

U UPLANDS

OBSERVATORY HEIGHTS

NEIGHBORHOOD UPDATE - Q&A

MAY 4, 2021

Thank you to all who attended the Observatory Heights Neighborhood Update. Below is a list of the questions (unedited) asked during the meeting. Please note, some answers were updated with more details, to provide accurate and transparent information.

If you would like to see the complete verbal response, please refer to the video, which may be accessed at:

UplandsColorado.com/News-Events

The Uplands Team

QUESTIONER**QUESTION****RESPONSE**

Morgan H.

1. I saw some reports that the lots on Bradburn would be sold? Is that pre or post uplands development

The neighborhood to the north of Bradburn is being planned currently, and tentative site plans were shown in this Meeting. Regarding timing, this neighborhood will be part of Uplands and its approvals will be processed alongside other Uplands required approvals. Additional details will be shown in future development applications for this parcel - keep an eye on the following page for updated information as it becomes available:

UplandsColorado.com/Resources

Amy V.

2. One simple idea to solve the issue on LaPlace would be to make it a dead end at Bradburn. of course we'd need to eliminate the one ways south and north at 81st and la place, but other than that it would be an easy and effective solution.

As mentioned in the meeting, LaPlace will be a dead end for west-bound/south-bound traffic; however, because the residents along LaPlace require ingress and egress, the connection to Bradburn (one-way) will remain.

The proposed realignment of the Bradburn/LaPlace intersection is a result of months of collaboration with the City and third-party engineers.

Lastly, your comment has been noted and passed along to the City.

J R.

3. How will you guarantee that KB Homes will honor your promises ?

As detailed in the live meeting, all builder obligations will be incorporated into each Uplands neighborhood's site-specific development plan and associated documentation, and those obligations and standards will be enforceable by the City.

Karen R.

4. Explain the PLD on North parcel

The Public Land Dedication (PLD) process is iterative, and in the case of this area, the City's Community Development and Parks, Recreation and Libraries Departments, along with Uplands, agreed to locate the park near existing neighborhoods (based on feedback), and incorporated neighbors' other comments (e.g. more parks, less houses along Lowell). Lastly, the park area serves to further protect the mountain views, a high priority for Uplands, the City, and the neighbors.

J R.

5. Lowell pld was required per city, not you!

See answer to the immediately preceding question.

QUESTIONER**QUESTION****RESPONSE**

Morgan H.

6. I noticed the only exit from either parcel is onto Bradburn Drive. Given that this is already used inappropriately as a cut through, I am concerned with the significant increase in traffic as it is used to access Lowell and Oakwood

The City and third-party engineers determined that Bradburn was the best access point for these parcels, rather than Lowell or 84th, based on traffic counts, patterns, engineering analysis, and modeling. Those analyses study the incremental Uplands traffic demand and evaluate those against the City's capacity and safety standards. All research shows the increase in traffic is well within the City's requirements.

In part due to those analyses and based on your and others' feedback, an upgrade for the intersection in question is being explored (where Bradburn Drive meets the new Uplands roads). Your concern has also been passed along to the City.

Morgan H.

7. What are the traffic impact studies on this? What about the homes that are on bradburn. This is a very high risk for our parked cars, our children and animals that play in the front yard, as well as the ability to exit our driveways.

Extensive traffic impact studies are available within the documentation provided in the Uplands' application, including empirical analysis of traffic on Bradburn Drive - please see the following link: [Traffic Impact Study](#).

Speeding on Bradburn was one of the aspects included within Uplands, the City, and third-party engineers' studies. As a result, the currently proposed Bradburn improvements are designed to calm and slow traffic. We are still exploring all effective ways to further improve this intersection/area, so please keep participating with us.

Lastly, your comments have been passed along to the City.

Morgan H.

8. What does it mean that "the finished floor space will be below Bradburn"? How high will the finished height be over the road?

Bonnie meant that the finished floor elevation (ground-floor elevation) was below Bradburn.

[Please click here to download and see Slide 19 from the Meeting Slides.](#)

The graphic shows the finished floor elevation, as well as the heights of the proposed homes, in relation to Bradburn.

J R.

9. Bradburn sits level with the sight, so why do you show homes so much lower ?

Bradburn is situated higher in elevation than the northern portion of the site. Please refer to the slide mentioned in the immediately preceding question for relative heights of Bradburn and the proposed homes.

QUESTIONER	QUESTION	RESPONSE
Dino V.	10. A question for Patrick: will the city complete a sidewalk on Lowell that meets ADA standards?	Patrick Caldwell at the City answered this question live. His response is as follows: “Yes, it will, and it will be shown in the final version of the ODP and in the construction documents.”
J R.	11. Don’t see the trees heights in second photo	The tree heights are not shown, as they’ll vary in height, circumference, species, etc. Detailed landscaping plans will be available in future site plan and plat applications for this parcel.
Eric W.	12. What about the Mountain View’s	<p>As shown in Bonnie’s slides (specifically Slides 20 and 21) the views of the mountains are preserved. Please click here to download the Meeting Slides.</p> <p>For all event recordings, slides, and documents, please visit us at: UplandsColorado.com/News-Events</p>
Eric W.	13. The PLD is on a hill that’s why you can’t put houses	Not true. The PLD includes the large flat area at the top of the hill where folks enjoy the sunset, and includes usable park areas below the hill/grove as well. See Slide 23 for a comparison of our earlier proposed plan to the current plan - our earlier plan designed and planned homesites on this hillside. Expansion of PLD along Lowell Boulevard was one of the most consistently-requested changes to our plan by the public.
Dino V.	14. though on the south side, will the 2 PLDs and VC be dedicated as part of the North B-1 site specific plan so that the community knows that if you don’t end up being the developer, the land will still be preserved?	Timing of dedication of those PLD areas generally corresponds with the recordation of a plat, which would follow site-specific plans. It is anticipated that the PLD on the north side of Bradburn would be dedicated with the plat for the north side development and the PLD/View Corridor on the southside of Bradburn would be dedicated with the plat for the south side development. These 2 PLD and View Corridor areas are identified as such on the Preliminary Development Plan to preserve this intent until the land is platted. Any revisions would need to go through a full PDP amendment process to change.

QUESTIONER**QUESTION****RESPONSE**

Amy V.

15. I don't think that will eliminate cut through traffic by the new residents in your parcel. It's still a shorter drive than Bradburn. Access to La Place, a RESIDENTIAL street, should be completely eliminated either through a gate, making a dead end at Bradburn, or some other solution.

The proposed realignment of the Bradburn/LaPlace intersection is a result of months of collaboration with the City and third-party engineers.

As noted in the live meeting, some existing residents along LaPlace feel differently than you do about a gate/dead-end. The ultimate decision on LaPlace and Bradburn alignments will be the City's.

Your comments have been noted and passed along to the City.

Amy V.

16. Your project is going to increase traffic on La Place unless you close it off.

Regarding closing off and/or making LaPlace a dead-end, please see the answer to your earlier Question #2 and the immediately preceding question. LaPlace Court will remain a one-way street for west-bound and south-bound traffic.

Your comment has been noted and passed along to the City.

Dino V.

17. Can the full movement intersection on Bradburn become a roundabout to slow the high speed drag racing?

Noted - your question has been submitted to the City, as the City's traffic engineers will decide details for that intersection.

Please note that high speeds on Bradburn (police reports, etc.) was one of the aspects included within the analyses.

The currently proposed Bradburn improvements are formalizing Bradburn with more infrastructure, sidewalks, street trees, and landscaping, which are purposeful design features proven to slow and calm traffic.

jaime c.

18. Can we see a simulation on what the traffic would look like? It looks confusing

Uplands engineering consultant, Todd Johnson, addressed this in the live meeting, sketching details. If you need further details after watching Todd's remarks and live mark-up, please reach out to us at info@uplandscolorado.com.

QUESTIONER	QUESTION	RESPONSE
J R.	19. So you are giving us swamps?	As answered live, these are not swamps. They are designed to hold stormwater events only, and will be dry most of the time. Even during wet times, these will be attractive areas, as shown in Slide 27. Click here to download the Meeting Slides.
jaime c.	20. In the duplex design, what is the distance from door to sidewalk?	Actual dimensions between the door and the sidewalk may vary based on building footprint and ultimate sidewalk location. There is a minimum of a 5' setback from front lot line to porch and a minimum of a 10' setback from front lot line to any living area. As shown in the ODP, there are also minimum setbacks from the building to the perimeter (neighborhood) boundary and street right-of-ways.
J R.	21. You say “we” like you are building the homes or will have control over what is built.	As Chad and Marcus both mentioned, all buildings (and builders) will be bound by detailed approvals; architecture, materials, infrastructure improvements, etc. will be governed and enforceable directly by the City.
Amy V.	22. DO NOT ENTER will be ignored, just as one-way signs are ignored now.	Noted. We’ve submitted your comments to the City.
jaime c.	23. The design doesn’t show solar panels. Would this design be sustainable and eco friendly?	Solar panel installation will be up to individual consumers and their respective builders. Uplands will contain a multitude of environmental sustainability features, consistent with the City’s Sustainability Plan and the City’s Water Conservation & Efficiency Plan, including WaterSense and EnergyStar certified homes. Check it out at: UplandsColorado.com/Resources
jaime c.	24. What is the range of prices for the pictured units?	Since construction is a while away, therefore home sales are still further away, no prices are available at this time.

QUESTIONER	QUESTION	RESPONSE
Dominic A.	25. On PA-B (1), is each parcel 2 homes (8 per side of the street) on the far west side of the development?	No. Each lot shown is one duplex/paired home.
J R.	26. How will LaPlace have first responder access?	LaPlace will continue to be a one-way street, as it functions today (preventing south-bound traffic from Bradburn). LaPlace will have first responder access, as it does today. Fire and life safety logistics are incorporated into the City's street designs.
jaime c.	27. We are concerned about the Allans Ditch wilderness. How would construction affect that protected area?	<p>The Allen Ditch open areas nearest Uplands are the ditch crossings and stormwater runoff areas along US 36 near Sheridan Boulevard. According to CDOT analyses, these areas encompass between 1 and 2 acres near and within the Highway 36 right-of-way, and the areas provide flood flow attenuation and limited habitat. The Uplands project is not performing construction within the Allen Ditch however the City and Mile High Flood District are looking at upgrades to the storm drainage within the area that may utilize the Allen Ditch, please check further with the City on any potential plans.</p> <p>Additionally, construction at Uplands will mitigate any developed flows and exceed the requirements of the City by reducing flows lower than allowed. Finally, the facilities added by Uplands will provide water quality, an element that is currently not being accounted for in the area.</p>
Amy V.	28. You are creating impediments to cut through in your own parcel. The same courtesy should be given to residents of La Place. There is ONE CHANCE to get this right.	The City directed the traffic design decisions, and your comments regarding LaPlace have been submitted to the City.

QUESTIONER	QUESTION	RESPONSE
jaime c.	29. KB homes doesn't have a great track record. Why them?	KB Home is actually one of the country's leading green builders and to our knowledge has built more new urbanist paired homes than any builder in our market, in places like Central Park, formerly known as Stapleton, and similar communities. KB Home's track record, acumen, and architectural plan library for this specific home style is exactly why they were selected for this neighborhood.
J R.	30. What problem Chad?	Not sure we understand the question.
Amy V.	31. That's your job. ths is being imposed on us. It's your job to correct for the future problem	We hear you. About LaPlace/Bradburn and the current intersection's challenges specifically: We and the City have spent months collaborating and exploring possible solutions. While not final, the traffic professionals concur - the proposed solutions are a substantial improvement over the current conditions. We will continue to incorporate changes, and attempt to address comments in forums like these. Please keep participating.
Dominic A.	32. Will property taxes will be affected for the neighboring properties for the development of the PLDs or are those being addressed by taxes on the new homes? (special taxing district?)	No neighboring properties' property taxes will be affected by the Public Land Dedications (parks, open space), etc.
chris d.	33. How do we give feedback to the city? What email, phone?	PCaldwel@CityofWestminster.us
jaime c.	34. Was Jeff Handlin involved with mayor Atchison's recall and resignation?	No.
jaime c.	35. Will construction take place on the weekends?	All construction will comply with ALL of Westminster's ordinances and regulations, including time of day and weekend restrictions.

QUESTIONER**QUESTION****RESPONSE**

Amy V.

36. If La Place is dead-ended the city won't need police resources to enforce the Do Not Enter and One Way signs. It's a one-time solution and probably cheaper than what you're proposing. It is the Uplands residents that we're worried about.

Noted. Your comments have been passed along to the City.

chris d.

37. How would the PLD and VC look different? or the difference of the 2?

Great question. The PLD will look like you, and the rest of your neighbors decide. Whether this is a 'light-touch' native prairie/preserve, a farm, an activated park, or a combination, is entirely up to the public. The City believes in a collaborative public process for those spaces.

The only limitation on the View Corridor portion of the Public Land will be heights of structures (e.g. shade structures) and other impediments to the view shed within the View Corridor envelope.

Don V.

38. what are you going to do do with 82hd ave

No substantial improvements are planned for 82nd Avenue, only intersection improvements at Lowell Boulevard.

QUESTIONER**QUESTION****RESPONSE**

Eric W.

39. Why are you not giving the required PLD of 12 acres per 1000 people on every parcel?

The City's code allows for a combination of public land dedication (PLD) and cash in lieu given that the City does not have adequate funding to build out all PLD.

Uplands is dedicating 40 acres of land to the City of Westminster: 34 acres that will be public parks and 6 acres to specifically protect the best views for all to enjoy. Uplands is also giving the City between \$5 million and \$8 million to design and build these public spaces.

The City's goal for PLD within Uplands was 15% of the total 231 acres that will be used for parks and dedicated view corridors. The committed 40 acres works out to be about 17%.

An additional 7 to 9 acres of privately-built pocket parks and open areas will be designed to meet the City's 4% requirement for each planning area. This is above and beyond the Public Land Dedication requirements.

In total, this works out to just under 50 acres of parks, public open areas, and view corridors all connected by a network of trails, paths, and sidewalks.

The calculation for Public Land Dedication (PLD) is based on the maximum population for each planning area. The combined maximum population for all areas in Uplands is just under 5,500, which dictates about 65 acres of PLD (using the City's 12 acres / 1,000 residents). To meet the City's goals for this project, Uplands is dedicating 34.3 physical acres and 6.3 acres in view corridors. The remaining 24.4 will be paid in cash to the city so they have the funding needed to design and build these parks. The final amount paid in cash will be determined based on the market value of the land.

[To learn more about the City's municipal code, which dictates these decisions, click here.](#)

Karen R.

40. It appears from documents and filings Parcel B north side will be your first build out. Will you proceed if your application for Metro Tax District is not pre-approved? Will the development by KB Homes go forward if the Metro Tax proposal by Oread is not approved?

The City's policy regarding Metropolitan Districts is to consider them only once an Official Development Plan has been approved. At this time, the City is not processing any Metropolitan District documents for Uplands.

Uplands pays for utility system upgrades, safety and roadway improvements, and fixes pre-existing stormwater/flooding issues. Uplands' collective public infrastructure obligations require a Metropolitan District in order to contribute to those costs, as contemplated by the City's Metro District Policy for TMUND communities like Uplands and Bradburn.

QUESTIONER**QUESTION****RESPONSE**

chris d.

41. Is Lowell going to be expanded to 2 lanes each way vs it's current one lane each way? Concerned about the increased traffic on Lowell.

No. Please see the sketched cross sections in this document, which shows one travel lane of traffic each way: [Click here to download the Schematic Design Packet vs.01.18.21.](#)

Bike lanes, formalized parallel parking, sidewalks, street trees and landscaping will be added, ensuring Lowell will have a residential feel, and through traffic will pursue different routes.

Dominic A.

42. "No. Each lot shown is one paired/duplex home" - are there 2 lots or 4 lots on each side of the street?

Your prior question was whether there were 8 lots or 4 lots on each side of the 'streets' (alleys) on the far-west side of the site. There are 4 lots on both sides of each alley, representing 4 separate paired/duplex homes within 2 buildings on each side.

Morgan H.

43. When were the track counts done? I saw the counters out in the middle of the COVID lock down. What dates were these studies conducted on, as when the studies were conducted would obviously create problems as to the reliability of the study

The traffic report considers many things, including the schools and their interface with Uplands and existing traffic. Traffic counts were taken in September 2019 and have been periodically checked and closely coordinated with the City for any significant changes or impacts since 2019.

The traffic study follows the City's criteria and is also based upon industry standards within the region. The traffic study was conducted by Aldridge Transportation Consultants, a leading traffic engineer with over 30 years of experience and thousands of impact reports and analysis.

J R.

44. WE already have over 6100 cars a day in Lowell. How will more cars from your sights help? and, what improvements will be done on the stretch of Bradburn that is not adjacent to the development? will the street narrow directly in front of those homes that face bradburn?

Background/existing traffic, along with incremental added traffic, is incorporated into the traffic engineering, modeling and analyses.

No improvements are planned for the portion of Bradburn between LaPlace and Oakwood at this time.

QUESTIONER	QUESTION	RESPONSE
J R.	45. Speed according to who?	Not sure of the context of the question.
jaime c.	46. Are there any drainage ditches shown on your map?	No drainage or irrigation ditches will be added to the Uplands parcels; however, other stormwater management and infrastructure will be constructed as part of the overall project to improve the drainage.
Eric W.	47. People drag race on that street	Thank you for your comment, and it has been passed along to the City.
chris d.	48. Suggestion that a speed bump be put just after the new development and before the houses on Bradburn to slow traffic.	Thank you for your comment, and it has been passed along to the City.
J R.	49. Who is paying for a sidewalk in Lowell?	Uplands pays for infrastructure upgrades, including mobility upgrades like sidewalk systems.
Eric W.	50. Were you trying to hide this meeting from others if someone from the city is on	<p>The new information in this meeting largely related to local road realignment and traffic flow discussion. Since the proposed design solution was based on the feedback from neighbors adjacent to this area, this meeting was focused on presenting the proposed solution to that same group.</p> <p>Future public meetings will be available to the entire public.</p>
jaime c.	51. Oread leadership has said that they are in the project to the end. Why are they selling parcels to a builder?	As detailed in the live meeting, all builder obligations will be incorporated into each Uplands neighborhood's site-specific development plan and associated documentation, and those obligations and standards will be enforceable by the City. Designing, planning and later selling parcels to builders and commercial users is the primary function of the master development team.

QUESTIONER	QUESTION	RESPONSE
jaime c.	52. What does the turmoil surrounding the city council mean for this project?	Uplands has no influence over City politics or City Council decision making.
J R.	53. Who will be paying for the drainage upgrade?	Answered live.
chris d.	54. What time frame are you looking at development starting?	Sometime 2022 or after.
jaime c.	55. You said the ditch would be improved. How would the oil from cars and trash be stopped from flowing into the ditch?	<p>If you are referring to the Allen Ditch, as stated above:</p> <p>The Allen Ditch open areas nearest Uplands are the ditch crossings and stormwater runoff areas along US 36 near Sheridan Boulevard. According to CDOT analyses, these areas encompass between 1 and 2 acres near and within the Highway 36 right-of-way, and the areas provide flood flow attenuation and limited habitat. The Uplands project is not performing construction within the Allen Ditch however the City and Mile High Flood District are looking at upgrades to the storm drainage within the area that may utilize the Allen Ditch, please check further with the City on any potential plans.</p> <p>Additionally, construction at Uplands will mitigate any developed flows and exceed the requirements of the City by reducing flows lower than allowed. Finally, facilities added by Uplands will provide water quality and treat elements like oil and trash, an element that is currently not being accounted for in the area.</p>
jaime c.	56. I have a kid with asthma. How will KB homes mitigate the dust from construction? What is the impact on air quality?	Our builders will be required to follow all City rules, no different than a street sweeper or dry land farming activity.

QUESTIONER	QUESTION	RESPONSE
J R.	57. Jeff, how will you get this passed without mayor Herb?	Neither the former mayor or the current mayor can ‘pass’ any application of this kind; rather, all documents must go through an exhaustive review and editing process with staff and management. If staff and management’s reviews and edits are satisfied, the submittals will be presented to the City’s Planning Commission for their consideration. If acceptable to the Planning Commission, then the submittals are presented to the City Council, and the entire Council (not just the mayor), will ultimately decide whether the submittals meet its criteria for approval.
J R.	58. Jeff, you do know Herb is gone now?	We do keep up with the news.
Dino V.	59. Will PA-B(1), PA-B(2) have independent HOAs, one HOA, independent with a master HOA for the entire development or nothing at all?	The details of common area maintenance governance aren’t finalized for these filings.
J R.	60. What safety improvements on Lowell Todd?	There are many improvements planned for Lowell, including traffic calming measures that will be coordinated with the City, dedicated bike and parking lanes, safe pedestrian sidewalks, improved sight distance at intersections, upgraded signage and traffic signals.
chris d.	61. want to double check the city contact email address. His last name is spelled w/2 ‘L’ but the email address provided has only 1 ‘L’ for the last name caldwell.	Hi Chris, great question. We triple checked this before sending. His last name does have 2 ‘L’s, but his email has 1 ‘L’.

QUESTIONER	QUESTION	RESPONSE
jaime c.	62. When you say that Lowell can handle more traffic it sounds a bit tone deaf. Have any idea of the presenters driven the area during peak rush hour?	Yes, many of us have been onsite, with traffic professionals, during rush hour. The City dictates traffic/road standards, based upon empirical research via third-party engineering, modeling and other analyses.
chris d.	63. Thanks for doing this info session. Give my appreciation to all.	Thanks for the note - reach out at info@uplandscolorado.com or check out our website at www.UplandsColorado.com for more information.
J R.	64. Chad What about off site improvements, will you be paying your way on those improvements?	The answer is still yes, Uplands pays its own way, and then some. Offsite improvements include fixing existing deficiencies in Shaw Heights and nearby areas.
Eric W.	65. If the view is public so should the meetings about it	<p>This same site plan for Parcel B, including the location/details of the PLD, including the View Corridor portion, have been shown at all recent public meetings, accessible to all.</p> <p>The new information in this meeting largely related to local road realignment and traffic flow discussion. Since the proposed design solution was based on the feedback from neighbors adjacent to this area, this meeting was focused on presenting the proposed solution to that same group.</p> <p>Future public meetings will be available to the public, and will address the views.</p>
Amy V.	66. Change is difficult and you folks are doing a nice job. I'm not 100% on board (obviously) but want you all to know that your efforts and communication are appreciated. This can't be easy.	Thank you for your comment. We hear your concerns and comments, and we are passing those along to the City to arrive at acceptable solutions. Please keep participating.

QUESTIONER	QUESTION	RESPONSE
Eric W.	67. Did Jeff get his money back from Herb from bribing him	<p>Mr. Wycoff: In response to a similar question from the 10/21/20 Shaw Heights neighborhood meeting (Question #67), we offered the following answer, which we repeat here:</p> <p>Uplands has no influence over City politics or decision making. We follow all of the City ordinances, procedures and regulations. We have not sponsored or contributed to the campaigns of any elected officials. We do not engage in 'buying' or bribing any public official or employee. No back room deals. In this regard, we have a strong track record across the Front Range.</p>
J R.	68. Why can't we see all the questions that are asked?	Please check the 'Answered' section of Q&A in future online meetings; also, all answers are detailed in this document.
Dino V.	69. no, I hit the wrong button, haha	Noted.
Dino V.	70. I am on a computer without a mic. I had no question that needed a voice. I hit the wrong button when I typed in my Q&A	Noted.
J R.	71. Don't see a answers section available to view	See response above.

QUESTIONER	QUESTION	RESPONSE
Karen R.	72. Mr. Handlin- Metro District- -from your filed documents your organization has requested a variance to MTD mill levy - double the policy	<p>Ms. Ray: In response to your similar comments/questions during our prior meetings, we offered the following response, which has only been slightly modified to address your specific mill levy comment:</p> <p>The City’s policy regarding Metropolitan Districts is to consider them only once an Official Development Plan has been approved. At this time, the City is not processing any Metropolitan District documents for Uplands. Any details, including mill levies, will be handled at that time.</p> <p>The Uplands pays for utility system upgrades, roadway improvements, and fixes a long-standing, pre-existing stormwater/flooding issue on Shaw Boulevard. Those items, along with the installation of miles of pedestrian and biking connections, safety improvements, etc., don’t cost the City or its existing residents anything.</p> <p>Altogether, Uplands’ collective public infrastructure obligations require a Metropolitan District in order to contribute to those costs, as contemplated by the City’s Metropolitan District policies for traditional mixed use neighborhood communities (e.g. Bradburn).</p>
J R.	73. Will you post Q&A on your website?	Yes.
Amy V.	74. Thank you!	Thanks for attending.

We appreciate all the participants for joining us on May 4th. If you would like us to come present to your neighborhood, please reach out at:

Email: info@uplandscolorado.com

Call: (303) 825-1671