

GRANDVIEW ESTATES HOMEOWNERS ASSOCIATION

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February 27, 2016

Patrick Mulready, Senior Planner
Development Review Division
Town of Parker .
20120 E. Mainstreet
Parker, CO 80138

RE: Referral Response and Comment- Compark Village South; SB15-0054, 3241 Filbert; Chambers Highpoint

Dear Mr. Mulready and Planning Department:

Thank you for meeting with members of the Grandview community on February 18th and for extending the deadline for comment on this very important project. You gave us the courtesy of submitting referral response "within a few days", from the Grandview Estates Homeowners Association and the Grandview Estates Rural Water Conservation District, because one of the referral contacts was out of date, and both had not been retrieved and/or received on the respective incoming systems. We are complying to the very best of our ability. We have no staff and are a volunteer organization. Thanks again.

BELFORD AVENUE:

WEST:

The maps provided depict Belford, a four lane connector with 40 mph traffic, less than 200 feet from the northwest corner of the Grandview Estates section line. The nearest home appears at approximately 270 feet, and at approximately 240 feet from the drainage improvements to be located parallel and south of Belford. The elevation of the nearest Grandview home and residences to the south above Belford results in direct exposure to view shed disruption, traffic movement including noise and pollution, and light pollution. In discussions with Mr. Alex Mestdagh and Mr. Patrick Mulready, Grandview community members expressed serious concerns that the road will interfere drastically with the quality of life of residents, and the proposed drainage will greatly affect First Street in Grandview. Runoff from Belford will exacerbate a serious condition on First Street, where flood waters have impacted the road and drainage on many occasions. See Street Index Sheet, 5 of 32, and see Minor Development Plat, Sheet 2 of 4.

Recommendations: The proposed improvements to First Street will provide a drainage conveyance system (roadside ditch) to divert flows from the Cordiella property and redirect to the re-aligned Green Acres Tributary (GAT). The proposed improvements to Belford Ave. across the Compark South property will be directed to a drainage system which will convey flow to the proposed regional facility located in GAT.

1. As already requested and mentioned in the Grandview Homeowner Association's first referral response to the Compark 190 project with Douglas County, the frontage road is projected to carry several thousand vehicles per day and appears to be only a few feet from the edge of the Chambers Reservoir and spillway, yet no measures are depicted or mentioned to ensure hazardous fluids from vehicle accidents or normal traffic do not end up polluting the water in Chambers Reservoir or water downstream via the spillway. Since this was a concern with the Reuter-Hess Reservoir that caused the re-alignment of Stroh Road, we recommend the appropriate agencies (Army Corps of Engineers, EPA, Colorado Dept. of Public Health and Environment, Cherry Creek Basin Water Quality Control Authority, and Urban Drainage and Flood Control District) be consulted on this topic during this referral process to determine if mitigation measures are required.

Belford, east of the bridge, will be designed by the consultant for High Point at Chambers development.

On reviewing the maps with the community, Mr. Mestdagh was fairly confident that, by re-aligning and changing the radius of the curves north of Grandview and east of the section line between Compark and Green Acres, Belford can be moved north and away from Grandview at the western section line. The maps now show exaggerated curves that had not appeared previously on conceptual drawings offered by Douglas County or in the first stages of applications with the Town of Parker. Altering the proposed curves could help to cut costs of construction, add to the safety of the road, and reduce the impact on the Grandview community.

The entire alignment of Belford has been accepted through the annexation agreement with the Town of Parker.

3. Road lighting should be designed so that it does not impact the existing low lighting levels with ground reflection, or spill across the Grandview Estates subdivision line and onto the existing residences.

Per the annexation agreement, a berm has been designed in between the proposed development and Grandview Estates.

4. At previous hearings, there were representations that First Street in Grandview would be paved to from Dogwood Avenue north in order to facilitate better and safer drainage, and to enhance the value of the project to the Grandview community. The paving commitment should appear at this phase of the project, and should be fully mapped with necessary drainage plans included.

The plans have been updated to show the paving and drainage improvement limits.

3. Fire hydrant availability to Grandview, as previously represented, should be platted now on the maps.

Fire hydrants on First, Second, and Third Streets are included in the residential phase I plan set.

4. The present plan for temporary emergency access through Grandview should be confirmed

Emergency access will be provided through First Street.

5. Construction of Belford should not proceed with a minimal bond and in a piecemeal fashion until the complete plan, with a final cost estimate from Peoria to Chambers, has been disclosed. The final plans and cost estimate should include all drainage, landscape, flood control, berm design, and finish grade elevations. The bond required should reflect the entire project cost and be presented before construction commences.

Construction will commence shortly after approval of the Final Plat.

EAST:

Belford Avenue is to connect with Chambers south of E-470 as dictated by traffic engineering standards, with the proposed location of the bridge crossing Happy Canyon Creek. This results in the proposed location of the road approximately 70 feet from the northwest corner of Grandview, with the nearest home approximately 240 feet away. The existing grades are a result of the spillway construction for Chambers Reservoir, which rises approximately forty feet north and east of Grandview. The existing grade is devoid of landscaping materials as originally designed and is currently infested with thistles. GVE is concerned that traffic noise, pollution and drainage will become serious problems for the adjacent residents, and major improvements are needed to improve the existing conditions.

Belford, east of the bridge, will be designed by the consultant for the High Point at Chambers development. The entire alignment of Belford has been accepted through the annexation agreement with the Town of Parker.

Recommendations:

2. Mr. Mestdagh acknowledged that a perpendicular alignment of the bridge across Happy Canyon Creek is not imperative, and if it were to cross the creek diagonally by increasing the radius of the large turn to the west, (since the proposed radius is too small per engineering), it would cause Belford to be moved north of its proposed location next to Grandview. We request a determination whether, with the change of a diagonal intersection for the bridge, and the curve changes proposed, the Belford intersection with Chambers, can be moved north and still comply with required distances from the E-470 intersection. Belford initially was conceptualized as Frontage Road and will serve that purpose.

The alignment and intersection of Belford Ave. with Chambers has been accepted through the annexation process. The town is requiring the Chambers intersection located in the proposed current location as shown on the plans. Chambers. The traffic report supports a major collector by Town of Parker criteria.

3. The elevation of the road between Chambers and the proposed bridge must be carefully engineered so that a berm between the road and GVE is substantially high enough to deflect any and all noise and light pollution caused by traffic.

The berm has been designed to meet the criteria within the approved Annexation Agreement.

4. Road lighting should be designed to eliminate ground reflection and spilling across the Grandview Estates subdivision line and onto the existing residences.

.The berm has been designed to meet the criteria within the approved Annexation Agreement.

5. A traffic count estimate servicing the development at full build-out should be part of this application, and include all cars wishing to avoid C-470 traffic, or E-470 tolls. GVE believes this will increase the traffic count. An adequate estimate of traffic should commence at this time, before construction.

The Chambers TIS, prepared by FHU, and the Chambers crossing TIS, prepared by Fehrs and Peers have been provided with this application.

6. Especially now that the plan is to have Stonegate, and not ACWWA, provide water for the project, some intergovernmental agreements will be necessary to decide what entity is responsible for landscaping and other improvements for the berm by Chambers Reservoir. The present condition of the berm is deplorable, and totally inadequate to screen noise and pollution from traffic on Belford.

Belford, east of the bridge, will be designed by the consultant for High Point at Chambers development.

7. Belford is acknowledged to act as a spillway, and in this case for Chambers Reservoir. Planning and engineering should be extremely detailed to prevent a flood event impacting any Grandview properties.

Belford, east of the bridge, will be designed by the consultant for High Point at Chambers development.

Thank you kindly for your consideration of this response.

Sincerely,



Jerri Hill, Secretary

Grandview Estates Homeowners Association