

October 8, 2004

Planning Commissioners:

After much discussion and review the TEM Group offers the following points and proposed changes to our original development concept for your consideration.

1. Density:

Through a reduction in the number of residential lots and the removal of the commercial lot at the southeast corner of property, the overall density has been reduced by approximately 20%. The revised plan contains 86 lots resulting in a gross density of 2.70 lots/acre (using only acreage on east side of the railroad tracks).

2. Lot Breakdown:

The approximate breakdown of lot areas and lot dimensions are as follows; please also note that these revisions are illustrated on the **attached Design Development Base Plans**:

- a. Larger than 9,000 s.f. -- 15 lots
- b. 7,400 s.f.-9,000 s.f. -- 40 lots
- c. 7,000 s.f.-7,400 s.f. -- 31 lots
- d. All lots are at least 60' wide
- e. All lots are at least 105' deep
- f. Average lot size = 8,254 s.f.
- g. Gross Density = 2.70 lots/acre (east side of tracks only)

3. Drainage Issues

- a. The Watts' drainage problems have been addressed as per the suggested direction of the planning commission and Mr. Watt's specific requests. The design shown on the **attached sketch plan** for the diversion swale has been approved in principle by both USFWS and USACE as allowable enhancements across the PMJM Habitat. These works will not only help mitigate the erosion problem along the tracks it will reduce the impact of sedimentation at the trestle crossing thereby relieving some stress on the wildlife habitat
- b. A **Letter of Support**, for the redirection of this water onto the Watt land, has been provided with this submittal.
- c. We have also taken steps to open discussion and arrange a site visit with the Union Pacific Director of Track Maintenance and will continue to work with the Town Engineer and our Civil Engineer to see if there are any other approaches which may further mitigate the Watt's past flooding problems and the side slope erosion of the railroad grades.

4. Safety:

Wagon Gap Trail has been relocated more than thirty feet to the east resulting increased lot depths along the railroad tracks. Assuming that the builder agrees to provide increased rear-yard building setbacks along the railroad tracks, the separating open/green space between the houses and the railroad mainline will be increased. By permitting more opportunities for both landscaping berms and grade differential between the tracks and the future residences the Planning Commission's concerns relating to sound attenuation and safety have been addressed. **Typical cross-sections** through the swale and berm (between the residences and tracks) will be prepared for the PC Hearing scheduled for October 13th.

5. Neighborhood Park Re-location:
 - a. In response to comments at the PC Hearing and as a result of the revised lotting scheme, the active portion of the neighborhood park has been relocated to the southwest side of Wagon Gap Road overlooking the mountains and the main detention pond (the pond may, at a future date, serve as additional active open space such as a playing field). As a part of Tract L, the relocated park benefits from accessibility by the western, rail-side trail system, the interior north-south trail and the sidewalks adjoining all of the roads.
 - b. The more passive park area is now separated from the active and, as part of Tract E, acts as a rest area for the south end of the interior trail and as a street beautification feature (park benches, shade trees, transplanted trees, and flower beds).
 - c. The **attached Design Development Base Plans** have been coded to demonstrate all open/green spaces and provide delineation of irrigated and non-irrigated areas.
 - d. Tracts A, B, C, D and northern part of L will be planted with drought resistant species (and possibly a few transplanted trees) but will only have soft path treatments and temporary or minimal levels of irrigation.
 - e. Tracts G, H, I, J and M will be landscaped and irrigated as indicated on our previous submittal.
 - f. Tract E, as previously mentioned, will be irrigated as a rest area and street beautification feature (park benches, shade trees, transplanted trees, and flower beds).
 - g. The south part of Tract L will be irrigated to the extent necessary to provide for the transplanting of trees around the detention pond and a landscaped /irrigated/ furnished/ equipped as per the needs of an active playground.
 - h. Tract K, as passive open space and limited access wildlife habitat, will be planted as per the recommendations of U.S. Fish and Wildlife Services. Run-off water passing through the new detention/sedimentation system, pond outfall and swales should provide sufficient water for the selected planting.
 - i. A new Tract M along Lot 75 has been added to provide an additional 12' of landscape buffer for berming and planting as per the County's suggestions.

6. Traffic Issues at Pawnee Valley Trail:

As per our agreement at the PC Hearing, we are willing to install a speed bump and/or stop signs, with the approval of the Town of Monument's traffic consultants, at or near the intersections of Pawnee Valley Road and Elk Valley Trail. Construction traffic is to be directed from the south along Wagon Gap Trail throughout the duration of the project as noted on the **attached Design Development Base Plans**. Also, as noted on the plans, no access of any kind will be allowed through the intersection of Pawnee Valley Road and Elk Valley Trail until all development construction of Final Plat Phase One is complete.

7. Westerly 13 Acres:

We are prepared to proceed with the subdivision of the 13 acres of land on the west side of the railroad tracks, for use by the owners of Electric Propulsion Laboratories, as part of the Final Plat Phase One under the terms and conditions suggested by the Town Planner and Attorney.

8. Trail Connections to Santa Fe Trails Subdivision:

To accommodate the Santa Fe Trails' property owners, we will end our Trail system by cutting it off at the cul-de-sac at the west end of Elk Valley Trail. The residents of the TEM subdivision will still be able to enjoy a circuitous walking route through the project with access to The Old Santa Fe Trail across Old Denver Road.

9. Supplementary Information:

- A. Despite the additional reduction in lots we will be able to maintain our current proposed level of voluntary community contributions and other building permit stage contributions by eliminating the commercial site and replacing it with large residential lots.
- B. We will also have excess allocated water (acre feet), due to the reduction in the number of lots, some of which can be re-dedicated to the Town of Monument for downtown commercial development expansion. However, depending on future approved uses, some water may have to be allocated to the western 13 acres.
- C. Two additional issues that were overlooked at our prior PC Hearing:
 - a. The current gross density of 2.70 lots/acre does not include the 13 acres to the west of the railroad tracks. A typical subdivision of 7,500 s.f. lots, would have a gross density more in the 3.5 to 3.8 lots/acre range.
 - b. The lots abutting the south side of Santa Fe Trails have always been at least 5' deeper than the neighbors to allow extra width for the planting of trees (new and transplanted) and plant screening without going onto the 30' foot MSD sewer easement.

Sincerely,

Project Management Team,
Trails End, Monument

Attachments:

- 1. Letter of Support- Watt Family
- 2. Project Approval Status- Barbara Spagnuolo, USFWS
- 3. Modified DDBP- Sample lot Sizes and Dimensions
- 4. Design Development Base Plan
- 5. Typical Elevations
- 6. Typical Landscape Details