehicles, it presents a congestion issue that promises to delay first responders at high traffic times of the day.

Besides the issues of fire safety, there is the issue of medical responder access. While Tyler Park is a diverse area with residents of all kinds, we are mostly young families and retirees. Many of my neighbors have worked and saved their whole long lives to purchase a home in Tyler Park to be close to a hospital. Many of them are my close personal friends and I have had long conversations with some about their medical challenges, including things like a history of strokes and heart attacks. Both my neighbors and I worry that a day may come when they need an ambulance and cannot get one fast enough. Similarly, my wife and I are not the only young couple that moved to this area to start a family, and there are several families all over Tyler Park who have small children or are planning on having them soon. Not only are children prone to accidents, but there is also the fact that there will come a time when a young expectant mother will find herself having pregnancy complications or going into premature labor. I do not want to have to speak at a funeral for my wife or child and lament that they could have been saved if only the ambulance had gotten there faster. In short, we need to keep our streets as accessible as possible for emergency services, and the both the community as a whole and myself in particular feel the increase in traffic along our streets would render an already unsafe system more dangerous.

We are so concerned about these issues that we gathered together as a community and sent the developer a letter, detailing our major safety issues and imploring them to consider our words as neighbors and friends. Our proposed change (moving the entrance from Coriander and Vindaloo to Saffron Street and North Meadows) would allow the proposed development's residents to avoid our congested and dangerous streets without reducing access to their development in any way, and would require no road or infrastructure changes for the town. Unfortunately the developer did not feel our concerns and first-hand experiences merited a change in their design.

For reasons laid out here and elsewhere, I find myself in the uncomfortable position of having to ask the Town of Castle Rock to reject the current proposal for the development of Lot 1, Block 11, as I would for any proposal that posed a clear and present danger to the community. Again, I am personally opposed to this particular development due to the safety concerns on our streets and access for emergency services. If the Town Council is convinced for whatever reason that this particular development should go ahead at this time, I would ask that the Town Council require the developer to change the entrance from Coriander and Vindaloo to the corner of North Meadows and Saffron Street. While this will not eliminate all our safety concerns, we believe that it will go far in helping to alleviate many of them. I look forward to hearing what the Council has to say on this topic, and I hope we will find a solution that makes all our current and future residents feel safe in their homes.

Sincerely,

Andrew Carda

PS: attached are a few photos of the streets north bound traffic would be going down. While this is no substitute for seeing our streets each and every day, I hope they will show how hair raising it can be to try to drive down our streets, and how it would not take much to render them impassable to emergency vehicles (or even large civilian trucks). There are moments every day that require onlookers and drivers alike to hold their breath. I would also like to mention that a traffic study device was placed at the corner of Sweet Wind and Coriander. If this was to measure traffic on Coriander in relation to the proposed development discussed in the letter above, I feel it important to mention that a great deal of vehicles which utilize the left turn at Coriander from Meadows Boulevard turn onto Vindaloo or the alley before it, completely missing the device but heavily impacting the area which will serve as the main entrance to the proposed development. This includes drivers who live on Elegant and immediately cut over from Coriander via Vindaloo, all the people who live north/east of Sweet Wind (between Sweet Wind and Meadows Boulevard), those visitors coming to see the model homes, all of the Oakwood employees who work in the offices, among others. If the traffic device was placed in relation to a different issue on the corner of Sweet Wind and Coriander, please disregard this.













Sandy Vossler

From: Jill Morgan <run_jill@yahoo.com>
Sent: Tuesday, October 04, 2016 3:33 PM
To: Sandy Vossler
Subject: Tyler Park at the Meadows

Sandy,

I am a resident at Tyler Park, I actually live on Coriander Street and I have some extremely valid concerns regarding the proposed apartments next door to my home. First, I am against the idea of the apartments for all the obvious reasons. Would you want apartments literally next door to your new home?? I believe what's bound to happen is that if the apartments are not stopped, a good portion of Tyler Park community will sell their homes at a under value price which will attract the type if people you would not want to be part of the community of Castle Rock changing the image that the town has strived so hard to achieve. Crime will increase and real safety concerns will come into play.

However, if they cannot be stopped please consider widening Coriander Street to help with the already heavy congestion and moving the entrance to a better location.

I appreciate you taking the time to address my concerns.

Thank you,
Jill MORGAN

Sent from my iPhone

Sandy Vossler

From: Imy Doerfler <imyh@comcast.net>
Sent: Tuesday, October 04, 2016 4:25 PM
To: Sandy Vossler
Cc: tylerparkatthemedadows@gmail.com
Subject: Re: Public Hearing

I am a homeowner in Tyler Park and the following are my concerns regarding the 240 units to be built adjacent to the homes in Tyler Park. Not only will our property values decrease, but our property taxes may increase because more services will be needed to accommodate more residents. Traffic is a major concern already without the additional housing you are proposing. Parking is another issue as there are cars parked on all side streets now by the homeowners of Tyler Park which will only increase causing more parking problems with the addition of new housing. Another concern I have is that a current traffic study has not been done and you are using an outdated traffic study from 2003 in order to make your case. A recent demographic study by Douglas County last year shows "The Meadows" had more growth in the past five years than any other area in Douglas County, and yet there is no new traffic study to go along with this demographic change.

It is our home values and our safety issues to be considered and we have more to lose than those who do not live here, and it is those who do not live here who are making important decisions regarding our neighborhood. I am not naïve and I feel that as a homeowner in Tyler Park that all of our voices should be heard and considered at these public hearings. For the reasons stated above, I am against the construction of the 240 units.

Imogene Doerfler
4228 elegant Street
Castle Rock, CO 80109
3030408-6008
[Email-imyh@comcast.net](mailto:imyh@comcast.net)

GENERAL NOTES

- THE TOWN OF CASTLE ROCK REQUIRES THAT MAINTENANCE ACCESS BE PROVIDED TO ALL STORM DRAINAGE FACILITIES TO ASSURE CONTINUOUS OPERATIONAL CAPABILITY OF THE SYSTEM. THE PROPERTY OWNER, SUBSEQUENT OWNERS, HEIRS, SUCCESSORS AND ASSIGNS SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF ALL DRAINAGE FACILITIES INCLUDING, BUT NOT LIMITED TO, INLETS, PIPES, CULVERTS, CHANNELS, DITCHES, HYDRAULIC STRUCTURES, AND DETENTION BASINS LOCATED ON THIS PROPERTY. UNLESS MODIFIED BY THE SUBDIVISION IMPROVEMENTS AGREEMENT, SHOULD THE OWNER FAIL TO ADEQUATELY MAINTAIN SAID FACILITIES, THE TOWN SHALL HAVE THE RIGHT TO ENTER SAID PROPERTY FOR THE PURPOSES OF OPERATION AND MAINTENANCE. ALL SUCH MAINTENANCE COSTS WILL BE ASSESSED TO THE PROPERTY OWNER, SUBSEQUENT OWNERS, HEIRS, SUCCESSORS AND ASSIGNS. THE MAINTENANCE COSTS SHALL INCLUDE ALL ACTUAL COSTS FOR LABOR, EQUIPMENT AND MATERIALS AND A 25% FEE.
 - PURSUANT TO SECTION 4.3E AND 8.2.3A OF THE TOWN OF CASTLE ROCK LANDSCAPE REGULATIONS THE PROPERTY OWNER, SUBSEQUENT OWNERS, HEIRS, SUCCESSORS AND ASSIGNS SHALL BE RESPONSIBLE FOR THE PROPER MAINTENANCE OF THE AREA SUBJECT TO THE APPROVED SITE DEVELOPMENT PLAN. LANDSCAPING WITHIN PUBLIC RIGHTS-OF-WAY IS TO BE MAINTAINED BY THE ADJACENT PRIVATE PROPERTY OWNER OR THE HOMEOWNER/PROPERTY OWNER ASSOCIATION, AS APPLICABLE. LANDSCAPING SHALL BE CONTINUOUSLY MAINTAINED INCLUDING NECESSARY WATERING, WEEDING, PRUNING, MOWING, PEST CONTROL, AND REPLACEMENT OF DEAD OR DISEASED PLANT MATERIAL UPON WRITTEN NOTICE BY THE TOWN. THE OWNER WILL HAVE 45 DAYS TO CURE OR REPLACE DAMAGED OR DEAD LANDSCAPE MATERIAL. IN THE CASE OF DISEASED LANDSCAPE MATERIAL, A SHORTER COMPLIANCE PERIOD MAY BE SPECIFIED IN SAID NOTICE. THE TOWN OF CASTLE ROCK WATER CONSERVATION ORDINANCE REGULATES TIMES OF SEASONAL IRRIGATION AND PROHIBITS THE WASTING OF POTABLE WATER THROUGH IMPROPER IRRIGATION.
 - THE LANDSCAPE AND IRRIGATION PLANS CONTAINED IN THE SITE DEVELOPMENT PLAN ARE CONCEPTUAL ONLY AND SUBJECT TO CHANGE WITH REVIEW OF THE CONSTRUCTION DOCUMENTS.
 - PER FEMA CLOMER 08-08-0150P-080050 NO FLOODPLAINS EXIST ON SITE.
 - ANY STREET SIGNS, STRIPING, STREET LIGHTS AND CURB RAMPS ARE CONCEPTUAL ONLY AND SUBJECT TO TOWN REVIEW WITH THE CONSTRUCTION DOCUMENTS. THESE ITEMS SHALL COMPLY WITH THE TOWN OF CASTLE ROCK'S REGULATIONS, STANDARDS AND REQUIREMENTS.
 - THE DEVELOPER SHALL CONFORM TO THE TOWN OF CASTLE ROCK 'WATER USE MANAGEMENT PROGRAM IMPLEMENTATION POLICY', AS AMENDED FROM TIME TO TIME, FOR THIS PROJECT.
 - APPROVAL OF THIS CONCEPTUAL SITE DEVELOPMENT PLAN DOES NOT CONSTITUTE APPROVAL OF ANY DEVIATIONS FROM TOWN OF CASTLE ROCK REGULATIONS AND STANDARDS. ALL DEVIATIONS FROM TOWN REGULATIONS AND STANDARDS ARE SUBJECT TO THE APPROPRIATE PROCEDURES FOR APPROVAL.
 - NO SOLID OBJECT (EXCLUDING FIRE HYDRANTS, TRAFFIC CONTROL DEVICES AND TRAFFIC SIGNS) EXCEEDING THIRTY (30) INCHES IN HEIGHT ABOVE THE FLOWLINE ELEVATIONS OF THE ADJACENT STREET, INCLUDING BUT NOT LIMITED TO BUILDINGS, UTILITY CABINETS, WALLS, FENCES, LANDSCAPE PLANTINGS, CROPS, CUT SLOPES, AND BERMS SHALL BE PLACED WITHIN SIGHT DISTANCE LINES AND SIGHT DISTANCE EASEMENTS.
 - ALL UTILITY AND SIGHT DISTANCE EASEMENTS AS SHOWN ON THE SITE DEVELOPMENT PLAN SHALL BE GRANTED TO THE TOWN OF CASTLE ROCK WITH THE PLAT.
 - THIS SITE IS ZONED TC (TOWN CENTER) PER THE MEADOWS PD AMENDMENT 4.
 - UNLESS OTHERWISE NOTED, ALL LOTS SHALL HAVE A 10-FOOT UTILITY EASEMENT ALONG THE FRONT AND REAR LOT LINES AND ALONG ALL PUBLIC RIGHTS-OF-WAY AND SHALL HAVE 5-FOOT UTILITY EASEMENTS ALONG EACH SIDE LOT LINE. THESE UTILITY EASEMENTS ARE FOR THE INSTALLATION, MAINTENANCE AND OPERATION OF UTILITIES AND DRAINAGE FACILITIES INCLUDING, BUT NOT LIMITED TO STREET LIGHTS, ELECTRIC LINES, GAS LINES, CABLE TELEVISION LINES, FIBER OPTIC LINES AND TELEPHONE LINES, AS WELL AS PERPETUAL RIGHT FOR INGRESS AND EGRESS FOR INSTALLATION, MAINTENANCE AND REPLACEMENT OF SUCH LINES.
 - A SIGN PERMIT FOR EACH SIGN MUST BE OBTAINED FROM THE TOWN OF CASTLE ROCK BUILDING DIVISION PRIOR TO PLACING ANY SIGN ON THE PROPERTY.
 - ALL SIGNS MUST COMPLY WITH THE PROVISIONS OF TITLE 19 (SIGN CODE REGULATIONS) OF THE MUNICIPAL CODE.
- FIRE NOTES**
- IF FIRE APPARATUS ACCESS ROADS OR WATER SUPPLY FOR FIRE PROTECTION IS REQUIRED TO BE INSTALLED, SUCH PROTECTION SHALL BE INSTALLED AND MADE SERVICEABLE PRIOR TO VERTICAL CONSTRUCTION.
 - FIRE HYDRANT(S) ARE REQUIRED TO BE INSTALLED AND MADE SERVICEABLE PRIOR TO AND DURING THE TIME OF CONSTRUCTION.
 - APPROVED FIRE APPARATUS ACCESS ROADS SHALL BE PROVIDED FOR EVERY FACILITY, BUILDING OR PORTION OF A BUILDING CONSTRUCTED OR MOVED INTO, OR WITHIN THE JURISDICTION. THE FIRE APPARATUS ACCESS ROAD SHALL EXTEND TO WITHIN 150 FEET OF ALL PORTIONS OF THE FACILITY AND ALL PORTIONS OF THE EXTERIOR WALLS OF THE FIRST STORY OF THE BUILDING AS MEASURED BY AN APPROVED ROUTE AROUND THE EXTERIOR OF THE BUILDING OR FACILITY.
 - DEAD-END FIRE ACCESS ROADS IN EXCESS OF 150 FEET SHALL PROVIDE AN APPROVED AREA FOR TURNING AROUND FIRE APPARATUS.
 - FIRE APPARATUS ACCESS ROADS SHALL HAVE AN UNOBSTRUCTED WIDTH OF NOT LESS THAN 20 FEET, EXCLUSIVE OF SHOULDERS, EXCEPT FOR APPROVED SECURITY GATES AND AN UNOBSTRUCTED VERTICAL CLEARANCE OF NOT LESS THAN 13 FEET, 8 INCHES.
 - FIRE APPARATUS ACCESS ROADS SHALL BE DESIGNED AND MAINTAINED TO SUPPORT THE IMPOSED LOADS OF FIRE APPARATUS WEIGHING AT LEAST 75,000 POUNDS, AND SHALL BE SURFACED SO AS TO PROVIDE ALL-WEATHER DRIVING CAPABILITIES. THE TERM 'ALL-WEATHER DRIVING CAPABILITIES' HAS BEEN INTERPRETED TO MEAN EITHER CONCRETE OR ASPHALT, OR OTHER APPROVED DRIVING SURFACE DESIGNED BY AN ENGINEER AND APPROVED BY THE FIRE DEPARTMENT.
 - 'NO PARKING FIRE LANE' SIGNS ARE REQUIRED IN AREAS THAT MEET THE FOLLOWING CRITERIA AND IN AREAS DESIGNATED BY THE FIRE PREVENTION BUREAU. SIGNS SHALL BE POSTED ON BOTH SIDES OF FIRE ACCESS ROADWAYS, PUBLIC OR PRIVATE ROADWAYS AND DRIVEWAYS LESS THAN 20 FEET WIDE. SIGNS SHALL BE POSTED ON ONE SIDE ONLY OF FIRE ACCESS ROADWAYS, PUBLIC OR PRIVATE ROADWAYS OR DRIVEWAYS BETWEEN 20 FEET WIDE AND 32 FEET WIDE. NO SIGNAGE IS REQUIRED FOR FIRE ACCESS ROADWAYS, PUBLIC OR PRIVATE ROADWAYS OR DRIVEWAYS GREATER THAN OR EQUAL TO 32 FEET WIDE.
 - IT IS THE RESPONSIBILITY OF THE PROPERTY OWNER TO MAINTAIN DRIVE LANES FOR EMERGENCY VEHICLE INGRESS AND EGRESS, INCLUDING SNOW REMOVAL.

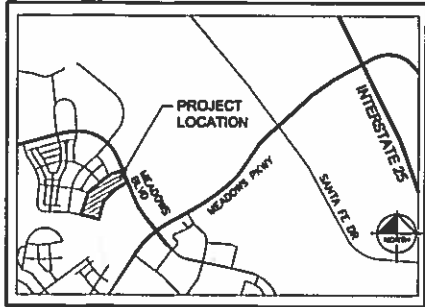
WATER RIGHTS DEDICATION AGREEMENT

THE PROVISION OF MUNICIPAL WATER TO THIS SUBDIVISION IS SUBJECT TO THE TERMS AND CONDITIONS OF THE MEADOWS (FOURTH AMENDMENT) DEVELOPMENT AGREEMENT, RECORDED ON THE 10TH DAY OF JULY, 2003 AT RECEPTION NO. 2003102268 AND ACCORDINGLY 157.3 SFS ARE DEDICATED FROM THE WATER BANK.

SITE DEVELOPMENT PLAN
LOT 1, BLOCK 11, THE MEADOWS FILING NO. 20, PHASE I
LOCATED IN THE NORTHEAST QUARTER OF SECTION 33, TOWNSHIP 7
SOUTH, RANGE 67 WEST OF THE SIXTH PRINCIPAL MERIDIAN, TOWN
OF CASTLE ROCK, COUNTY OF DOUGLAS, STATE OF COLORADO.
SDP16-0015

ABBREVIATIONS

APPO	APPROVED
APPROX	APPROXIMATE
CTV	CABLE TELEVISION
CY	CUBIC YARDS
E	ELECTRIC
ELEC	ELECTRIC
EP	EDGE OF PAVEMENT
EX	EXISTING
FL	FLOW LINE
FO	FIBER OPTIC
G	GAS
HP	HIGH POINT
IRRG	IRRIGATION
LF	LINEAR FEET
LP	LOW POINT
LS	LUMP SUM
MAX	MAXIMUM
MH	MANHOLE
MIN	MINIMUM
NUMBER	NUMBER
NTS	NOT TO SCALE
PC	POINT OF CURVATURE
PROPOSED	PROPOSED
PSI	POUNDS PER SQUARE INCH
PT	POINT OF TANGENCY
REV	REVISION
ROW	RIGHT-OF-WAY
SD	STORM DRAIN
SF	SQUARE FEET
SS	SANITARY SEWER
ST	STREET
STA	STATION
SW	SIDEWALK
SY	SQUARE YARDS
T	TOP OF CURB
TC	TELEPHONE
TYP	TYPICAL
VAR	VARIABLE
W	WATER



VICINITY MAP
1" = 2000'

SHEET NO.	SHEET INDEX
1	COVER SHEET
2	SITE PLAN
3	SITE PLAN
4	GRADING PLAN
5	GRADING PLAN
6	UTILITY PLAN
7	UTILITY PLAN
8	LANDSCAPE COVER SHEET
9	PRELIMINARY LANDSCAPE PLAN
10	PRELIMINARY LANDSCAPE PLAN
11	PRELIMINARY LANDSCAPE PLAN
12	PRELIMINARY LANDSCAPE PLAN
13	PRELIMINARY LANDSCAPE PLAN
14	PRELIMINARY LANDSCAPE PLAN
15	BUILDING ELEVATIONS
16	BUILDING ELEVATIONS
17	BUILDING ELEVATIONS
18	BUILDING ELEVATIONS
19	BUILDING ELEVATIONS
20	ELECTRICAL SITE LIGHTING PLAN
21	ELECTRICAL SITE PHOTOMETRIC LIGHTING CUTSHEETS
22	SAFFRON DRIVE SECTION (FOR REFERENCE ONLY)

SUMMARY TABLE

LAND AREA WITHIN PROPERTY LINES	645,995 SF. - 14.83 AC
ZONING	TOWN CENTER (TC)
NUMBER OF BUILDINGS	24+1
TOTAL GROSS FLOOR AREA	408,000 SF.
BUILDING SETBACKS AND SEPARATIONS	12'
MAXIMUM HEIGHT OF BUILDINGS	35'
TOTAL BUILDING COVERAGE	216,774 SF.
PARKING COVERAGE	67,032 SF.
STREET COVERAGE	113,201 SF.
OPEN SPACE/LANDSCAPED COVERAGE	248,988 SF.
TOTAL NUMBER OF PARKING SPACES	432

REQUIRED PARKING TABULATION:

REQ. SPACES/UNIT TYPE	UNITS ON SITE	REQ. SPACES
1/1 BEDROOM	98	98
2/2 BEDROOM	98	192
3/3 BEDROOM	48	144

PARKING TABULATION:

ON-SITE PARKING	REQUIRED	PROVIDED
STANDARD SPACES:	432	432
ACCESSIBLE SPACES:	9	9
VAN ACCESSIBLE SP:	2	2
PARKING TYPE	COUNT	
GARAGE SPACES:	288	
SURFACE SPACES:	124	
TANDEM SPACES:	20	

OWNER/DEVELOPER

THE GARRETT COMPANIES
KEN KOZOL
435 E MAIN STREET
SUITE 220
GREENWOOD, INDIANA 46143
(317) 886-7923

SURVEYOR

AZTEC CONSULTANTS, INC.
DEREK S. BROWN, PLS
300 EAST MINERAL AVENUE
SUITE 1
LITTLETON, CO 80122
(303) 327-7516

ARCHITECT

HUMPHREYS & PARTNERS ARCHITECTS, L.P.
CHARLES SWANSON
5339 ALPHA ROAD
SUITE 300
DALLAS, TX 75240
(972) 701-9636

MEP

APTUS ENGINEERING
SUJAY REGA
3400 TRAWNSOCK DRIVE
AUSTIN, TX 78748
(512) 872-5059

LANDSCAPE ARCHITECT

HPLA
DAN ERLANDSON
5339 ALPHA ROAD
SUITE 300
DALLAS, TX 75240
(972) 701-9636

STRUCTURAL ENGINEER

INTEGRITY STRUCTURAL CONSULTANTS
BEN JOHNSON
12777 JONES ROAD
SUITE 388
HOUSTON, TX 77070
(281) 894-7099

LEGEND

---	PROPERTY LINE
---	SETBACK
---	EASEMENT
---	PROPOSED CONTOURS
---	EXISTING CONTOUR
X	FENCE
---	PROPOSED STORM SEWER
---	PROPOSED ROOF DRAIN
---	PROPOSED SANITARY SEWER
---	PROPOSED WATER LINE
---	PROPOSED FIRE WATER LINE
---	PROPOSED STORM INLET
---	PROPOSED FIRE HYDRANT
---	PROPOSED WATER VALVE
---	PROPOSED WATER LINE BEND AND THRUST BLOCK

BENCHMARK AND DATUM

DOUGLAS COUNTY GIS MONUMENT 2.015030 BEING A 3" BRASS CAP LOCATED APPROXIMATELY 400 FEET NORTHEAST OF THE BNSF RAILROAD IN THE NORTHWEST QUARTER OF SECTION 27, T7S, R67 W, 6TH PM.

ALL ELEVATIONS ARE BASED ON DATUM NAVD 1988, ELEVATION=6082.17

BASIS OF BEARINGS

BEARINGS SHOWN HEREON ARE BASED ON THE EAST LINE OF SECTION 33 AND IS ASSUMED TO BEAR SOUTH 01°03'47" EAST, A DISTANCE OF 5451.83 FEET BETWEEN THE MONUMENTS SHOWN HEREON.

LEGAL DESCRIPTION

A PARCEL OF LAND BEING ALL OF LOT, BLOCK 11, THE MEADOWS FILING NO. 20, PHASE I FINAL PLAT AS RECORDED UNDER RECEPTION NO. 2005007828 IN THE RECORDS OF THE DOUGLAS COUNTY CLERK AND RECORDER'S OFFICE TOGETHER WITH A PORTION OF BILBERRY STREET RIGHT-OF-WAY AS SHOWN ON SAID PLAT OF THE MEADOWS FILING NO. 20, PHASE I, LOCATED WITHIN THE NORTHEAST QUARTER OF SECTION 33, TOWNSHIP 7 SOUTH, RANGE 67 WEST OF THE SIXTH PRINCIPAL MERIDIAN, TOWN OF CASTLE ROCK, COUNTY OF DOUGLAS, STATE OF COLORADO.

SURVEYOR'S CERTIFICATE

I, DEREK S. BROWN, A REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THE SURVEY AND LEGAL DESCRIPTION REPRESENTED BY THIS SITE DEVELOPMENT PLAN WAS MADE UNDER MY SUPERVISION AND THE MONUMENTS SHOWN THEREON ACTUALLY EXIST AND THIS SITE DEVELOPMENT PLAN ACCURATELY REPRESENTS THAT SURVEY.

FOR AND ON BEHALF OF AZTEC CONSULTANTS, INC.

REGISTERED LAND SURVEYOR
DEREK S. BROWN

LIENHOLDER SUBORDINATION CERTIFICATE

THE UNDERSIGNED ARE ALL THE MORTGAGEES AND LIENHOLDERS OF CERTAIN LANDS IN THE TOWN OF CASTLE ROCK, COUNTY OF DOUGLAS AND STATE OF COLORADO DESCRIBED IN THE UNDERSIGNED BENEFICIARY OF THE LIEN CREATED BY THE INSTRUMENT RECORDED AT RECEPTION NO. DOUGLAS COUNTY, COLORADO, SUBORDINATES THE SUBJECT LIEN TO THE TERMS, CONDITIONS AND RESTRICTIONS OF THIS DOCUMENT.

CASTLE ROCK LAND CO., LLC, A COLORADO LIMITED LIABILITY COMPANY

SIGNED THIS _____ DAY OF _____ 20____

NOTARY BLOCK

SUBSCRIBED AND SWORN TO BEFORE ME THIS _____ DAY OF _____

20____ BY _____ AS _____
OF CASTLE ROCK LAND CO., LLC, WITNESS MY HAND AND OFFICIAL SEAL.

NOTARY PUBLIC

MY COMMISSION EXPIRES: _____

CIVIL ENGINEER'S STATEMENT

I, RANDALL J. PHELPS, BEING A REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF COLORADO, HEREBY ATTEST THAT ALL GRADING, UTILITY AND DRAINAGE IMPROVEMENTS IDENTIFIED ON THIS SITE DEVELOPMENT PLAN HAVE BEEN DESIGNATED AND ENGINEERED IN CONFORMANCE WITH ALL TOWN OF CASTLE ROCK PUBLIC WORKS CONSTRUCTION STANDARDS.

FOR AND ON BEHALF OF KIMLEY-HORN AND ASSOCIATES, INC.

REGISTERED PROFESSIONAL ENGINEER
RANDALL J. PHELPS, P.E. CO 35204

TITLE CERTIFICATION

I, _____ AN AUTHORIZED REPRESENTATIVE OF _____ A TITLE INSURANCE COMPANY LICENSED TO DO BUSINESS IN THE STATE OF COLORADO, HAVE MADE AN EXAMINATION OF THE PUBLIC RECORDS AND STATE THAT ALL OWNERS, MORTGAGEES AND LIENHOLDERS OF THE PROPERTY ARE LISTED IN THE CERTIFICATE OF OWNERSHIP AND LIENHOLDER SUBORDINATION CERTIFICATE.

AUTHORIZED REPRESENTATIVE

TITLE COMPANY

SIGNED THIS _____ DAY OF _____ 20____

NOTARY BLOCK

SUBSCRIBED AND SWORN TO BEFORE ME THIS _____ DAY OF _____

20____ BY _____ AS _____
OF _____ WITNESS MY HAND AND OFFICIAL SEAL.

NOTARY PUBLIC

MY COMMISSION EXPIRES: _____

DOUGLAS COUNTY CLERK AND RECORDER CERTIFICATE

THIS SITE DEVELOPMENT PLAN WAS FILED FOR RECORD IN THE OFFICE OF THE COUNTY CLERK AND RECORDER OF DOUGLAS COUNTY AT _____ DAY OF _____ 20____ AT RECEPTION NO. _____

DOUGLAS COUNTY CLERK AND RECORDER

BY: _____ DEPUTY

OWNERSHIP CERTIFICATE

THE UNDERSIGNED ARE ALL THE OWNERS OF CERTAIN LANDS IN THE TOWN OF CASTLE ROCK, COUNTY OF DOUGLAS AND STATE OF COLORADO DESCRIBED HEREIN.

CASTLE ROCK DEVELOPMENT COMPANY, INC.

SIGNED THIS _____ DAY OF _____ 20____

NOTARY BLOCK

SUBSCRIBED AND SWORN TO BEFORE ME THIS _____ DAY OF _____

20____ BY _____ AS _____
OF CASTLE ROCK DEVELOPMENT COMPANY, INC. WITNESS MY HAND AND OFFICIAL SEAL.

NOTARY PUBLIC

MY COMMISSION EXPIRES: _____

Kimley»Horn
2016 KIMLEY-HORN AND ASSOCIATES, INC.
4582 S. Ulster Street, Suite 1500
Denver, Colorado 80237 (303) 228-2300

DESIGNED BY: CHR
DRAWN BY: CHR
CHECKED BY: RJP
DATE: 9/12/16

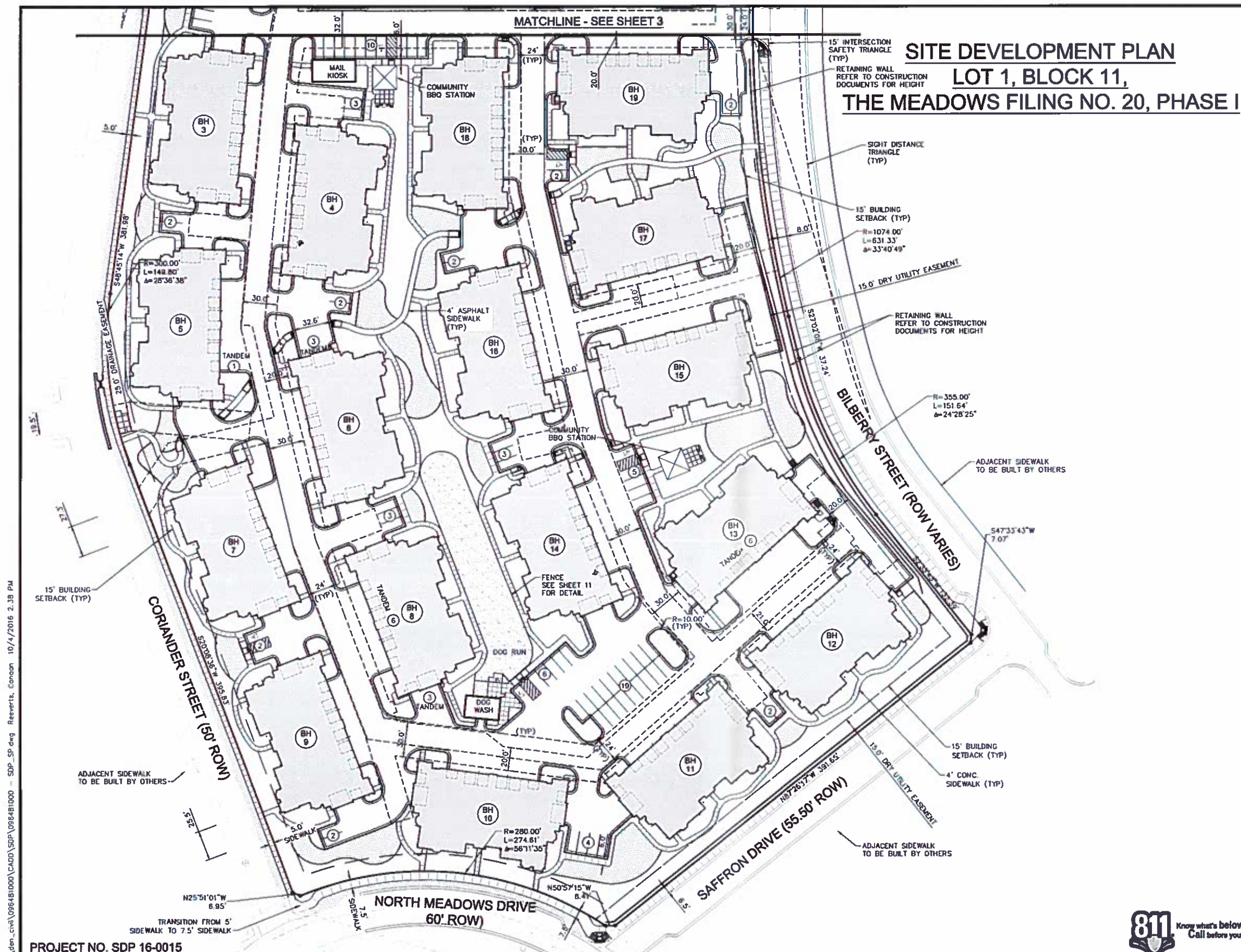
PROJECT NO. SDP 16-0015
LOT 1, BLOCK 11, THE MEADOWS FILING NO. 20, PHASE I
SITE DEVELOPMENT PLAN
COVER SHEET

PRELIMINARY
FOR REVIEW ONLY
NOT FOR
CONSTRUCTION
Kimley»Horn
Kimley-Horn and Associates, Inc.

PROJECT NO.
096481000

SHEET

1









SITE DEVELOPMENT PLAN

LOT 1, BLOCK 11, MEADOWS FILING NO. 20, PHASE I

[illegible]

Kimley»»Horn
 2015 KIMLEY-HORN AND ASSOCIATES, INC.
 4584 S. Ulster Street, Suite 1000
 Denver, Colorado 80237 (303) 738-6100

DESIGNED BY: CHR
 DRAWN BY: CTM
 CHECKED BY: RJP
 DATE: 9/12/16

-  PROPOSED BUILDING
 PROPOSED DOWNSPOUT
 (SEE CONSTRUCTION PLANS)
 LANDSCAPE MATERIAL ALT 1
 (REFER TO LANDSCAPE PLANS)
 LANDSCAPE MATERIAL ALT 2
 (REFER TO LANDSCAPE PLANS)
 HARDSCAPE MATERIAL
 (REFER TO LANDSCAPE PLANS)
 LANDSCAPE EDGER
 (REFER TO LANDSCAPE PLANS)
 ③ PARKING COUNT

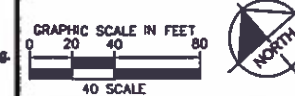
- NOTES:**
1. EXISTING ZONING IS TOWN CENTER (TC). EXISTING LAND-USE IS UNDEVELOPED.
 2. SIDEWALKS ADJACENT TO "HEAD-IN" PARKING ARE 6' WIDE. ALL OTHER SIDEWALKS INTERNAL TO THE PROPERTY LINE ARE 4' WIDE UNLESS OTHERWISE NOTED.
 3. ALL DRIVE AISLES ARE 24' WIDE UNLESS OTHERWISE NOTED. IRREGULAR DRIVE AISLE WIDTHS GREATER THAN 24' WIDE ARE NOTED ON THE CONSTRUCTION DOCUMENTS.
 4. ALL LINES DRAWN INTERNAL TO THE BUILDINGS ARE FOR ARCHITECTURAL PURPOSES ONLY AND ARE TO BE REVIEWED ON THE CONSTRUCTION DOCUMENT PLANS.

BENCHMARK AND DATUM
DOUGLAS COUNTY GIS MONUMENT 2 015030 BEING
A 3" BRASS CAP LOCATED APPROXIMATELY 400
FEET NORTHEAST OF THE BNSF RAILROAD IN THE
NORTHWEST QUARTER OF SECTION 27, T7S, R87
W, 8TH PM.
ALL ELEVATIONS ARE BASED ON DATUM NAVD
1988. ELEVATION=6082.17

PROJECT NO. SDP 16-0015
LOT 1, BLOCK 11, THE MEADOWS FILING NO. 20, PHASE 1
SITE DEVELOPMENT PLAN
SITE PLAN

FOR REVIEW ONLY
NOT FOR
CONSTRUCTION
Kimley»Horn
Kimley-Horn and Associates, Inc.

PROJECT NO. 096481000
SHEET 2



SITE DEVELOPMENT PLAN
LOT 1, BLOCK 11,
THE MEADOWS FILING NO. 20, PHASE I



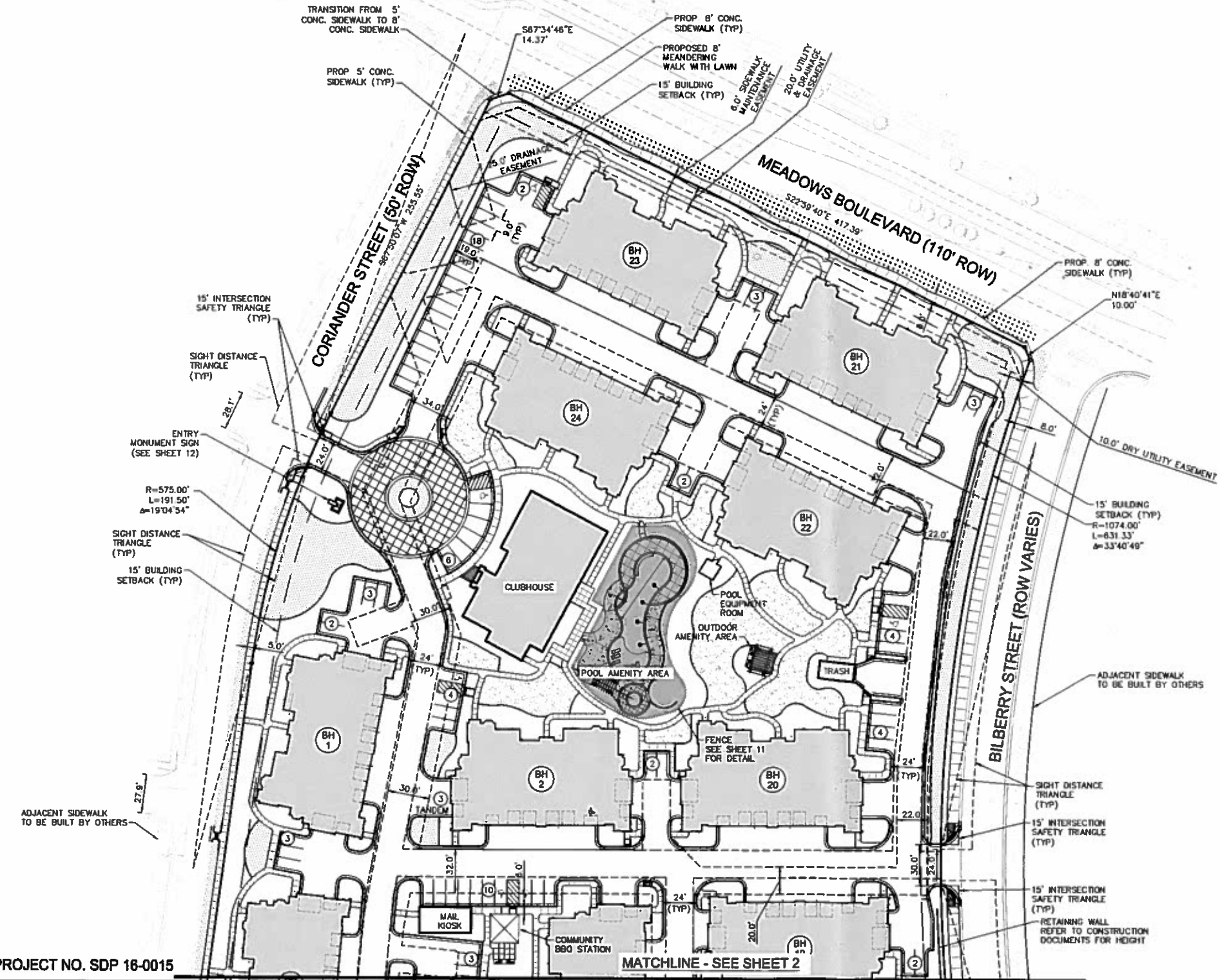
NO.	REVISION	DATE	BY	APP.
1	SITE DEVELOPMENT PLAN	10/04/16	CHR	RJP

Kimley»Horn
2015 KIMLEY-HORN AND ASSOCIATES, LLC
4582 S. Ute Street, Suite 1500
Denver, Colorado 80237 (303) 228-2300

DESIGNED BY: CHR
DRAWN BY: CDM
CHECKED BY: RJP
DATE: 9/12/16

PROJECT NO. SDP 16-0015
LOT 1, BLOCK 11, THE MEADOWS FILING NO. 20, PHASE I
SITE DEVELOPMENT PLAN
SITE PLAN

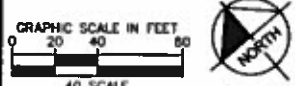
FOR REVIEW ONLY
NOT FOR CONSTRUCTION
Kimley»Horn
Kimley-Horn and Associates, Inc.
PROJECT NO. 096481000
SHEET 3



- PROPOSED BUILDING (SEE CONSTRUCTION PLANS)
- PROPOSED DOWNSPOUT (SEE CONSTRUCTION PLANS)
- LANDSCAPE MATERIAL ALT. 1 (REFER TO LANDSCAPE PLANS)
- LANDSCAPE MATERIAL ALT. 2 (REFER TO LANDSCAPE PLANS)
- HARDSCAPE MATERIAL (REFER TO LANDSCAPE PLANS)
- LANDSCAPE EDGER (REFER TO LANDSCAPE PLANS)
- PARKING COUNT

- NOTES:
- EXISTING ZONING IS TOWN CENTER (TC). EXISTING LAND-USE IS UNDEVELOPED.
 - SIDEWALKS ADJACENT TO "HEAD-IN" PARKING ARE 6' WIDE. ALL OTHER SIDEWALKS INTERNAL TO THE PROPERTY LINE ARE 4' WIDE UNLESS OTHERWISE NOTED.
 - ALL DRIVE AISLES ARE 24' WIDE UNLESS OTHERWISE NOTED. IRREGULAR DRIVE AISLE WIDTHS GREATER THAN 24' WIDE ARE NOTED ON THE CONSTRUCTION DOCUMENTS.
 - ALL LINES DRAWN INTERNAL TO THE BUILDINGS ARE FOR ARCHITECTURAL PURPOSES ONLY AND ARE TO BE REVIEWED ON THE CONSTRUCTION DOCUMENT PLANS.

BENCHMARK AND DATUM
DODGE COUNTY GIS MONUMENT 2 (05030) BEING A 3" BRASS CAP LOCATED APPROXIMATELY 400 FEET NORTHEAST OF THE DWP RAILROAD IN THE NORTHWEST QUARTER OF SECTION 27, T7S, R67 W, 6TH PM.
ALL ELEVATIONS ARE BASED ON DATUM HAVD 1981, ELEVATION=6082.17



PROJECT NO. SDP 16-0015

MATCHLINE - SEE SHEET 2

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SITE DEVELOPMENT PLAN
RETAINING WALL
REF. TO CONSTRUCTION
DOCUMENTS FOR HEIGHT
LOT 1, BLOCK 11,
THE MEADOWS FILING NO. 20, PHASE I

Kimley»»Horn
2015 KIMLEY-HORN AND ASSOCIATES, INC.
2505 S. Millard Street, Suite 1600,
Denver, CO 80222

DESIGNED BY: CHR
DRAWN BY: CTM
CHECKED BY: RJP
DATE: 9/12/16

PROJECT NO. SDP 16-0015
LOT 1, BLOCK 11, THE MEADOWS FILING NO. 20, PHASE 1
SITE DEVELOPMENT PLAN
GRADING PLAN

FOR REVIEW ONLY
NOT FOR
CONSTRUCTION
Kimley-Horn
Kimley-Horn and Associates, Inc.

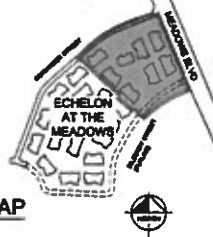
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BENCHMARK AND DATUM
DOUGLAS COUNTY GIS MONUMENT 2.015030 BEING
A 3" BRASS CAP LOCATED APPROXIMATELY 400
FEET NORTHEAST OF THE BNSF RAILROAD IN THE
NORTHEAST QUARTER OF SECTION 27, T7S, R67
W, 6TH PM.
ALL ELEVATIONS ARE BASED ON DATUM NAD83
1988, ELEVATION=6062.17



SITE DEVELOPMENT PLAN
LOT 1, BLOCK 11,
THE MEADOWS FILING NO. 20, PHASE I

KEYMAP
N.T.S.



Kimley»Horn

2015 KIMLEY-HORN AND ASSOCIATES, INC.
4582 S. Ute Street, Suite 1500
Denver, Colorado 80237 (303) 228-2300

DESIGNED BY: CHR
DRAWN BY: CTM
CHECKED BY: RJP
DATE: 9/12/16

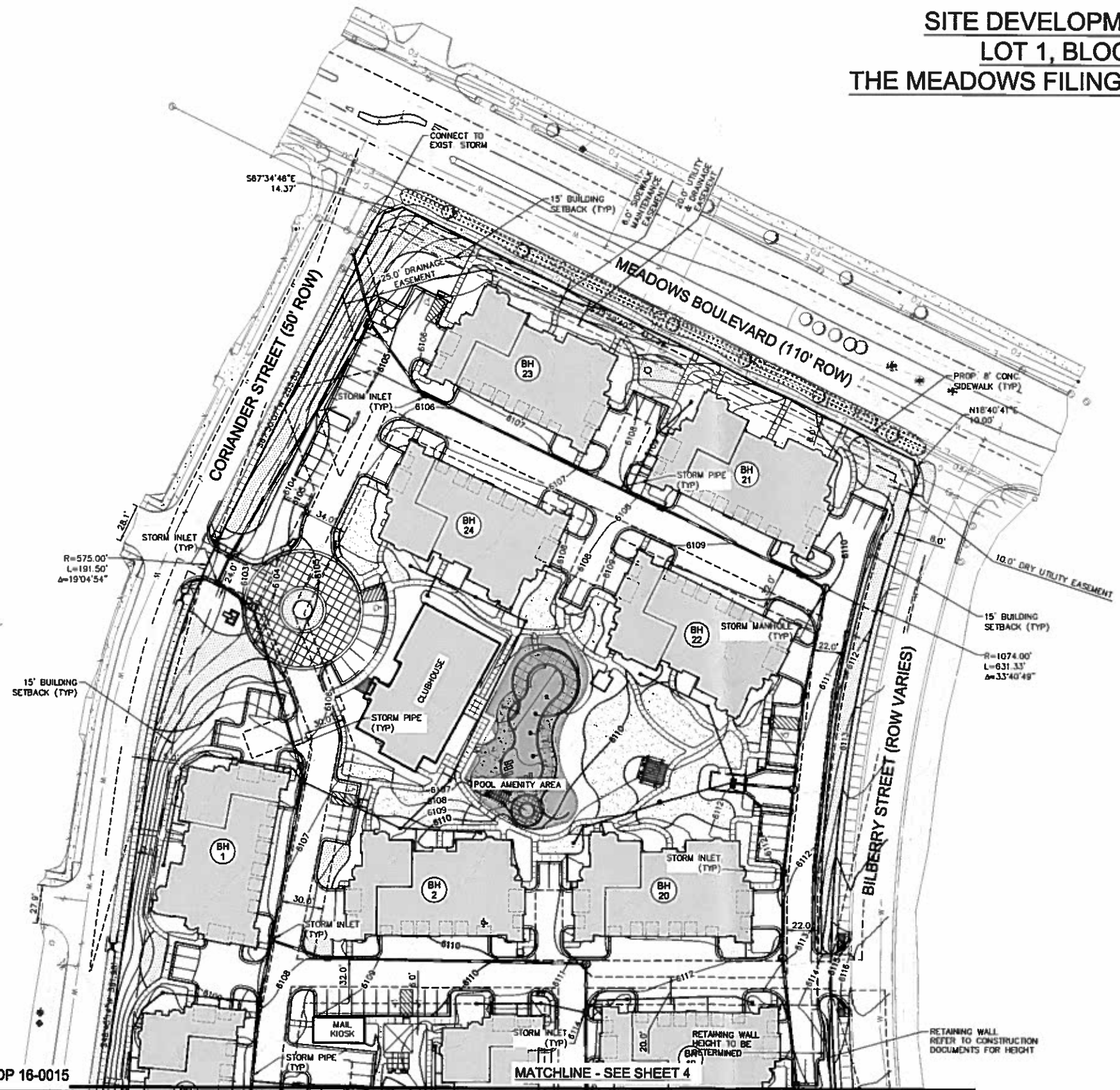
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LOT 1, BLOCK 11, THE MEADOWS FILING NO. 20, PHASE I
SITE DEVELOPMENT PLAN
GRADING PLAN

FOR REVIEW ONLY
NOT FOR
CONSTRUCTION
Kimley»Horn
Kimley-Horn and Associates, Inc.

PROJECT NO.
096-481000
SHEET
5

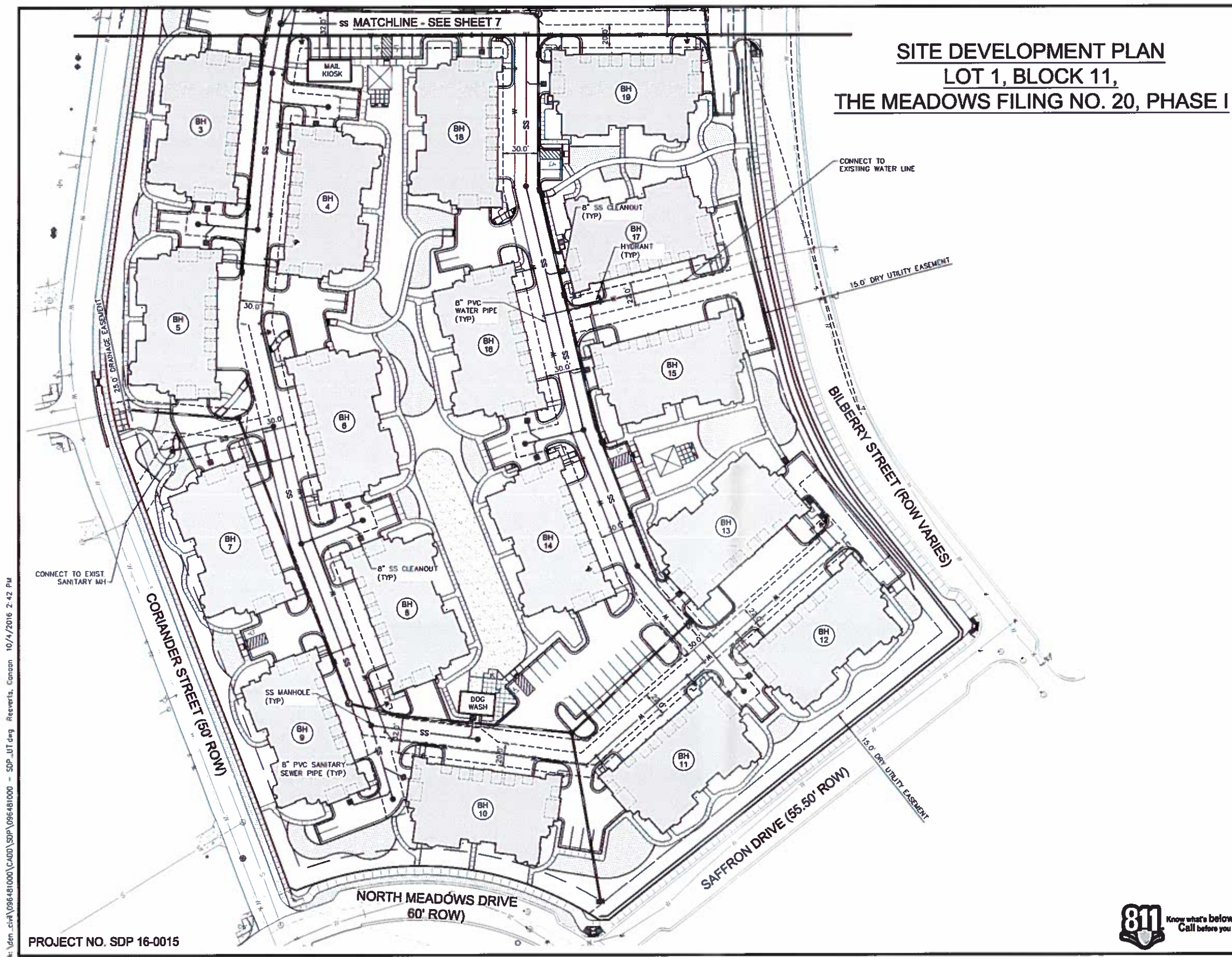
BENCHMARK AND DATUM
DOUGLAS COUNTY GIS MONUMENT 2.015030 BEING
A 3" BRASS CAP LOCATED APPROXIMATELY 400
FEET NORTHEAST OF THE BRISTOL RAILROAD IN THE
NORTHWEST QUARTER OF SECTION 27, T7S, R87
W, 8TH PM.
ALL ELEVATIONS ARE BASED ON DATUM NAVD
1988, ELEVATION=6063.17

GRAPHIC SCALE IN FEET
0 20 40 80
40 SCALE



PROJECT NO. SDP 16-0015

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SITE DEVELOPMENT PLAN
LOT 1, BLOCK 11,
THE MEADOWS FILING NO. 20, PHASE I



NO.	REVISION	BY	DATE	APP.
1	SITE DEVELOPMENT PLAN	CHR	10/04/16	RJP

Kimley»Horn
2015 KIMLEY-HORN AND ASSOCIATES, INC.
4582 S. Ulster Street, Suite 1500
Denver, Colorado 80237 (303) 228-2300

DESIGNED BY: CHR
DRAWN BY: CTM
CHECKED BY: RJP
DATE: 9/12/16

PROJECT NO. SDP 16-0015
LOT 1, BLOCK 11, THE MEADOWS FILING NO. 20, PHASE I
SITE DEVELOPMENT PLAN
UTILITY PLAN

FOR REVIEW ONLY
NOT FOR
CONSTRUCTION

Kimley»Horn
Kimley-Horn and Associates, Inc.

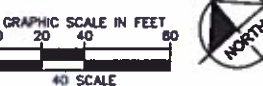
PROJECT NO.
096481000

SHEET
6

- NOTES:
1. ALL PROPOSED EASEMENTS MUST BE RECORDED PRIOR TO ISSUANCE OF CONSTRUCTION PERMITS.
 2. THE MINIMUM SEPARATION BETWEEN WATER SERVICE LINES IS 5 FEET.
 3. ALL SANITARY SEWER PIPES, WATER PIPES, AND STORM SEWER PIPES MAINTAIN A MINIMUM 10' O.C. SEPARATION.
 4. THIS SITE IS LOCATED WITHIN THE TOWN OF CASTLE ROCK YELLOW WATER PRESSURE ZONE.

BENCHMARK AND DATUM
DOUGLAS COUNTY QCS MONUMENT 2.015030 BEING A 3" BRASS CAP LOCATED APPROXIMATELY 400 FEET NORTHEAST OF THE BNSF RAILROAD IN THE NORTHWEST QUARTER OF SECTION 27, T7S, R87 W, 6TH PM.

ALL ELEVATIONS ARE BASED ON DATUM NAD83
1988, ELEVATION=6082.17

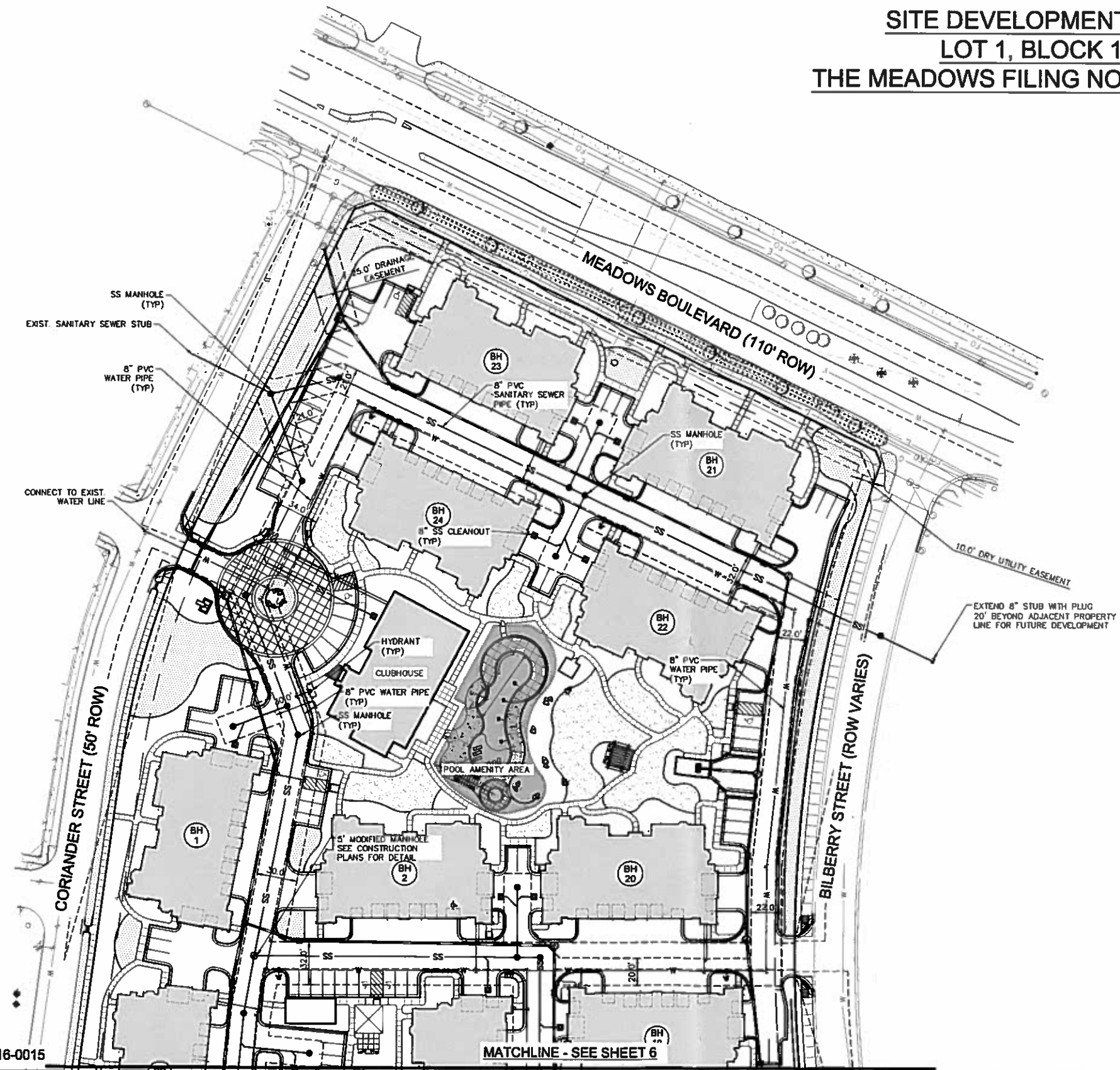


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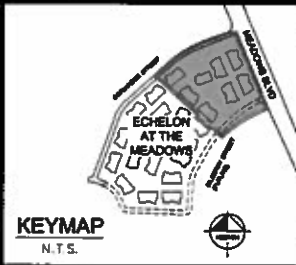
PROJECT NO. SDP 16-0015

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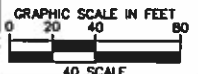


SITE DEVELOPMENT PLAN
LOT 1, BLOCK 11,
THE MEADOWS FILING NO. 20, PHASE I



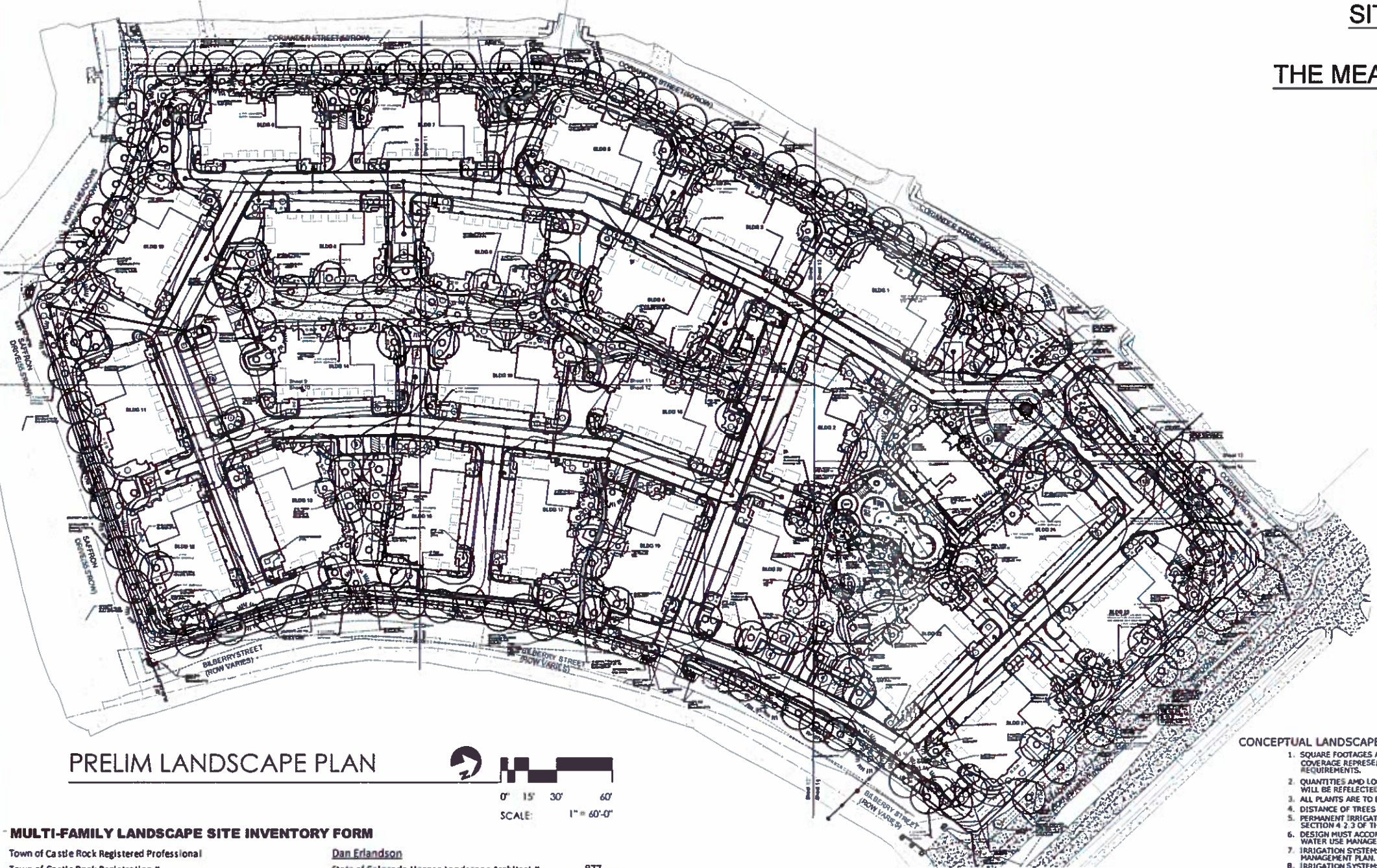
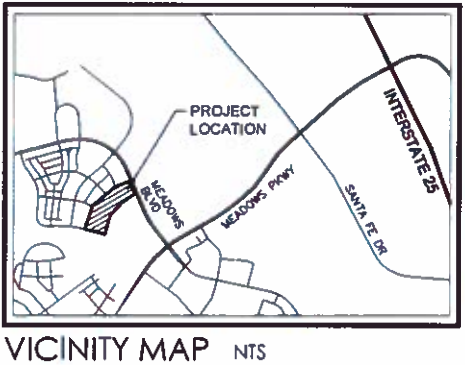
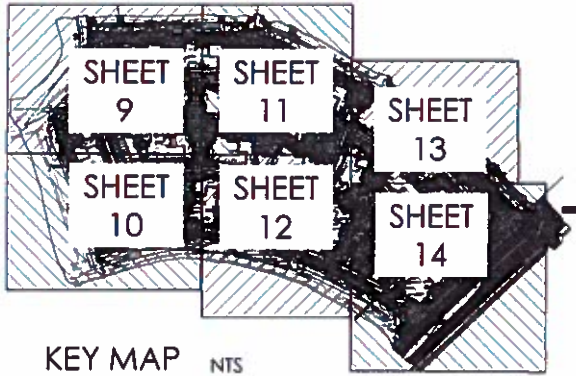
- NOTES:
1. ALL PROPOSED EASEMENTS MUST BE RECORDED PRIOR TO ISSUANCE OF CONSTRUCTION PERMITS.
 2. THE MINIMUM SEPARATION BETWEEN WATER SERVICE LINES IS 5 FEET
 3. ALL SANITARY SEWER PIPES, WATER PIPES, AND STORM SEWER PIPES MAINTAIN A MINIMUM 10' O.C. SEPARATION
 4. THIS SITE IS LOCATED WITHIN THE TOWN OF CASTLE ROCK YELLOW WATER PRESSURE ZONE

BENCHMARK AND DATUM
DOUGLAS COUNTY CS MONUMENT 2.015030 BEING A 3" BRASS CAP LOCATED APPROXIMATELY 400 FEET NORTHEAST OF THE BNSF RAILROAD IN THE NORTHWEST QUARTER OF SECTION 27, T7S, R67 W, 6TH PM.
ALL ELEVATIONS ARE BASED ON DATUM HAVD 1988, ELEVATION=6062.17



Kimley»Horn 2015 KIMLEY-HORN AND ASSOCIATES, INC. 4582 S. Ute Street, Suite 1500 Denver, Colorado 80237 (303) 228-2300	
DESIGNED BY: CHR	10/04/16
DRAWN BY: CTM	BY
CHECKED BY: RJP	DATE
DATE: 9/12/16	APPR
PROJECT NO. SDP 16-0015	
LOT 1, BLOCK 11, THE MEADOWS FILING NO. 20, PHASE I	
SITE DEVELOPMENT PLAN	
UTILITY PLAN	
FOR REVIEW ONLY NOT FOR CONSTRUCTION	
Kimley»Horn Kimley-Horn and Associates, Inc.	
PROJECT NO. 096481000	SHEET 7

SITE DEVELOPMENT PLAN
LOT 1, BLOCK 11,
THE MEADOWS FILING NO. 20, PHASE I






PRELIM LANDSCAPE PLAN

CONCEPTUAL LANDSCAPE PLAN STANDARD NOTES

1. SQUARE FOOTAGES ARE ESTIMATED. FINAL LANDSCAPE AREA COVERAGE SHALL MEET OR EXCEED COVERAGE REPRESENTED IN THIS DRAWING AND SHALL CONFORM TO SUBSEQUENT SUBMITTAL REQUIREMENTS.
2. QUANTITIES AND LOCATIONS OF PLANT MATERIAL ARE APPROXIMATED. FINAL QUANTITIES AND LOCATIONS WILL BE REFLECTED ON CONSTRUCTION DOCUMENTS.
3. ALL PLANTS ARE TO BE PROPERLY HYDROZONED PER TOWN OF CASTLE ROCK PLANT LIST.
4. DISTANCE OF TREES TO UTILITY LINES SHOULD BE A MINIMUM OF 10 FEET.
5. PERMANENT IRRIGATION IS REQUIRED FOR ALL LANDSCAPED AREAS GREATER THAN 500 SQUARE FEET, PER SECTION 4.2.3 OF THE LANDSCAPE AND IRRIGATION MANUAL.
6. DESIGN MUST ACCOMMODATE THE WATERING RESTRICTIONS AS OUTLINED IN THE TOWN OF CASTLE ROCK WATER USE MANAGEMENT PLAN (WUMP).
7. IRRIGATION SYSTEMS ARE TO BE DESIGNED TO OPERATE WITHIN THE TOWN OF CASTLE ROCK WATER USE MANAGEMENT PLAN.
8. IRRIGATION SYSTEMS ARE TO BE DESIGNED PER THE TOWN OF CASTLE ROCK LANDSCAPE AND IRRIGATION REGULATIONS SECTION 4.2.3 AND TO CORRELATE WITH THE USE TYPE ON THE PROPERTY.
9. WITHIN SIGHT DISTANCE LINES, TREES WITH A CALIPER OF NO GREATER THAN 12 INCHES AND A BRANCHING HEIGHT NO LESS THAN 8 FEET, AS MEASURED FROM THE ADJACENT STREET FLOWLINE, WILL BE ALLOWED IF IT CAN BE DEMONSTRATED THAT THESE TREES WILL NOT NEGATIVELY IMPACT THE VEHICULAR SIGHT DISTANCE. THE TREE SPECIES WILL BE OF A TYPE THAT WILL NATURALLY CONFORM TO THESE SPECIFICATIONS WHEN MATURE. ALL LIMBS MUST BE MAINTAINED SUCH THAT NO BRANCHES FALL BELOW THE 8 FEET HEIGHT.

GENERAL METHODS OF IRRIGATION
WATER CONSERVATION IS OF UTMOST IMPORTANCE FOR THIS PROJECT. AN EFFICIENT IRRIGATION SYSTEM WILL BE DESIGNED USING THE LATEST IN WATER CONSERVATION EQUIPMENT AVAILABLE. THIS INCLUDES SMART CONTROLLERS, WIND & RAIN SENSORS, AND MULTI-PORT EMITTERS PROVIDING DRIP IRRIGATION TO EACH PLANT & TURF AREA. BEING WATERED WITH OVERHEAD SPRAY POTIORS. SEPARATE IRRIGATION ZONES WILL BE PROVIDED FOR SIMILAR PLANT TYPES LOCATED IN DIFFERENT EXPOSED AREAS.

AVG MATURE SIZE AND INSTALL SIZE	TREE TYPE	ESTIMATED QUANTITIES ON-SITE/ROW
	EVERGREEN TREE	56/10
	DECIDUOUS TREE	117/69
	ORNAMENTAL TREE	84/4
SHRUB HYDROZONE TYPE	ESTIMATED QUANTITIES ON-SITE/ROW	
1 VERY LOW	371	
2 LOW	167	
3 MODERATE	16	

LOW VOLTAGE SITE LIGHTING

NAME	QUANTITY
LED UPLIGHT BY SOLLOS LANDSCAPE LIGHTING PRODUCT #: BC04S-18	31
800 LED TASK LIGHT BY FXI COM PRODUCT #: BQ 7D LED SS	06
JUNCTION BOX W/ GFC OUTLET	XX
STOP BOLLARD W/ LED LIGHTING - BY LANDSCAPEFORMS.COM MOUNT TYPE: EMBEDDED	11
PEDESTRIAN LIGHT POLE (BY LUMEC.COM) CODE: MPIC-80W4BL4KES-LE3-120-CLO-PH8-APR4-1BC3-SAI-BKTX FITURE: PHILIPS LUMINAIPES	37

NOTE: INVERTER NEEDED TO PROVIDE CODE
REQUIRED EGRESS ON SITE. (REFER TO MEP DWGS)

MULTI-FAMILY LANDSCAPE SITE INVENTORY FORM

Town of Castle Rock Registered Professional
Town of Castle Rock Registration #
Company Name
Phone
PROJECT NAME
Dan Erlandson
State of Colorado License Landscape Architect #
Address
Email
Date
HPLA
214.269.5150
The Meadows Filing 20, Lot 1, Block 11, "Echelon" Apartments, SDP16-0015
5339 Alpha Road Suite 300 Dallas, TX. 75240
Dan@hplastudio.com
9/30/2016

Gross Site Area	Landscape Area in Sq.Ft.	Turfgrass List Species (Area in Sq.Ft.)	Nonliving Ornamental (Area in Sq.Ft.)	No. of Trees Required	No. of Trees Provided	No. of Shrubs Required	No. of Shrubs Provided	Soil Prep Amounts (In cu.yds. Per 1000 Sq.Ft.)	Separate Irrigation Service Connections
645,995 sq.ft./ 14.83 acres	197,490 sq.ft./ 4.53 acres	Nature's Prairie/ 35,025 sq.ft. Reveille Texas' Hybrid Bluegrass/ 20,345 sq.ft.	Approx. 35,550 sq.ft./ avg. 18% of total LS area	Site-259 ROW-89 ROW (ex) should be (7) *ROW (ex) is (6)/TCR to coord. w/CRDC to add (1) tree	259 *83	517	574	4 cu.yds of organic matter per 1,000 sq.ft. rottled into a depth of 6"	Yes
Parking Lot (Area in Sq.Ft.)	Parking Lot Landscape Area (Sq.Ft.)	No. of Parking Spaces	Nonliving Ornamental (Area in Sq.Ft.)	No. of Interior Landscape Islands	Minimum Width of Interior Landscaped Islands	No. of Trees Required	No. of Trees Provided	No. of Shrubs Required	No. of Shrubs Provided
23,125 sq.ft.	6,890 sq.ft.	124	Approx. 1,035 sq.ft./ avg. 15% of total P-LD LS	2/	Meets min. of 6' width	5	32	10	31

CLWUR CHART FOR TOWN OF CASTLE ROCK

IRRIG ZONE	PLANT TYPE	APP. RATE (INCHES/MONTH)	ZONE	% OF TOTAL AREA	IA (IRRIG. AREA IN SQ. FT. FOR EACH ZONE)	LWUR (LANDSCAPE WATER USE RATING)	TA (TOTAL AREA OF ALL LANDSCAPE ZONES)	CLWUR (LWURx IA/TA)
1	VERY LOW WATER USE	< 1" a month/ > 5" a grow season	VL	.34	67,088	1.5	197,490	.51
2	LOW WATER USE	> 1" a month/ > 10" a grow season	L	.19	37,737	1.5	197,490	.29
3	MODERATE WATER USE	> 1" a month/ > 10" a grow season	M	.06	12,579	4.5	197,490	.29
4	MODERATE WATER USE TURF (NATURE'S PRAIRIE BY TURF MASTER)	2" a month/ 10" a grow season	M	.18	35,015	3.0	197,490	.53
5	HIGH WATER USE TURF (REVEILLE TEXAS HYBRID BLUEGRASS BY CALDWELL TURFGRASS, INC)	2.53" a month/ 12.68" a grow season	M	.10	20,145	4.5	197,490	.46
(25% NON LIVING NOT TO EXCEED .49,373)					TOTAL OF THE CLWUR = 2.08			

These drawings are for preliminary coordination only and not for use without regulatory approval or construction.



HUMPHREYS & PARTNERS
ARCHITECTS, LP
5339 ALPHA ROAD, SUITE 300
DALLAS, TEXAS 75240
(214) 269-5150 (FAX) (214) 269-5151
DALLAS, CHICAGO, HOUSTON, LOS ANGELES
NEW ORLEANS, NEW YORK, PHOENIX
www.humphreys.com



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landscape architects, lp
5339 alpha rd. suite 300
dallas, tx 75240
p 214.269.5150 f 214.269.5151
www.humphreys.com

SHEET CONTENTS

cover sheet

SHEET NO

MULTI-FAMILY LANDSCAPE SITE INVENTORY FORM

Town of Castle Rock Registered Professional

Dan Erlandson

Town of Castle Rock Registration #

State of Colorado License Landscape Architect # 877

Company Name

HPLA

Address

5339 Aloha Road Suite 300 Dallas, TX 75240

Phone

214.269.5150

Email

Dan@hplstudio.com

Date 9/30/2016

PROJECT NAME

The Meadows Filing No. 20, Lot 1, Block 11, "Echelon" Apartments, SDP16-0015

Gross Site Area	Landscape Area In Sq.Ft.	Turfgrass List Species (Area in Sq.Ft.)	Nonliving Ornamental (Area in Sq.Ft.)	No. of Trees Required	No. of Trees Provided	No. of Shrubs Required	No. of Shrubs Provided	Soil Prep Amounts (in cu.yds. Per 1000 Sq.Ft.)	Separate Irrigation Service Connections
645,995 sq.ft./ 14.83 acres	197,490 sq.ft./ 4.53 acres	Nature's Prairie/ Reville's Texas Hybrid Bluegrass/ 20,345 sq.ft.	Approx. 35,550 sq.ft./ avg. 18% of total LS area	Site 259 ROW-89	259 "83	ROW (ex) should be (7) "ROW (ex) is (6)/TCR to coord. w/CRDC to add (1) tree	517	4 cu.yds of organic matter per 1,000 sq.ft. rolled into a depth of 6"	Yes
Parking Lot (Area in Sq.Ft.)	Parking Lot Landscape Area (Sq.Ft.)	No. of Parking Spaces	Nonliving Ornamental (Area in Sq.Ft.)	No. of Interior Landscaped Islands	Minimum Width of Interior Landscaped Islands	No. of Trees Required	No. of Trees Provided	No. of Shrubs Required	No. of Shrubs Provided
23,125 sq.ft.	6,890 sq.ft.	124	Approx. 1,035 sq.ft./ avg. 15% of total P-LOTS	2/ 1,060 sq.ft.	Meets min. of 6' width	5	32	10	31

CLWUR CHART FOR TOWN OF CASTLE ROCK

IRRIG ZONE	PLANT TYPE	APP. RATE (INCHES/MONTH)	ZONE	% OF TOTAL AREA	IA (IRRIG. AREA IN SQ. FT. FOR EACH ZONE)	LWUR (LANDSCAPE WATER USE RATING)	TA (TOTAL AREA OF ALL LANDSCAPE ZONES)	CLWUR (LWUR x TA)
1	VERY LOW WATER USE	> 1" a month/ > 5" a grow season	VL	.34	67,084	1.5	197,490	.51
2	LOW WATER USE	> 2" a month/ > 10" a grow season	L	.19	37,737	1.5	197,490	.29
3	MODERATE WATER USE	> 3" a month/ > 15" a grow season	M	.06	12,579	4.5	197,490	.29
4	MODERATE WATER USE TURF (NATURE'S PRAIRIE BY TURF MASTER)	> 3" a month/ 10" a grow season	M	.18	35,025	3.0	197,490	.53
5	HIGH WATER USE TURF (REVILLE'S TEXAS HYBRID BLUEGRASS BY TURFGRASS, INC)	2.57" a month/ 12.85" a grow season	H	.10	20,145	4.5	197,490	.46
(25% NON LIVING NOT TO EXCEED 49,373)						TOTAL OF THE CLWUR = 2.08		

TREE TYPE	ESTIMATED QUANTITIES ON-SITE/ROW
EVERGREEN TREE	50/10
DECIDUOUS TREE	117/69
ORNAMENTAL TREE	84/4
SHRUB HYDROZONE TYPE	ESTIMATED QUANTITIES ON-SITE/ROW
1 VERY LOW	371
2 LOW	187
3 MODERATE	16

LOW VOLTAGE SITE LIGHTING

NAME	QUANTITY
L.E.D. UPLIGHT - BY SOLLOS LANDSCAPE LIGHTING PRODUCT # 8C80AS TB	31
88Q LED TASK LIGHT - BY FIL.COM PRODUCT # BQ-ZD-LED S3	06
JUNCTION BOX W/ GFCI OUTLET	XX
STOP BOLLARD W/ LED LIGHTING - BY LANDSCAPEFORMS.COM MOUNT TYPE: EMBEDDED	11
PEDESTRIAN LIGHT POLE (BY UNIMEC.COM) CODE: MPTC-80W-4LED-4KES-LE3-12D-CLO-PH6-APR4_LBC3_SAI-BKTX FIXTURE: PHILIPS LUMINAIRIES	37

NOTE: INVERTER NEEDED TO PROVIDE CODE REQUIRED EGRESS ON SITE. (REFER TO MEP DWGS)

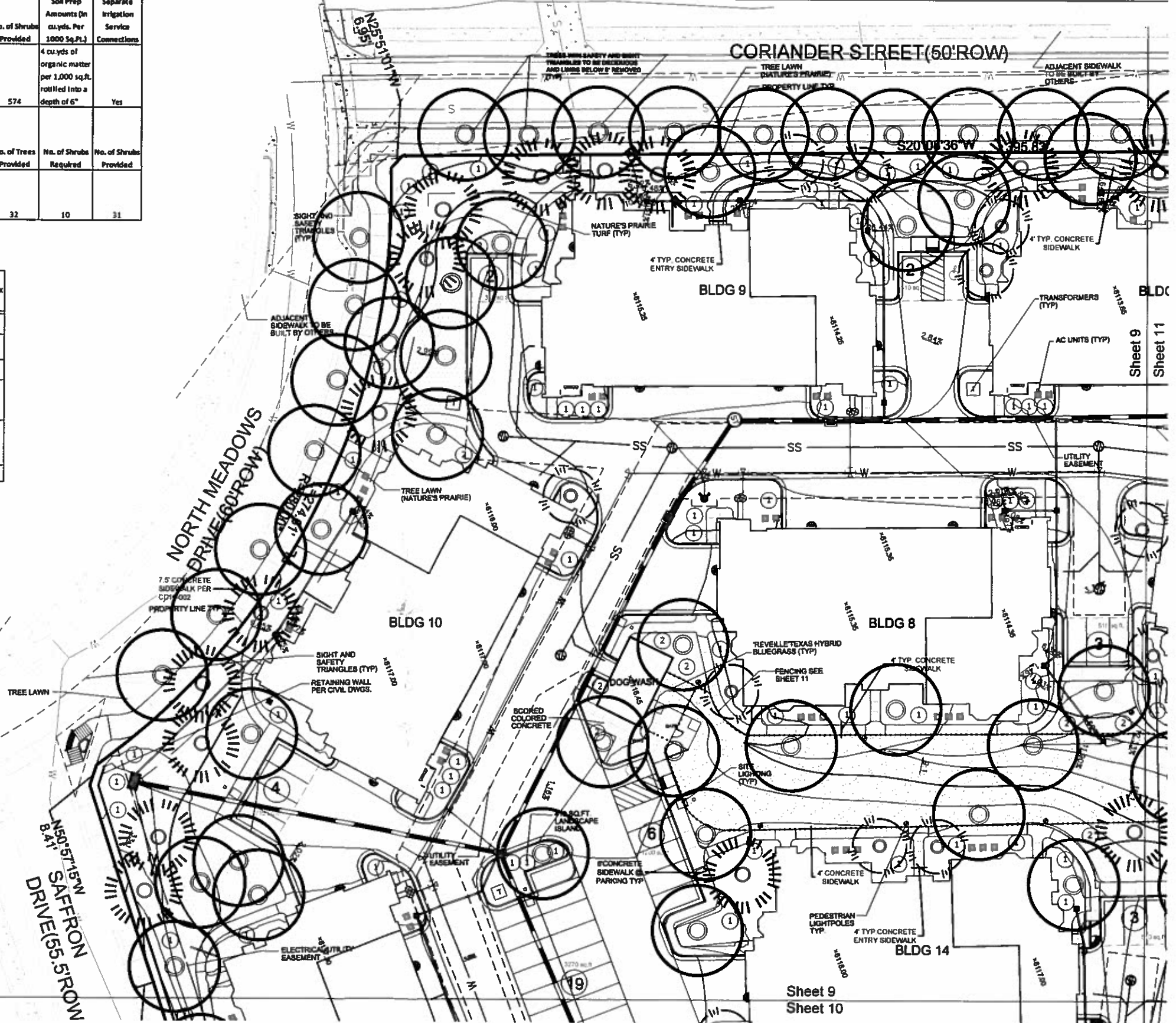
SDP16-0015

PRELIM LANDSCAPE PLAN



SITE DEVELOPMENT PLAN

**LOT 1, BLOCK 11,
THE MEADOWS FILING NO. 20, PHASE I**



Designed by	_____	
Drawn by	_____	
Architect of Record	DRE	
Date/Sheet	08/23/16	
Notes for Planning / Building		
Notes for Permit Application		
Notes for Construction		
Revisions		
#	DATE	COMMENTS
1		
2		
3		

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**SITE DEVELOPMENT PLAN
LOT 1, BLOCK 11,
THE MEADOWS FILING NO. 20, PHASE I**

These drawings are for preliminary coordination only and not to be used for regulatory approval or construction.



**HUMPHREYS & PARTNERS
ARCHITECTS, L.P.**
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www.humphreys.com



**humphreys & partners
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3300 CAMPBELL ROAD, SUITE 300
DALLAS, TX 75243
(214) 336-2110 (214) 781-9300 FAX
www.humphreys.com




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landscape plan**

SHEET NO

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HPLA # 15289

SITE DEVELOPMENT PLAN LOT 1, BLOCK 11, THE MEADOWS FILING NO. 20, PHASE I

AVG. MATURE SIZE AVG. INSTALL SIZE	TREE TYPE	ESTIMATED QUANTITIES ON-SITE/ROW
	EVERGREEN TREE	58/10
	DECIDUOUS TREE	117/69
	ORNAMENTAL TREE	84/4
SHRUB HYDROZONE TYPE		ESTIMATED QUANTITIES ON-SITE/ROW
①	VERY LOW	371
②	LOW	187
③	MODERATE	16

LOW VOLTAGE SITE LIGHTING

NAME	QUANTITY
L.E.D. UPLIGHT BY SOLIOS (LANDSCAPE LIGHTING) PRODUCT # BC6065-18	31
880 LED TASK LIGHT BY FULCOM PRODUCT # BO-20-LED-SS	06
JUNCTION BOX W/ GFCI OUTLET	XX
'STOP' BOLLARD W/ LED LIGHTING BY LANDSCAPEFORMS.COM MOUNT TYPE: EMBEDDED	11
PEDESTRIAN LIGHT POLE (BY LUMEC.COM) CODE: APTC-80W/4LED/4X4/LED-720-CLO-PH8-APP4_LBC3_SA-BKTR FITURE: PHILIPS LUMINAIRIES	37

NOTE: INVERTER NEEDED TO PROVIDE CODE
REQUIRED EGRESS ON SITE. (REFER TO MEP DWGS)

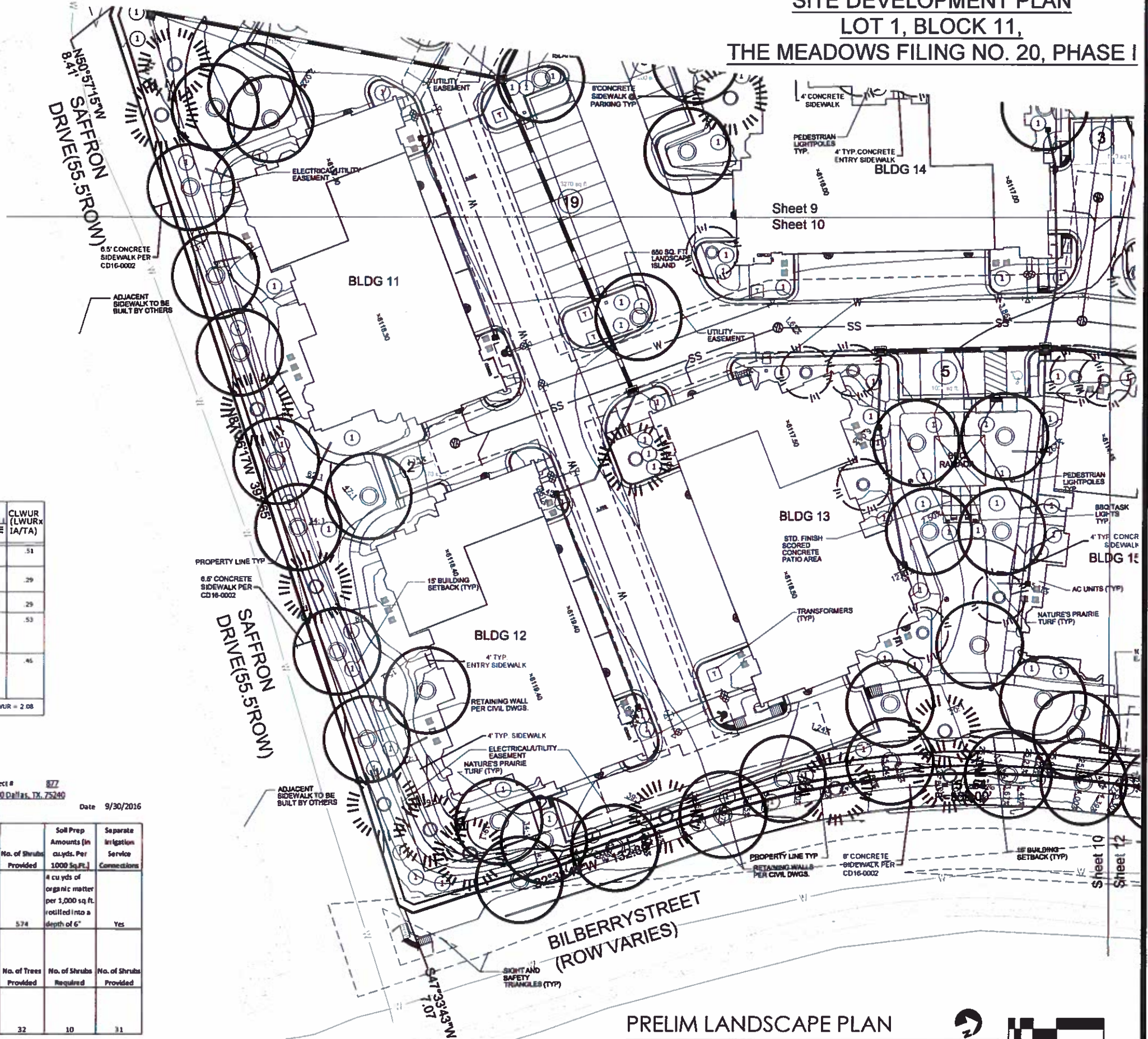
CLWUR CHART FOR TOWN OF CASTLE ROCK

IRRIG ZONE	PLANT TYPE	APP. RATE (INCHES/MONTH)	ZONE	% OF TOTAL AREA	IA (IRRIG. AREA IN SQ. FT. FOR EACH ZONE)	LRWUR (LANDSCAPE WATER USE RATING)	TA (TOTAL AREA OF ALL LANDSCAPE ZONES)	CLWUR (LRWUR x IA/TA)
1	VERY LOW WATER USE	>1" a month/ >5" a grow season	VL	.34	67,088	1.5	197,490	.51
2	LOW WATER USE	>2" a month/ >10" a grow season	L	.19	37,737	1.5	197,490	.29
3	MODERATE WATER USE	>3" a month/ >15" a grow season	M	.06	12,579	4.5	197,490	.29
4	MODERATE WATER USE TURF (NATURE'S PRAIRIE BY TURF MASTER)	2" a month/ 10" a grow season	M	.18	35,025	3.0	197,490	.53
5	HIGH WATER USE TURF (REVILLE TEXAS HYBRID BLUEGRASS BY TURFGRASS, INC)	2.53" a month/ 12.68" a grow season	H	.30	20,145	4.5	197,490	.46
(25% NON LIVING NOT TO EXCEED 49,373)					TOTAL OF THE CLWUR = 2.08			

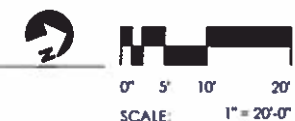
MULTI-FAMILY LANDSCAPE SITE INVENTORY FORM

Town of Castle Rock Registered Professional
Town of Castle Rock Registration #
Company Name HPLA
Phone 214.269.5150
PROJECT NAME The Meadows Filing No. 20, Lot 1, Block 11, "Echelon" Apartments, SGP16-0015
Dan Erlanson
State of Colorado license landscape architect # 877
Address 5339 Alpha Road Suite 300 Dallas, TX. 75240
Email Dan@hplastudio.com
Date 9/30/2016

Gross Site Area	Landscape Area In Sq.Ft.	Turfgrass List Species (Area In Sq.Ft.)	NonLiving Ornamental (Area In Sq.Ft.)	No. of Trees Required	No. of Trees Provided	No. of Shrubs Required	No. of Shrubs Provided	Soil Prep Amounts (in cu.yds. Per 1,000 Sq.Ft.)	Separate Irrigation Service Connections
645,995 sq.ft./ 14.83 acres	197,490 sq.ft./ 4.53 acres	Nature's Prairie/ 35,025 sq.ft. Reville Texas/ 20,145 sq.ft.	Approx. 35,550 sq.ft./ avg. 18% of total LS area	Site-259 ROW-89	259 *83	ROW (es) should be (7) *ROW (es) is (6)/TCR to coord. w/CRUD to add (1) tree	517 574	8 cu yds of organic matter per 1,000 sq ft. installed into a depth of 6"	Yes
Parking Lot (Area In Sq.Ft.)	Parking Lot Landscape Area (Sq.Ft.)	No. of Parking Spaces	NonLiving Ornamental (Area In Sq.Ft.)	No. of Interior Landscape Islands	Medium Width of Interior Landscaped Islands	No. of Trees Required	No. of Trees Provided	No. of Shrubs Required	No. of Shrubs Provided
23,125 sq.ft.	6,890 sq.ft.	324	Approx. 1,035 sq.ft./ avg. 15% of total P-Lot LS	2/ 1,060 sq.ft.	Meets min. of 6' width	5	32	10	31



PRELIM LANDSCAPE PLAN



SITE DEVELOPMENT PLAN
LOT 1, BLOCK 11,
THE MEADOWS FILING NO. 20, PHASE I



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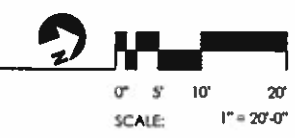
SHEET NO

10

HPA #15289

SITE DEVELOPMENT PLAN
LOT 1, BLOCK 11,
THE MEADOWS FILING NO. 20, PHASE I

PRELIM LANDSCAPE PLAN



CLWUR CHART FOR TOWN OF CASTLE ROCK

IRRIG. ZONE	PLANT TYPE	APP. RATE (INCHES/MONTH)	ZONE	% OF TOTAL AREA	IA (IRRIG. AREA IN SQ. FT. FOR EACH ZONE)	LWUR (LANDSCAPE WATER USE RATING)	TA (TOTAL AREA OF ALL LANDSCAPE ZONES)	CLWUR (LWURx IA/TA)
1	VERY LOW WATER USE	> 1" a month/ > 2" a grow season	VL	.34	67,088	1.3	197,490	.51
2	LOW WATER USE	> 2" a month/ > 10" a grow season	L	.19	37,737	1.5	197,490	.29
3	MODERATE WATER USE	> 2" a month/ > 15" a grow season	M	.06	12,379	4.5	197,490	.29
4	MODERATE WATER USE TURF (NATURE'S PRAIRIE BY TURFMASS, INC)	> 2" a month/ > 15" a grow season	M	.18	35,023	3.0	197,490	.53
5	HIGH WATER USE TURF (REVILLE TEXAS HYBRID BLUEGRASS BY TURFMASS, INC)	> 2.5" a month/ > 12.66" a grow season	H	.10	20,145	4.5	197,490	.46
(25% NON LIVING NOT TO EXCEED 49,373)					TOTAL OF THE CLWUR 2.08			

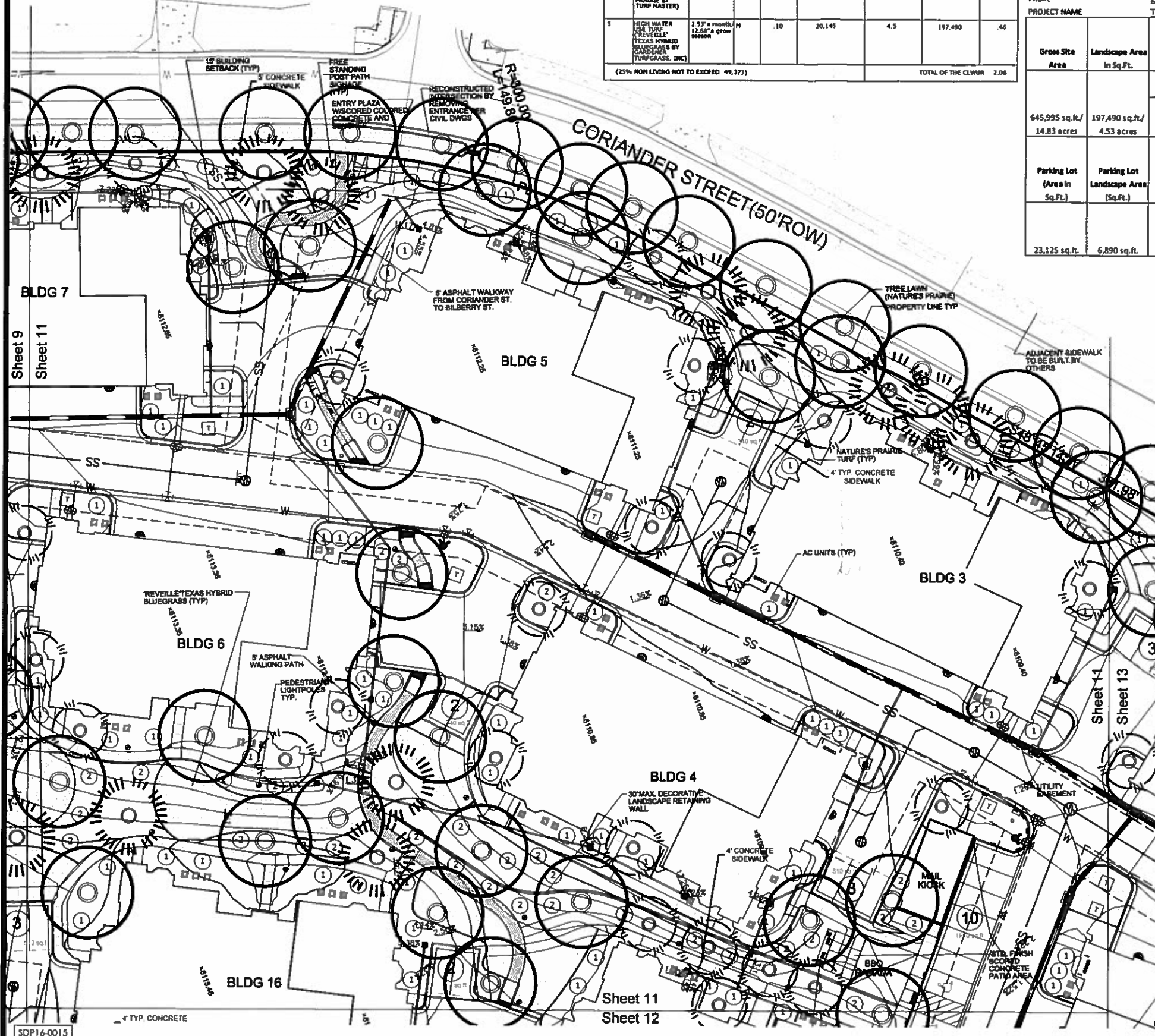
MULTI-FAMILY LANDSCAPE SITE INVENTORY FORM

Town of Castle Rock Registered Professional
Town of Castle Rock Registration #
Company Name
Phone
PROJECT NAME

Dan Erlandson
State of Colorado License Landscape Architect # 877
Address
Email
Date 9/30/2016

HPLA
214.269.5150
The Meadows Filing 20, Lot 1, Block 11, "Echelon" Apartments, SDP16-0015

Gross Site Area	Landscape Area in Sq.Ft.	Turfgrass List Species (Area in Sq.Ft.)	Nonliving Ornamental (Area in Sq.Ft.)	No. of Trees Required	No. of Trees Provided	No. of Shrubs Required	No. of Shrubs Provided	Soil Prep Amounts (in cu.yds. Per 1000 Sq.Ft.)	Separate Irrigation Service Connections
645,995 sq.ft./ 14.83 acres	197,490 sq.ft./ 4.53 acres	Nature's Prairie/ 35,025 sq.ft. Reveille/Texas' Hybrid Bluegrass/ 20,345 sq.ft.	Approx. 35,550 sq.ft./ avg. 18% of total LS area	Site-259 ROW-89	259 83			4 cu.yds of organic matter per 1,000 sq.ft. rolled into a depth of 6"	Yes
Parking Lot (Area in Sq.Ft.)	Parking Lot Landscape Area (Sq.Ft.)	No. of Parking Spaces	Nonliving Ornamental (Area in Sq.Ft.)	No. of Interior Landscape Islands	Minimum Width of Interior Landscaped Islands	No. of Trees Required	No. of Trees Provided	No. of Shrubs Required	No. of Shrubs Provided
23,125 sq.ft.	6,890 sq.ft.	124	Approx. 1,035 sq.ft./ avg. 15% of total P-Lot LS	2/ 1,060 sq.ft.	Meets min. of 6' width	5	32	10	31

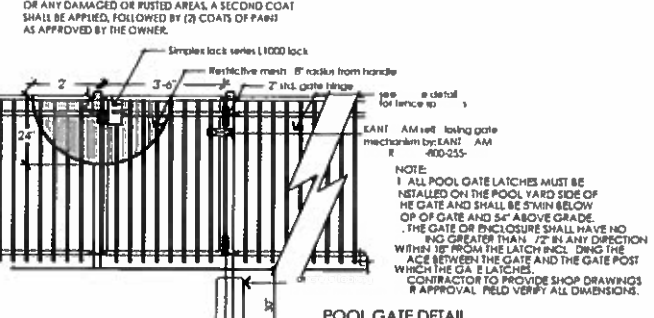
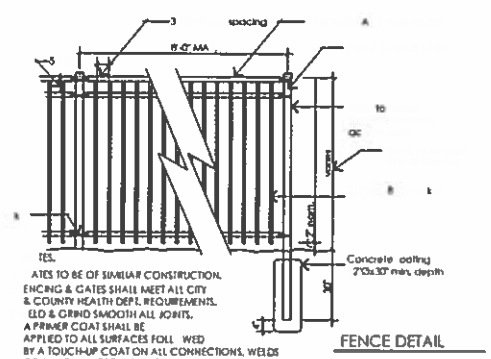


AVG. NATURE SIZE
AVG. INSTALL SIZE

TREE TYPE	ESTIMATED QUANTITIES ON-SITE/ROW
EVERGREEN TREE	58/10
DECIDUOUS TREE	117/69
ORNAMENTAL TREE	84/4
SHRUB HYDROZONE TYPE	ESTIMATED QUANTITIES ON SITE/ROW
1 VERY LOW	371
2 LOW	187
3 MODERATE	16

LOW VOLTAGE SITE LIGHTING

NAME	QUANTITY
LE D. UPLIGHT BY SOLLOS LANDSCAPE LIGHTING PRODUCT BC8045-TB	3
BBQ LED TASK LIGHT BY FXL M PRODUCT # BQ ZD SS	06
JUNCTION BOX W GFC OUTLET	XX
STOP BOLLARD W LE LIGHTING - BY LAN MOUNT TYPE EMBEDDED	APEFORMS.COM
PEDESTRIA M W M M M	PRA_LBC3_SAI-BKTX 37



FENCE DETAILS

SITE DEVELOPMENT PLAN
LOT 1, BLOCK 11,
THE MEADOWS FILING NO. 20, PHASE I

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preliminary landscape plan

SHEET NO
11

HPLA # 15289

SITE DEVELOPMENT PLAN LOT 1, BLOCK 11, THE MEADOWS FILING NO. 20, PHASE I

AVG. NATURE SIZE AVG. INSTALL SIZE	TREE TYPE	ESTIMATED QUANTITIES ON-SITE/ROW
	EVERGREEN TREE	58/10
	DECIDUOUS TREE	117/69
	ORNAMENTAL TREE	84/4
SHRUB HYDROZONE TYPE	ESTIMATED QUANTITIES ON-SITE/ROW	
① VERY LOW	371	
② LOW	187	
③ MODERATE	16	

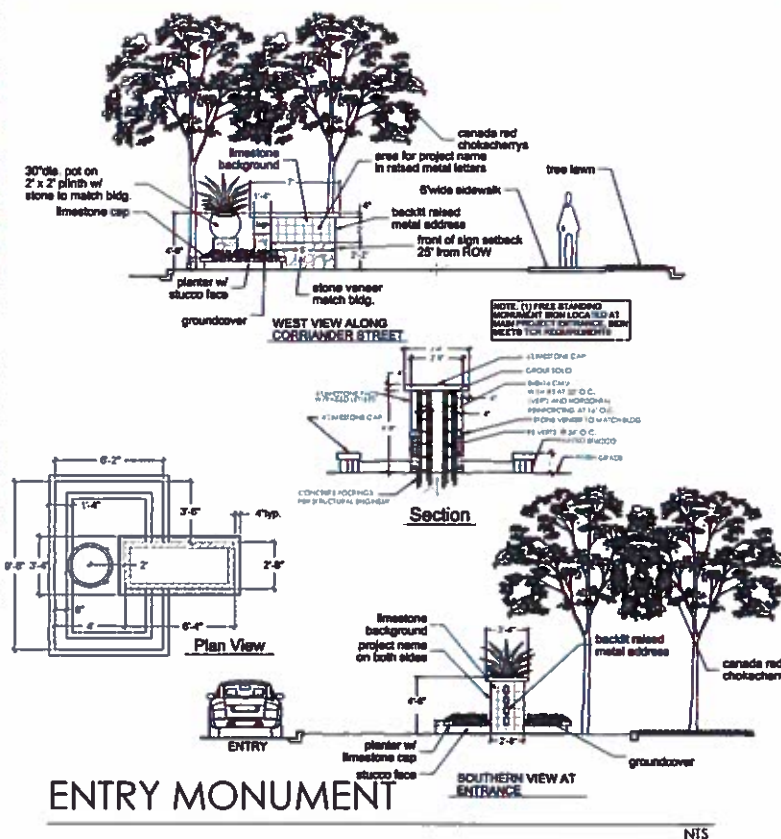
LOW VOLTAGE SITE LIGHTING

NAME	QUANTITY
LED UPLIGHT - BY SOLLOS LANDSCAPE LIGHTING PRODUCT #: BCB0AS-18	31
BBQ LED TASK LIGHT - BY FXL.COM PRODUCT #: BQ-10-LED-SS	06
JUNCTION BOX W/ GFCI OUTLET	XX
STOP BOLLARD W/ LED LIGHTING - BY LANDSCAPEFORMS.COM MOUNT TYPE: EMBEDDED	11
PEDESTRIAN LIGHT POLE (BY LUMEC.COM) CODE: MPTC-80V-48LED-KES-LE3-12-CLO-PHB-APR4_LBC3_SAH-BKITX FITURE: PHILIPS LUMINAIRES	37

NOTE: INVERTER NEEDED TO PROVIDE CODE
REQUIREMENTS ON SITE (REFER TO MAP DWG'S)

CLWUR CHART FOR TOWN OF CASTLE ROCK

IRRIG ZONE	PLANT TYPE	APP. RATE (INCHES/MONTH)	ZONE	% OF TOTAL AREA	IA (IRRIG. AREA IN SQ. FT. FOR EACH ZONE)	LWUR (LANDSCAPE WATER USE RATING)	TA (TOTAL AREA OF ALL LANDSCAPE ZONES)	CLWUR (LWURx IA/TA)
1	VERY LOW WATER USE	>1" a month/ >5" a grow season	VL	.34	67,088	1.5	197,490	.51
2	LOW WATER USE	>2" a month/ >10" a grow season	L	.19	37,737	1.5	197,490	.29
3	MODERATE WATER USE	>3" a month/ >15" a grow season	M	.06	12,579	4.5	197,490	.29
4	MODERATE WATER USE TURF (NATURE'S PRAIRIE BY TURF MASTER)	2" a month/ 10" a grow season	M	.18	35,025	3.0	197,490	.53
5	HIGH WATER USE TURF (REVELLE TEXAS HYBRID BLUEGRASS BY CANNON TURFGRASS, INC)	2.53" a month/ 12.68" a grow season	M	.10	20,145	4.5	197,490	.46
(25% NON LIVING NOT TO EXCEED -49,373)								TOTAL OF THE CLWUR = 2.08



ENTRY MONUMENT

SITE DEVELOPMENT PLAN LOT 1, BLOCK 11, THE MEADOWS FILING NO. 20, PHASE I

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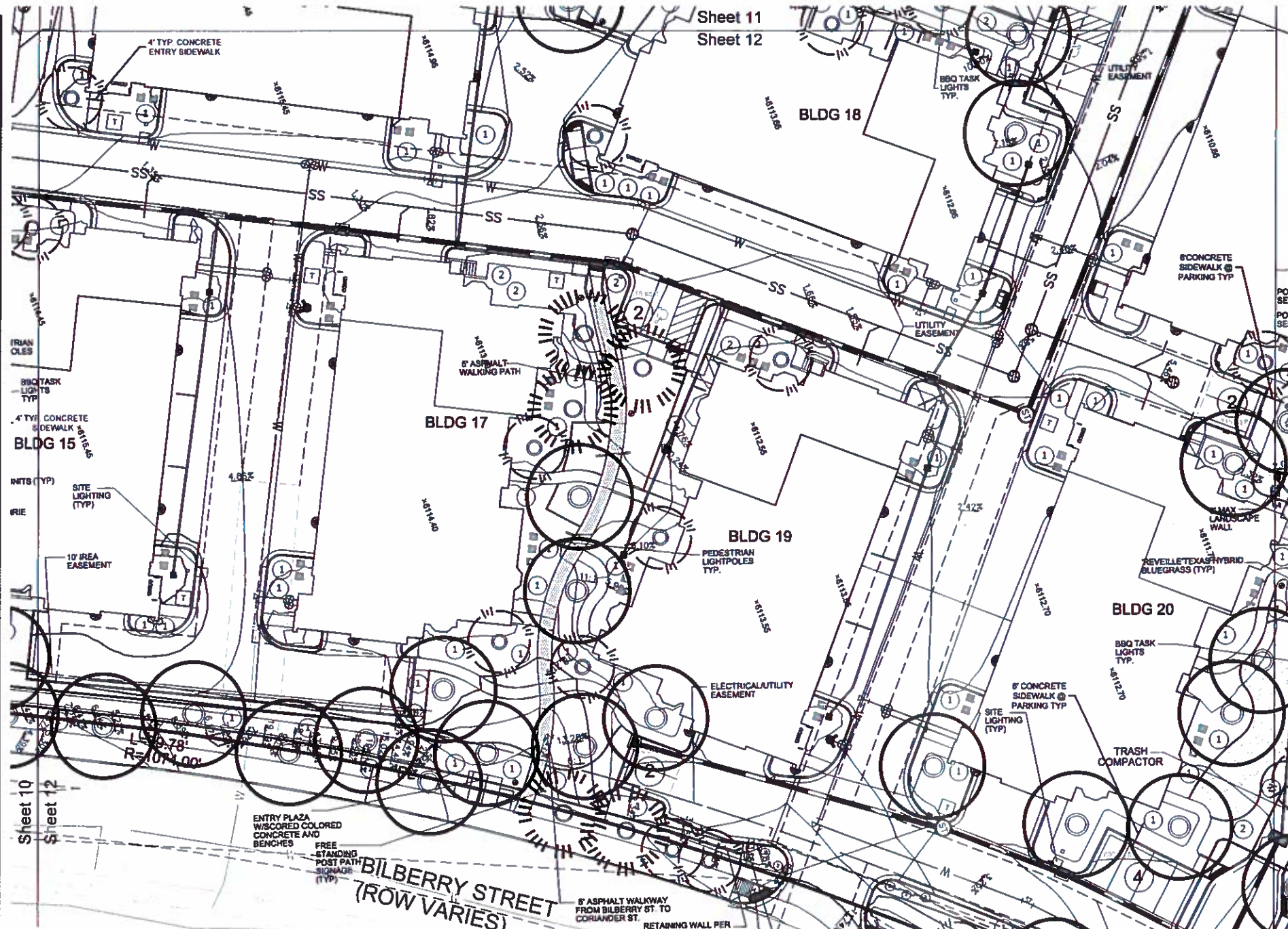


humphreys and partners
landscape architecture, llc
3333 VIA VALERIO, SUITE 200
DENVER, CO 80202
(303) 733-1100 FAX: (303) 733-1101
www.hplandscapes.com

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preliminary landscape plan

SHEET NO
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HPA # 15289



MULTI-FAMILY LANDSCAPE SITE INVENTORY FORM

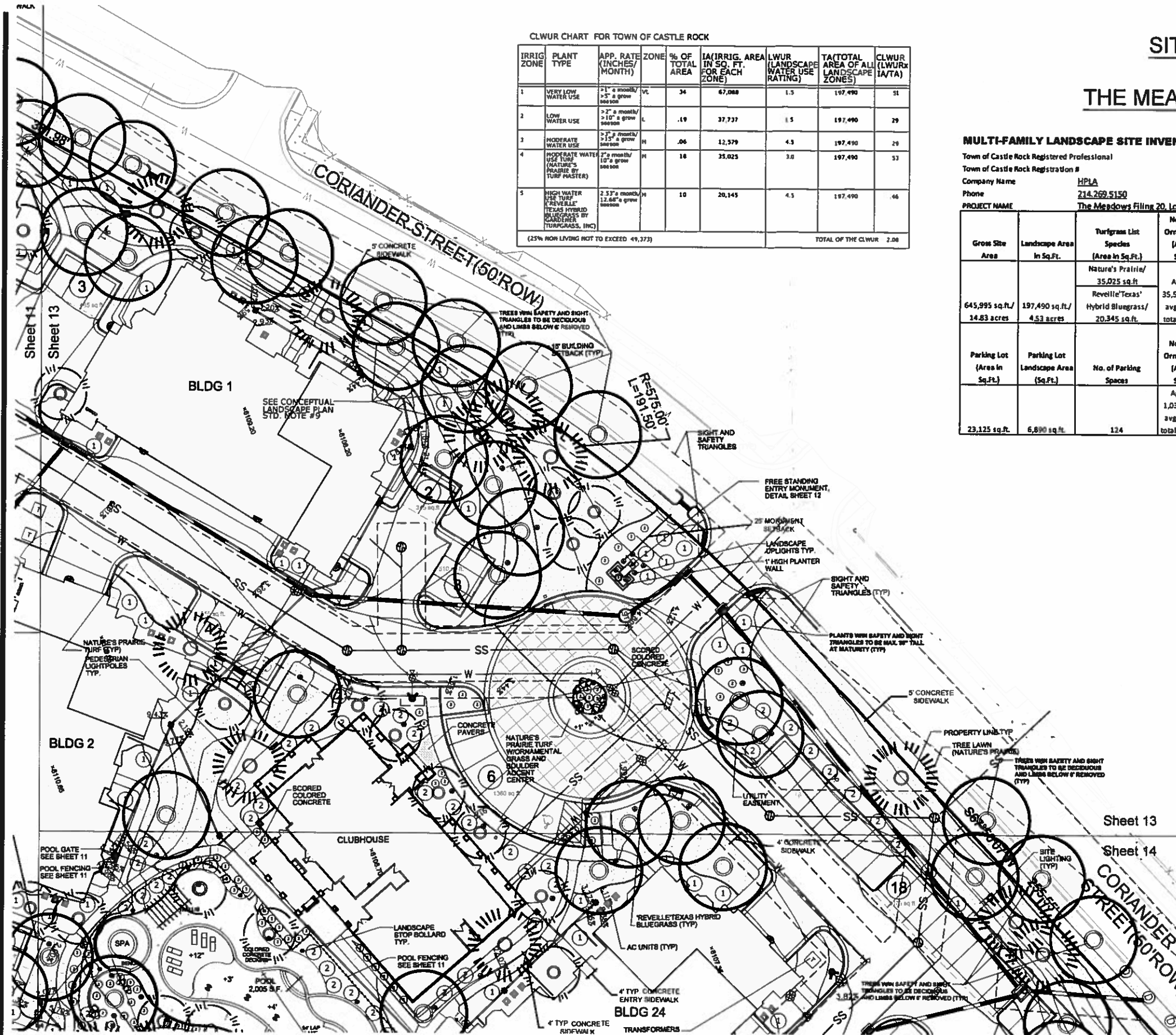
Town of Castle Rock Registered Professional
Town of Castle Rock Registration #
Company Name: HPLA
Phone: 214.269.5150
PROJECT NAME: The Meadows Filing 20, Lot 1, Block 11, "Echelon" Apartments, SDP16-0015

State of Colorado License Landscape Architect # 877
Address: 5339 Aloha Road Suite 300 Dallas, TX 75240
Email: Dan@hplastudio.com
Date: 9/30/2016

Gross Site Area	Landscape Area in Sq.Ft.	Turfgrass List Species (Area in Sq.Ft.)	Nonliving Ornamental (Area in Sq.Ft.)	No. of Trees Required	No. of Trees Provided	No. of Shrubs Required	No. of Shrubs Provided	Soil Prep Amounts (in cu.yds. Per 1,000 Sq.Ft.)	Separate Irrigation Service Connections
645,995 sq.ft./ 14.83 acres	197,490 sq.ft./ 4.53 acres	Nature's Prairie/ 35,025 sq.ft. Reveille Texas Hybrid Bluegrass/ 20,345 sq.ft.	Approx. 35,550 sq.ft./ avg. 18% of total LS area	Site 259 Required ROW-89 Provided	259 83			4 cu.yds of organic matter per 1,000 sq.ft. rotted into a depth of 6"	Yes
Parking Lot (Area in Sq.Ft.)	Parking Lot Landscape Area (Sq.Ft.)	No. of Parking Spaces	Nonliving Ornamental (Area in Sq.Ft.)	No. of Interior Landscape Islands	Minimum Width of Interior Landscape Islands	No. of Trees Required	No. of Trees Provided	No. of Shrubs Required	No. of Shrubs Provided
23,125 sq.ft.	6,890 sq.ft.	124	Approx. 1,035 sq.ft./ avg. 15% of total P-LOT LS	2/ 1,060 sq.ft.	Meets min. of 6' width	5	32	10	31

PRELIM LANDSCAPE PLAN





CLWUR CHART FOR TOWN OF CASTLE ROCK

IRRIG ZONE	PLANT TYPE	APP. RATE (INCHES/MONTH)	ZONE	% OF TOTAL AREA	IA (IRRIG. AREA IN SQ. FT. FOR EACH ZONE)	LWUR (LANDSCAPE WATER USE RATING)	TA (TOTAL AREA OF ALL LANDSCAPE ZONES)	CLWUR (LWUR x IA/TA)
1	VERY LOW WATER USE	>1" a month/ >5" a grow season	VL	34	67,088	1.5	197,490	51
2	LOW WATER USE	>2" a month/ >10" a grow season	L	.19	37,737	1.5	197,490	29
3	MODERATE WATER USE	>3" a month/ >15" a grow season	M	.06	12,379	4.5	197,490	20
4	MODERATE WATER USE TURF (NATURE'S PRAIRIE BY TURFCRASS, INC)	2" a month/ 10" a grow season	M	18	35,025	3.0	197,490	53
5	HIGH WATER USE TURF (REVELLE TEXAS HYBRID BLUEGRASS BY TURFCRASS, INC)	2.53" a month/ 12.66" a grow season	H	10	20,145	4.5	197,490	46
(25% NON LIVING NOT TO EXCEED 49,373)					TOTAL OF THE CLWUR 2.08			

SITE DEVELOPMENT PLAN
LOT 1, BLOCK 11,
THE MEADOWS FILING NO. 20, PHASE I

MULTI-FAMILY LANDSCAPE SITE INVENTORY FORM

Town of Castle Rock Registered Professional: **Don Erlandson**
State of Colorado License Landscape Architect #: **877**
Address: **5339 Alpha Road Suite 300 Dallas, TX. 75240**
Phone: **214.269.5150**
Email: **Don@holstudio.com**
Date: **9/30/2016**

Company Name: **HPLA**
PROJECT NAME: **The Meadows Filing 20, Lot 1, Block 11, "Echelon" Apartments, SDP16-0015**

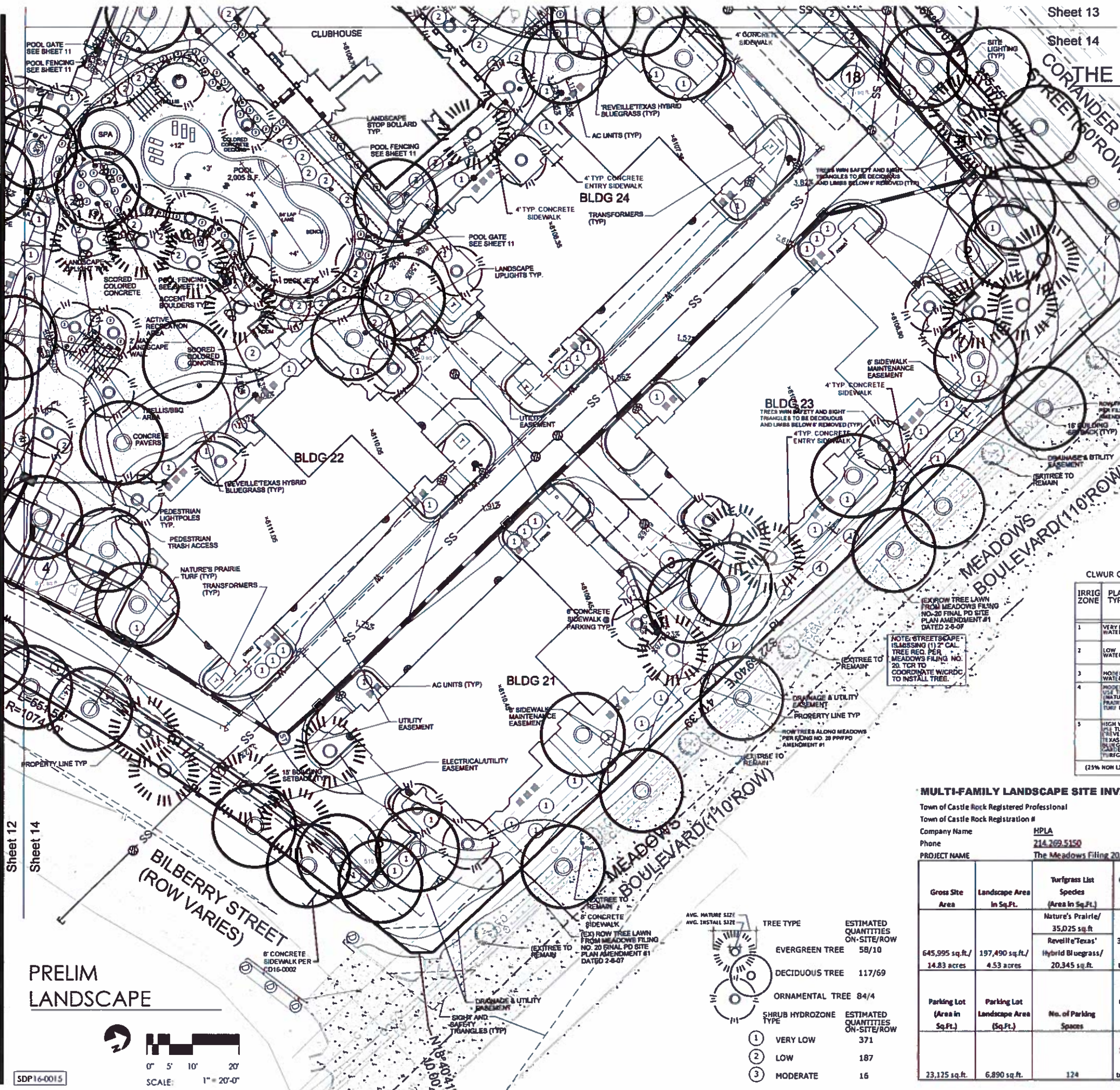
Gross Site Area	Landscape Area In Sq.Ft.	Turfgrass List Species (Area in Sq.Ft.)	Nonliving Ornamental (Area in Sq.Ft.)	No. of Trees Required	No. of Trees Provided	No. of Shrubs Required	No. of Shrubs Provided	Soil Prep Amounts (In cu.yds. Per 1000 Sq.Ft.)	Separate Irrigation Service Connections
645,995 sq.ft./ 14.83 acres	197,490 sq.ft./ 4.53 acres	Nature's Prairie/ 35,025 sq.ft. Reveille Texas' Hybrid Bluegrass/ 20,345 sq.ft.	Approx 35,550 sq.ft./ avg. 18% of total LS area	Site-259 ROW-89 ROW (ex) should be (7) w/CRDC to add (1) tree	259 *83		517 574	4 cu.yds of organic matter per 1,000 sq.ft. rot led into a depth of 6"	Yes
Parking Lot (Area in Sq.Ft.)	Parking Lot Landscape Area (Sq.Ft.)	No. of Parking Spaces	Nonliving Ornamental (Area in Sq.Ft.)	No. of Interior Landscape Islands	Minimum Width of Interior Landscaped Islands	No. of Trees Required	No. of Trees Provided	No. of Shrubs Required	No. of Shrubs Provided
23,125 sq.ft.	6,890 sq.ft.	124	Approx. 1,035 sq.ft./ avg. 15% of total P-LOT LS	2/	Meets min. of 6' width	5	32	30	31

AVG. MATURE SIZE
AVG. INSTALL SIZE

TREE TYPE	ESTIMATED QUANTITIES ON-SITE/ROW
EVERGREEN TREE	58/10
DECIDUOUS TREE	117/69
ORNAMENTAL TREE	84/4
SHRUB HYDROZONE TYPE	ESTIMATED QUANTITIES ON-SITE/ROW
1 VERY LOW	371
2 LOW	187
3 MODERATE	16

LOW VOLTAGE SITE LIGHTING

NAME	QUANTITY
LED UPLIGHT BY SOLLOS LANDSCAPE LIGHTING PRODUCT BC8045 TB	
88Q LED TASK LIGHT BY FXL M PRODUCT BQ-2D LED-SS	
JUNCTION BOX W/ UTILITY	X
STOP BOLLAR W LED LIGHTING BY LANDS MOUNT TYPE EMBEDDED	RMS M
	4 X
NO REQ P	M



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SITE DEVELOPMENT PLAN
LOT 1, BLOCK 11,
THE MEADOWS FILING NO. 20, PHASE I

LOW VOLTAGE SITE LIGHTING

NAME	QUANTITY
LED UPLIGHT BY SOLLOS LANDSCAPE LIGHTING PRODUCT # BC0045 18	31
BBQ LED TASK LIGHT BY FXL.COM PRODUCT # BQ 2D-1LED SS	06
JUNCTION BOX W/ GFCI OUTLET	XX
'STOP' BOLLARD W/ LED LIGHTING BY LANDSCAPEFORMS.COM MOUNT TYPE: EMBEDDED	11
PEDESTRIAN LIGHT POLE (BY LUMEC.COM) CODE: MPTC-80W-4LED-4KES-LED3-120-C-0-PSH-APR4_18C3_5AH-8KTX FIXTURE: PHILIPS LUMINAIRE	37

NOTE: INVERTER NEEDED TO PROVIDE CODE REQUIRED EGRESS ON SITE. (REFER TO MEP DWGS)

CLWUR CHART FOR TOWN OF CASTLE ROCK

IRRIG ZONE	PLANT TYPE	APP. RATE (INCHES/MONTH)	ZONE	% OF TOTAL AREA	IA (IRRIG. AREA IN SQ. FT. FOR EACH ZONE)	LWUR (LANDSCAPE WATER USE RATING)	TA (TOTAL AREA OF ALL LANDSCAPE ZONES)	CLWUR (LWUR x IA/TA)
1	VERY LOW WATER USE	> 1" a month/ > 5" a grow season	VL	.34	67,068	1.5	197,490	.51
2	LOW WATER USE	> 2" a month/ > 10" a grow season	L	.19	37,737	1.5	197,490	.29
3	MEDIUM WATER USE	> 3" a month/ > 15" a grow season	M	.06	12,579	4.5	197,490	.29
4	HIGH WATER USE (NATURE'S PRAIRIE BY TURF MASTER)	2" a month/ 10" a grow season	H	.18	35,025	3.0	197,490	.53
5	HIGH WATER USE (REVILLET TEXAS HYBRID BLUEGRASS BY CALDWELL TURFGRASS, INC)	2.53" a month/ 12.66" a grow season	H	.10	20,145	4.5	197,490	.46

(25% NON LIVING NOT TO EXCEED 49,773)

TOTAL OF THE CLWUR = 2.08

MULTI-FAMILY LANDSCAPE SITE INVENTORY FORM

Town of Castle Rock Registered Professional
Town of Castle Rock Registration #
Company Name **HPLA**
Phone **214.269.5150**
PROJECT NAME **The Meadows Filing 20, Lot 1, Block 11, "Echelon" Apartments, SDP16-0015**

Dan Erlandson
State of Colorado License Landscape Architect # **877**
Address **5339 Alpha Road Suite 300 Dallas, TX. 75240**
Email **Dan@hplastudio.com**
Date **9/30/2016**

Gross Site Area	Landscape Area In Sq.Ft.	Turfgrass List Species (Area In Sq.Ft.)	Nonliving Ornamental (Area In Sq.Ft.)	No. of Trees Required	No. of Trees Provided	No. of Shrubs Required	No. of Shrubs Provided	Soil Prep Amounts (In cu.yds. Per 1000 Sq.Ft.)	Separate Irrigation Service Connections
645,995 sq.ft./ 14.83 acres	197,490 sq.ft./ 4.53 acres	Nature's Prairie/ 35,025 sq.ft. Revillett Texas' Hybrid Bluegrass/ 20,345 sq.ft.	Approx. 35,550 sq.ft./ avg. 18% of total IS area	Site-259 ROW-89 ROW (ex) should be (7) "ROW (ex) is (6)/TCR to coord. w/CRDC to add (1) tree	259 *83			4 cu.yds of organic matter per 1,000 sq.ft. ratiified into a depth of 6"	Yes
Parking Lot (Area In Sq.Ft.)	Parking Lot Landscape Area (Sq.Ft.)	No. of Parking Spaces	Nonliving Ornamental (Area In Sq.Ft.)	No. of Interior Landscape Islands	Minimum Width of Interior Landscaped Islands	No. of Trees Required	No. of Trees Provided	No. of Shrubs Required	No. of Shrubs Provided
23,125 sq.ft.	6,890 sq.ft.	124	Approx. 1,035 sq.ft./ avg. 15% of total P-LOTS	2/ 1,060 sq.ft.	Meets min. of 6' width	5	32	10	31

PRELIM LANDSCAPE

SDP16-0015

0" 5' 10' 20'
SCALE: 1" = 20'-0"

SITE DEVELOPMENT PLAN
LOT 1, BLOCK 11,
THE MEADOWS FILING NO.20, PHASE I

These drawings are for preliminary coordination only and not to be used for regulatory approval or construction.

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214.269.5150
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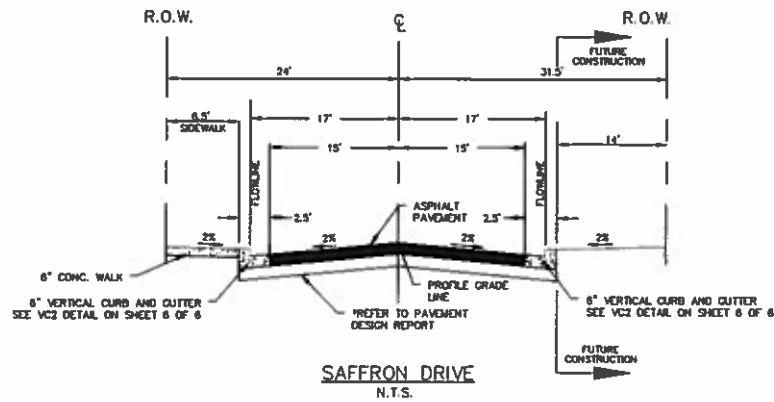
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SHEET CONTENTS
Preliminary landscape plan

SHEET NO
14
HPA # 15289

\\den_civil\096481000\CADD\SDP\096481000 - SDP_Section.dwg Reeves, Candan 10/4/2016 2:43 PM

PROJECT NO. SDP 16-0015



NOTE:
SAFFRON DRIVE HAS BEEN DESIGNED BY OTHERS AND IS TO BE
CONSTRUCTED BY OTHERS. THIS SECTION IS PROVIDED FOR
REFERENCE ONLY AS REQUESTED BY THE TOWN OF CASTLE ROCK.

**SITE DEVELOPMENT PLAN
LOT 1, BLOCK 11,
THE MEADOWS FILING NO. 20, PHASE I**



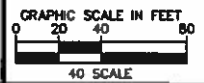
NOTES:

1. EXISTING ZONING IS TOWN CENTER (TC). EXISTING LAND-USE IS OPEN SPACE.

BENCHMARK AND DATUM

DOUGLAS COUNTY GS MONUMENT 1.015030 BEING A 3" BRASS CAP LOCATED APPROXIMATELY 400 FEET NORTHEAST OF THE BNSF RAILROAD IN THE NORTHWEST QUARTER OF SECTION 27, T7S, R67 W, 8TH PM.

ALL ELEVATIONS ARE BASED ON DATUM NAVD 1983, ELEVATION=6062.17



Kimley»Horn

2015 KIMLEY-HORN AND ASSOCIATES, INC.
4562 S. Ute Street, Suite 1200
Denver, Colorado 80237 (303) 728-2300

DESIGNED BY: CHR
DRAWN BY: CTM
CHECKED BY: RJP
DATE: 9/12/16

PROJECT NO. SDP 16-0015
LOT 1, BLOCK 11, THE MEADOWS FILING NO. 20, PHASE I
SITE DEVELOPMENT PLAN
SAFFRON DRIVE SECTION (FOR REFERENCE ONLY)

FOR REVIEW ONLY
NOT FOR CONSTRUCTION
Kimley»Horn
Kimley-Horn and Associates, Inc.

PROJECT NO.
096481000

SHEET
22

NO.	REVISION	DATE	BY	APP.
1	SITE DEVELOPMENT PLAN	10/04/16	RJP	



**Planning Commission Meeting
September 22, 2016
Minutes**

Chair Brooks called the meeting to order at 6:31 p.m.

Roll Call:

Commission Members Present: Chair Max Brooks, Vice Chair David Kay and Commissioners Suzy Chapman, Victoria Sikes, Eric Bender, Shawna Loban, and James Townsend.

Commission Members Absent: None

Town Council Members Present: Chip Wilson

Staff Members Present: Heidi Hugdahl, Deputy Town Attorney
Tara Vargish, Assistant Director of Development Services
Kevin Wrede, Planning Manager
Sandy Vossler, Senior Planner
Sharon Chavez, Recording Secretary

Certification of Meeting: (6:32 p.m.)

Ms. Chavez confirmed that notice of this meeting and the agenda had been posted and witnessed in accordance with the requirements of the Open Meetings Law.

Approval of Minutes – September 8, 2016: (6:33 p.m.)

Motion: Vice Chair Kay moved to approve the September 8, 2016 minutes. Chair Brooks seconded the motion.

Passed: 7-0-0

Public Hearing Items:

- A. **A Resolution Approving Crystal Valley Ranch Filing No. 15 Site Development Plan** (6:34 p.m.) Vossler: This site plan proposes 900 single family lots and a gross density of 3.57 dwelling units per acre: 613 units less than the zoning allows. The lot sizes will range from approximately 4,000 sq. ft. to 16,156 sq. ft., providing a variety of options for home buyers.

(6:40 p.m.) Ryan Germeroth, Transportation Planning & Traffic Engineering Manager, Public Works, joined Ms. Vossler during her presentation.

Applicant Presentation: (7:02 p.m.) Jerry Richmond, CVR Recovery Acquisition, LLC, and Ryan McBreen, Norris Design, presented and answered questions.

Public Comment: (7:25 p.m.) Residents of the Town of Castle Rock spoke about concerns of retention ponds, and traffic.

(7:27 p.m.) Staff rebuttal

(7:30 p.m.) Applicant rebuttal

Motion: (7:38 p.m.) Commissioner Chapman moved to recommend that Town Council approve the proposed Crystal Valley Ranch Filing No. 15 Site Development Plan. Vice Chair Kay seconded the motion.

Passed: 7-0-0

B. A Resolution Approving a Site Development Plan for Lot 1, Block 11, The Meadows Filing No. 20 Phase 1

(7:42 p.m.) Vossler: Proposal is for a new 240 unit multi-family, market rate apartment development with private amenities to include a dog wash, dog run, clubhouse and pool

(7:54 p.m.) Ryan Germeroth, Transportation Planning & Traffic Engineering Manager, Public Works, joined Ms. Vossler during her presentation.

Applicant Presentation: (8:11 p.m.) Matthew Griffin, The Garrett Companies, and Stephanie McCandles, Castle Rock Development Company, presented and answered questions.

Public Comment: (8:48 p.m.) Residents of the Town of Castle Rock spoke about concerns of property values, schools, traffic, parking on Coriander Street, main entrance of the project, and speeding.

Motion to Extend Meeting: Chair Brook moved to extend the meeting from 9:30 p.m. to the end. Vice Chair Kay seconded the motion.

Passed: 7-0-0

(9:32 p.m.) 5 minute recess.

(9:41 p.m.) Called meeting to order.

Public Comment Continued: (9:41 p.m.)

(9:47 p.m.) Applicant rebuttal.

(9:58 p.m.) Staff rebuttal

Motion: (10:23 p.m.) Commissioner Chapman moved to recommend that Town Council approval of the Meadows Filing No. 20, Phase I, Lot 1, Block 11 Site Development Plan. Commissioner Sikes seconded the motion.

Amend the Motion: (10:37 p.m.) Vice Chair Kay moved to amend the motion to include the additional 18 spaces with in the development. Commissioner Bender seconded the motion.

Passed: 7-0-0

Final Motion: (10:45 p.m.) Recommend that Town Council Approve the Meadows Filing No. 20, Phase I, Lot 1, Block 11 Site Development Plan (including the Amended Motion).

Passed: 6-1-0 (Commissioner Loban voted against)

Commissioner Items: (10:45 p.m.)

- A. **Quorum for Regular Meeting October 13, 2016:** Chair Max Brooks and Commissioners Shawna Loban, Vicki Sikes, and Eric Bender will not be there. Will not have a quorum.
- B. **Quorum for Regular Meeting October 27, 2016:** Vice Chair David Kay and Commissioner James Townsend will not be there.
- C. **Committee Reports:** River Walk (mixed use) project was approved by the Design Review Board on September 14, 2016.

Staff Update: (10:50 p.m.) None

Town Council Update: (10:50p.m.) Councilman Wilson:

- Petitioners withdrew Town Councilman Valentine's recall.
- District 2 has a certified candidate reported by the Town Clerk's office.

Adjourn: (10:52 p.m.) Chair Brooks adjourned the meeting.

Minutes approved by the Planning Commission on October 27, 2016 by a vote of _____ in favor, _____ opposed, with _____ abstention(s).

Planning Commission Minutes
September 22, 2016

Planning Commission