

August 28, 2020

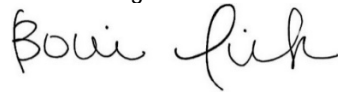
Mr. Patrick Caldwell, AICP, Senior Planner
City of Westminster
4800 W. 92nd Avenue
Westminster, CO 80031

Re: Uplands Preliminary Development Plan (PLN18-0146) – Submittal-04
Response to Completeness Review Comments

Dear Mr. Caldwell:

Thank you for reviewing our recent resubmittal of the Uplands Preliminary Development Plan; comments were received on August 12th, 2020 and responses are provided herein. Please let us know if you have any questions or need any further information prior to finalizing the completeness review and placing the application on referral.

Sincerely,
Norris Design



Bonnie L. Niziolek
Principal

Uplands



Chad Ellington
Partner

CC: Curtis Aldstadt, Pillar of Fire

Completeness Review Comments Received 8-12-20

Master ODP for TMUND designated Parcel A

- This ODP needs to be reviewed concurrently with the PDP. The ODP submittal is not yet complete. Completeness check will be delayed until all required information is uploaded to trakit.

Response: Noted; the Parcel A Master ODP has been submitted concurrently with this PDP for review.

Planning – comments on completeness

- Table of Adjacent Parcels Land Uses, Comprehensive Plan designation, Zoning District is missing. A note on Sheet 7 of 34 states this table is on sheet 15 of 34 and the table is not there.

Response: This sheet has been revised to include text describing the adjacent zoning designations. The previous Sheet 15 reference was referring to the land use plan sheet; this reference has been removed as the chart is located on Sheet 7.

- Maximum Number for each Type of Dwelling Units is missing on sheet 14 of 34. Each type of residential use needs to note the maximum number of each unit type. Example: in a Planning Area SFA would be 29 SFA (max) or 74 MF (max) rather than SFA without a maximum number of dwelling units.

Response: Maximum number of dwelling units, per dwelling unit type, have been added to the Land Use Sheet (Pg. 14) per the City's request. The table now lists maximum unit types for SFD, SFA and MF unit types; ultimate development will likely include a mix of the unit types to provide a mix of attached and detached homes, as stated in the PDP. The maximum of number of units shall not exceed overall unit max OR unit type max within each planning area.

- Remove note on Sheet 15 of 34. "Each Planning Area may be developed independently and in any sequence." This is not consistent with a phasing plan.

Response: Please see revised phasing plans included in the enclosed PDP. This approach was discussed in detail on the 8/19/20 GoTo Meeting with Staff. As requested by Alex Gan, we have modeled several different phasing sequences to demonstrate that there is an acceptable level of confidence that water needs can be met in a variety of different phase sequences if flexibility in future sequencing is being requested. Final sequencing of the Parcel A planning areas will be reviewed by the City with each individual site-specific Official Development Plan. Individual site-specific Official Development Plans must include logical utility, vehicular, and pedestrian connections. Final sequencing and phasing are subject to the City's full review of the site-specific Official Development plans to ensure all City criteria can be met.

In the revised phasing plan included herewith, the applicant has front-loaded the requested improvements including the full buildout of Lowell Blvd and other roadway and utility improvements.

Traffic – comments on completeness

- For roadway improvements, they are proposing something that was not the City's direction, but it is a start. In parcel A for example, the proposal is that each sub parcel only do frontage improvements (Lowell Blvd improved from 86th to 87th) rather than what the City directed them to complete (all of Lowell).

Response: Roadway phasing of each planning area has been modified. Where a roadway is located along the frontage of a planning area, that roadway will be completed per the specific requirements of each accompanying Site Specific ODP Traffic Study and at a minimum, span the entire planning area. Federal Boulevard's improvements will be coordinated with The Federal Boulevard Multimodal Transportation Study currently underway and headed up by HDR. The City may reserve the right to require additional roadway improvements at the time of each Site Specific ODP.

- The Traffic Impact Study needs to be included in the submittal shortly as the City and CDOT had comments to the last one.

Response: The Traffic Impact Study has been included with the resubmittal.

- Roadway improvements need to be more holistic and not piece by piece.

Response: Preliminary Roadway Phasing of each planning area has been modified with the resubmittal of this PDP. The response above should adequately resolve this comment. Further, this PDP does not allow for construction of any improvements and the exact scope, details and required phasing of improvements should be deferred to each Site Specific Official Development Plans and the corresponding Construction Documents.

Engineering – comments on completeness

- The major concerns are:
 - There was no Master ODP submitted for Parcel A with the PDP;

Response: Noted; the Parcel A Master ODP has been submitted concurrently with this PDP for review.

- no traffic study; and,

Response: The Traffic Impact Study has been included with the submittal.

- the phasing plan for the streets are not what the City is requiring.

Response: Same as responses above.

Public Works and Utilities – comments on completeness

- The only 'completeness' related item for PWU is given in the paragraph below. There are other items that I feel have not been adequately addressed between the 3rd submittal and the 4th, but those are not so much 'completeness'-related; they would be comments to clarify and/or change assumptions.

Response: Comment acknowledged; thank you.

- As mentioned in major area 5 of the letter sent by Rita McConnell on May 21, 2020, the PDP needs a phasing plan that answers the question of sequence. The first note of the overall phasing plan presented on sheet 15 of the 4th PDP submittal says 'each planning area may be developed independently and in any sequence.' If the applicant chooses to present the phasing with this maximum flexibility, then PWU will assume that all the onsite water and sanitary sewer improvements that are located between and connecting planning areas (listed across sheets 18-28) will be constructed before any of the parcels are developed. If this assumption is not valid, then we request the applicant detail how the 32+ onsite water and sanitary sewer improvements will be sequenced in this PDP submittal.

Response: The assumption noted above is generally valid. Additional detail has been added to provide clearer direction on phasing and the onsite and offsite "utility prerequisites" for the development of each planning area. Final sequencing of the Parcel A planning areas will be reviewed by the City with each individual site-specific Official Development Plan. Individual site-specific Official Development Plans must include logical utility, vehicular, and pedestrian connections. Final sequencing and phasing are subject to the City's full review of the site-specific Official Development plans to ensure all City criteria can be met.

The phasing notes associated with each planning area include offsite improvements that must take place in order for the planning area to function independently. We understand the contemplated offsite improvements are being reviewed concurrently with HDR and the City. Additionally, multiple water sequencing models (as requested by Alex Gan) have been added to the utility study modeling various phasing alternatives within Parcel A.

- See highlighted area in attached letters, and notes in the PDP.
Response: All comments that were included in the PDP or the attached letters have been addressed in the responses contained within this letter. See written responses above and below.

Parks – comments on completeness

- From a completeness check standpoint, it appears they have attempted to respond to the requirements for PLD, PDF, parks, open space, trails and view corridors.

Response: Comment acknowledged; thank you. We appreciate the continued discussions over the last few months master planning the PLD, trail corridor and view corridor locations as provided in the enclosed PDP. The Uplands team is sending a schematic design plan set providing additional design vision on many of these features under separate cover via email, as requested by Staff.

Fire – comments on completeness

- Repeat comment: please reference sheet 34 of 34 in SUB04 - PDP 1 SUB-04_PLN18-0146_Uplands-04_PDP. The fire apparatus Driver/Engineers will not drive up onto a "All Weather Surface" that is beyond the curb. Travel lane needs to be 20 feet.

Response: The cross section of 86th Avenue has been modified to include 20' unobstructed travel lanes as requested.

- See comments on Sheet 34 of 34 in PDP.

Response: The cross section of 86th Avenue has been modified to include 20' unobstructed travel lanes as requested.

PDP Redline Comments

- Restaurants have higher demand. Clarify office vs commercial.

The exact demand in PA-6 will be further studied/evaluated with PA-6's Site Specific ODP when the uses are more known. For the purposes of this study, the demand of 1,430 Gal/Acre/Day was used for both Retail Commercial and Office uses as outlined in Table 3.13.C of the city's criteria.

- The fire apparatus Driver/Engineers will not drive up onto a "All Weather Surface" that is beyond the curb. Travel lane needs to be 20'.

Response: The cross section of 86th Avenue has been modified to include 20' unobstructed travel lanes as requested.

Additional Comments as Highlighted in 5.21.20 Letter from City of Westminster (highlighted portions of the letter received with the completeness review are noted below and comments with responses following each)

- The current PDP includes language to allow each planning area or phase within a planning area to be developed independently and in any sequence. This is not acceptable. More specific detail is needed to analyze and ensure compliance with applicable codes, design standards, and infrastructure needs.

Response: Additional detail has been added to provide clearer direction on phasing and the onsite and offsite "utility prerequisites" for the development of each planning area. Final sequencing of the Parcel A planning areas will be reviewed by the City with each individual site-specific Official Development Plan. Individual site-specific Official Development Plans must include logical utility, vehicular, and pedestrian connections. Final sequencing and phasing are subject to the City's full review of the site-specific Official Development plans to ensure all City criteria can be met.

The phasing notes associated with each planning area include offsite improvements that must take place in order for the planning area to function independently. We understand the contemplated offsite improvements are being reviewed concurrently with HDR and the City. Additionally, multiple water sequencing models (as requested by Alex Gan) have been added to the utility study modeling various phasing alternatives within Parcel A.

Further, this PDP does not allow for construction of any improvements and the exact scope, details and required phasing of improvements should be deferred to each Site Specific Official Development Plans and the corresponding Construction Documents.

- It is also essential to ensure the adequate provision of other public facilities such as parks, trails, and open spaces.

Response: We appreciate the continued discussions over the last few months master planning the PLD, trail corridor and view corridor locations as provided in the enclosed PDP. The Uplands team is sending a schematic design plan set providing additional design vision on many of these features under separate cover via email, as requested by Staff.

- The major public improvements for the streets and drainage improvements have to be done in a logical manner dependent on the initial phasing of the development planning areas of the overall Uplands Development. A planned approach to constructing the roadway network is necessary to ensure that improvements are continuous and the construction activity impact on the surrounding existing residents are limited to a short period of time.

Response: We agree with minimizing the construction impacts on existing residents. Where a roadway is located along the frontage of a planning area, that roadway will be completed per the specific requirements of each accompanying Site Specific ODP Traffic Study and at a minimum, span the entire planning area. Federal Boulevard's improvements will be coordinated with The Federal Boulevard Multimodal Transportation Study currently underway and headed up by HDR.

The City may reserve the right to require additional roadway improvements at the time of each Site Specific ODP.

- At a minimum, the PDP phasing plan for each parcel and planning area should include the following information:
 - a. Arterial, collector, and local road improvements Provided
 - b. Access and traffic signalization infrastructure Provided in Traffic Impact Study
 - c. On-site and off-site water infrastructure Provided
 - d. On-site and off-site storm sewer infrastructure Provided
 - e. On-site and off-site sanitary sewer infrastructure Provided and notes City's concurrent review with HDR
 - f. Detention facilities infrastructure Provided
 - g. Public and private park facilities; PLD Provided

Response: Per the responses above, additional detail has been added to provide clearer direction on phasing and the prerequisites for the development of each planning area.

Roadway phasing has been modified to allow for continuous construction.

Parks, trails, and opens spaces will be developed within each planning area.

Land designated as View Corridors or dedicated for Public Land has been noted in the PDP and Master ODP.

Additional Comments on 6.25.20 Email Response from City of Westminster
(highlighted portions of the letter received with the completeness review are noted
below and comments with responses following each)

- YES, the City requires the PDP and the TMUND Master ODP to be processed concurrently.

Response: Noted; the Parcel A Master ODP has been submitted concurrently with this PDP for review.

- Each planning area within Parcel A must note the order/timing/phase for the Planning Area to be constructed.

Response: See responses above.

- A concise outline for the phasing is preferred in the PDP for all Parcels, and the Master ODP for Parcel A. Charts and diagrams, or maps that would show the off-site improvements would be useful. Site specific ODP's should show the phasing items that are appropriate and needed for that ODP.

Response: Agreed. Each Site Specific ODP will provide this information. Phasing for this size project is not possible to predict in the PDP.

A suggested list of items to be included in a phasing plan was provided in the comments of 5-21-20. A pictorial/map of not-to-exceed density by planning area and/or sub-planning area would be useful.

Response: Agreed. Maximum density chart and maps have been provided as requested.

Otherwise, the City will continue to assume maximum density for all planning areas and all off-site utilities will be assumed to be needed prior to any construction.

Response: Agreed. As we have also modeled, the City should use the maximum densities, by product type as provided in this resubmittal.

- The off-site improvements need to be identified in the accompanying Phase I/II Master Reports (Utility, Drainage, Traffic). These show the full build out of public improvements. The narratives of the Reports should identify the overall improvements (On and Off-site) with conceptual/schematic diagrams and layouts to show how the improvements can ultimately meet the demands. Without the accepted Master Reports the City assumes the worst-case scenario for density, use, and increase in impervious area based on the permitted land use. The reports ensure that as phases are developed that the infrastructure has the ability to support the demand without intrusive modifications to the system.

Response: Agreed.

- Maximum number of dwelling units, per dwelling unit type, has been added to the Land Use Sheet (14). The proposed table lists maximum unit types for SFD, SFA and MF unit types; ultimate development will likely include a mix of the unit types to provide a mix of attached and detached homes, as stated in the PDP.
- Offsite improvements may be required and will ultimately be dictated by further analysis of the City's system that is currently being conducted by HDR at the City's request.

- Required onsite improvements can be found schematically in the appendix of the provided Utility report along with model results that support the system's sufficiency to meet anticipated demands during the phased development of Uplands.
- Phasing Plan - and the timing of those improvements need to be coordinated with the proposed development schedule; the parcels are disconnected and it needs to be clear which utility improvements will serve each parcel and at what time the improvement will be constructed for the parcel;

Response: Please reference the responses above which address this comment.

- ...the Traffic Study

Response: The Traffic Impact Study has been included with the resubmittal.

- In order to support this process the accompanying Master Reports would need to support the Phasing approach. Staff would need to evaluate what could potentially be developed in later Phases to be assured that the preceding Phase's infrastructure can support the future developments. This approach is not going to be permitted for the previously outlined improvements along the frontage of the Overall Development pertaining to the roadway improvements as well as the "off-site" roadway improvements identified.

Response: Please reference the responses above which address this comment.

- The improvements along the frontage of Lowell Blvd. and along Federal Blvd. will be required to be designed and constructed in the Initial Phase of the Overall Development to their ultimate design cross sections.

Response: Applicant will comply with this request to the best of our ability. Lowell Boulevard will be constructed with the development of the first planning area.

A conditional statement has been added regarding Federal Boulevard; that improvements will be completed according to the Federal Boulevard Multimodal Transportation Study, and/or as warranted by traffic requirements and/or as required by CDOT.

- Due to the existing spacing of the access points along the north side of 88th Ave. the City is concerned that adding additional full access points would cause conflicts within the two-way left turn lane. Any stacked vehicles waiting to turn left could block other vehicular turning movements. On 84th Ave., similar to 88th Ave., it is the City's common practice to limit the turning movements for access points to reduce the number of conflict points. City Staff relies on the conclusions of the Traffic Impact Study, and also, the City reserves the right to restrict the turning movements or access points on public streets to reflect current Planning, Mobility and Transportation needs.

Response: The number of access points to Uplands has been kept to a minimum with three each on 88th and 84th to the main parcel. On 88th and 84th the intersections are spaced at approximately 660' apart (minimum 330') and directly opposite an existing intersection, i.e. on 88th the center intersection of Irving St. is directly opposite Hunter's Way. On 88th the south side will be constructed to match the north side and City standards. Similarly, the north side of 84th will be reconstructed to City standards. On 88th there is a two-way center left turn lane with approximately 200' of queuing space between the intersections on the north side. The Synchro analysis shows a less than one vehicle queue (25') for the left turn in movement at each of the proposed intersections on the south



side. The negligible queuing is a result of the minimal number of vehicles making the turn and minimal opposing traffic flow. The Synchro analysis reports LOS A on the westbound left turn at each intersection and LOS B on the northbound left turn. On 84th the left turn in movement is too low (in the single digits) to warrant turn lanes. Moreover, the eastbound left turn in reports zero queueing and LOS A. The southbound left turns out are rated LOS C. All intersections and access points to Uplands have been designed with safety as the priority. Particularly on Federal Blvd, three of the four access locations are movement restricted (no left out) and the main access at 86th will be signalized. Reducing conflict points doesn't necessarily reduce the number of conflicts if you're shifting traffic from one intersection and adding it to another. i.e. simply put 3 conflicts each at 3 conflict points is the same as 9 conflicts at 1 conflict point. We anticipate these access points will continue to be studied by the development team and City staff during Site Specific ODPs and CDs.