



City of Arvada

Planning Commission Agenda

APRIL 20, 2021

VIRTUALLY

Regular Business

Commission Members:

T.O. Owens, Chairman
Michael P. Griffith, Vice Chairman
Patricia Connell, Secretary
Doug Magee
Steve Hannan
Michael McCarron
Andrew Gay

Staff Members Usually Present:

Ryan Stachelski, Dir. of Community and Economic Development
Emily Grogg, Senior Assistant City Attorney
Rob Smetana, Manager of City Planning and Development
Jenny Wolfschlag, Manager of Development Engineering
Josie Suk, Systems and Administrative Manager
Sara Hutchinson, Administrative Specialist
Stephanie Wallace, Administrative Specialist

Info: 720-898-7435

In accordance with physical distancing guidelines, the Planning Commission meeting will be held remotely using webinar technology. A recording of the meeting will also be available later on. Members of the public who wish to provide public comment on any agenda item or during general public comment should email their name, address, phone number and the topic to Josie Suk (jsuk@arvada.org). You will receive instructions on registering for and participating in the webinar. If any member of the public wishes to submit a comment regarding the item on the agenda, you may submit comments in writing via email to the Planning Department at cedboardsandcommission@arvada.org. Comments must be received no later than 5 p.m. on the day of the meeting. Please contact Josie Suk with any questions about this alternative method of public participation at 720-898-7627.

PLANNING COMMISSION MEETING – VIRTUALLY

6:15 PM

1. EXECUTIVE SESSION 5:30 P.M.
 - A. Legal Advice, Pursuant to C.R.S. 24-6-402(4)(b) Relating to statutory and ordinance requirements for annexations.
2. CALL TO ORDER
3. PLEDGE OF ALLEGIANCE
4. ROLL CALL OF MEMBERS
5. APPROVAL OF MINUTES
 - A. Approval of April 6, 2021 Meeting Minutes
6. GENERAL BUSINESS
7. REPORTS

8. PETITIONS & COMMUNICATIONS
9. PUBLIC HEARINGS
 - A. Maple Valley Park annexation approximately located at 6900 Indiana St.
 - B. Maple Valley Park Rezoning from Jefferson County A-1 to City of Arvada OS, approximately located at 6900 Indiana St.
 - C. Project Indiana Annexation, generally located at 6730 Indiana St.
 - D. Project Indiana Rezoning from Jefferson County A-1 and City of Arvada CG to City of Arvada IL, generally located at 6730 Indiana St.
10. OTHER ITEMS
11. ADJOURN



SUMMARY MINUTES OF PLANNING COMMISSION ACTION HELD
APRIL 6, 2021

Planning Commission meeting minutes are not an exact transcript and represent key points and the basis of discussion.

1. **CALLED MEETING TO ORDER**– By T.O. Owens at 6:15 P.M.
2. **PLEDGE OF ALLEGIANCE**
3. **ROLL CALL OF MEMBERS**

Those present: T.O. Owens, Michael McCarron, Andrew Gay, Patricia Connell, Michael P. Griffith, Doug Magee, Steve Hannan

THOSE ABSENT

None.

ALSO PRESENT: Ryan Stachelski, Director of Community and Economic Development; Rob Smetana, City Planning Manager; Emily Grogg, Sr. Ass't. City Attorney; Jacob Nitchals, Senior Planner; Jenny Wolfschlag, Manager of Development Engineering; Josie Suk, Manager of Dev. Systems and Administrative Services; Stephanie Wallace, Recording Secretary/Administrative Specialist; Tim Knapp

4. **APPROVAL OF MINUTES** – March 16, 2021. The minutes stand approved.
5. **GENERAL BUSINESS - CP2021-0002 Three Mile Plan**

MOTION:

It was moved Mr. Magee that CP2021-0002, a Resolution by the Planning Commission for the City of Arvada, Colorado, Adopting the 2014 Arvada Comprehensive Plan as Arvada's Three Mile Plan Pursuant to Section 31-12-105(1)(E), C.R.S., as Amended, be recommended to City Council for approval.

This motion is based on the findings of fact and approval criteria in the Staff Report.

No discussion of the motion

The following votes were cast on the motion:

Those voting Yes: Owens, McCarron, Gay, Connell, Griffith, Magee, Hannan

Those voting No: None

Those absent: None

The motion carried 7-0.

Mr. Owens explained that the motion carried.

6. **REPORTS**

None.

7. **PUBLIC COMMENT ON ISSUES NOT SCHEDULED ON AGENDA**

None.

8. **PUBLIC HEARINGS**

A Conditional Use Application For Ralston Commons, Generally Located At The Northwest Corner Of Ralston Road And Garrison Street

Mr. Owens entered into the record the Staff Report dated April 6, 2021, affidavit of mailing, posting log and public comment that was received via email.

Mr. Nitchals noted that there was a defect in the mailing notice. The LDC requires a 500 ft radius, but since this project was an Arvada Urban Renewal Authority (AURA) project they request that all properties within a 2,000 ft radius receive notification. The error was discovered in the Jefferson County property search which is used to generate the address reports. It was discovered after the notice was sent that there were 11 addresses that did not get the notice, but once it was caught those 11 addresses were mailed a notice. To the best of the Staffs' knowledge none of the 11 addresses attempted to contact the City.

Commissioner Michael P Griffith wanted to make it a record that he has no relation to the person with the last name Griffith, who submitted a public comment.

Mr. Nitchals gave a brief overview of the project. He stated that the applicants of this project are requesting a Conditional Use for a project that includes residential and commercial land uses on a 7.2 acre piece of land within the MX-U zone district. The proposed development includes 185 multi-family units in two buildings, 27 for sale townhome units in 3 buildings and approximately 5,500 square feet of commercial space in two buildings. These will all be arranged around a plaza that can accommodate food trucks and other programming. Staff presented the case with a recommendation of approval.

Mr. James Drever, Developer, gave an overview of the project and background. He stated that this property is part of a 25 year plan created by AURA to revitalize ailing parts of the community to create a mix of vibrant retail, commercial and residential properties. Mr. Drever started to work with AURA in 2014 to create a mixed use urban walkable project that is an asset to the community. He continued to describe that they have been working with the community to develop these plans for the past 7 years and this proposed phase meets the goals of the AURA revitalization efforts.

Mr. Andre Baros, Architect, discussed the 6 phases of the total project in the AURA plan. He stated that this project fits in with the other phases that have been completed or are in future plans. He stated that this project fits the goals for this area. Mr. Baros discussed some of the neighbor comments and concerns that they have received from their neighborhood meeting; he said that the community is excited about this project. He continued to explain the reasons for the Conditional Use requests noting the convenience of public transportation and walk/biking ability and the community inclusion that this project will bring to the area

Mr. Owens opened the hearing for comments from the public.

PUBLIC COMMENT

IN FAVOR

None

IN OPPOSITION

Lindsay Compton asked for comments from the developer about the height of the building and if they would block the mountain view from the park.

David Jensen submitted his comments in writing and also made a statement to the commission. His concern was that they have an inadequate setback from the creek and the development. He would like to see more green space along the creek. He feels that the City has the discretion to allow a more generous setback and not impact the creek trail with the development being too close.

Nicole Rades asked if there has been discussion on solar/renewable energy with this plan, as well as over congestion of the area with the several phases of residential units. She was concerned that residents may not be able to enjoy the community areas with so many more people.

Ms. Reva Boyles asked if the entrance and exit on Garrison Street and how it will impact the traffic.

There was no further public comment and Mr. Owens asked if the applicant wanted to provide a rebuttal.

APPLICANT REBUTTAL

Mr. Drever responded that the project had been reduced from four stories to three stories over concern of the height. He request Mr. Baros to explain further.

Mr. Baros confirmed that they are always concerned about height. He stated that the retail that faces the park on Garrison Street is shorter and that the majority of the height is pulled away from the park. On the North side of the property they pulled back some of the retail and left some closer to eliminate a wall of buildings straight across. He confirmed that they went with three stories but could have gone four stories, but that would not make sense for the area..

Mr. Drever noted that they have hired a consultant named Group Fourteen to look at water conservation. They are not sure if solar will work at this particular site, but will look at efficiencies for the property. He addressed concerns about congestion and traffic and stated that they did a traffic study and according to the study there are no major recommendations, since it was previously used as a grocery store and 100,000 square feet of retail space.

Mr. Baros added that the energy used per unit will be at the highest one-quarter the energy use of the single family residential. This project is probably 4 times more efficient and they are working with experts to make it better.

Mr. Owens closed the public input portion of the meeting and allowed comments from the Commission.

QUESTIONS FROM THE COMMISSION

Mr. Griffith asked if any certification have been considered for this project, such as Well, Envision, Lead Neighborhood Development.

Mr. Baros responded that at this time they have chosen to not pursue any third party certifications. However, it does not mean that it is off the table. He continued to state that they will investigate those standards for Lead Neighborhood Development and that it is a perfect candidate.

Mr. Griffith commented that they could focus on using native seed and irrigated turf to reflect the adjacent park. He cautioned them about the trees on the North side along 58th, they will struggle if they are not shade tolerant and to put mature trees in. He mentioned that they may look at some shade canopies for the lawn area.

Mr. Magee questioned the amount of open retail spaces in the other phases of the project and wanted to know how much open (vacant) space was there in addition to the 5,500 square feet that they are adding in this phase.

Mr. Drever responded the Shops at Ralston Creek is approximately 30,000 square feet and 14 spaces. There are 3 vacant spaces since it was built. He stated one of the concerns from the neighborhood is there is no sit down restaurants and everything is fast casual dining. They have been working with AURA and they are going to provide some assistance with the plaza. They are looking for a more regional or sit down restaurant that will engage the community. They are hoping to add an ice cream shop and they will be adding a local coffee shop and martial arts studio in the other retail space in the near future.

Mr. Magee stated he likes the underground parking and the walk ability. He asked how many units will have steps that lead to a sidewalk.

Mr. Baros stated approximately 75% out of the ground units.

Mr. Magee stated there was a concern from the neighborhood meeting regarding the access to the sidewalk from the units for a person with a walker or wheelchair.

Mr. Baros responded there are two considerations, every unit will be served from the corridor and the corridor will have an elevator and a fully accessible path. Additionally there will be ramps. He stated traditionally the ground units tend to be taken by the dog owners and that is why they have a mixture.

Mr. Magee stated that the previous use had more traffic five years ago when it was retail and asked what level of service the intersections near the development will see as it pertains to the traffic stand point.

Ms. Wolfschlag responded that all of the signalized intersections in that area will operate at level B or better which is rated until 2045. The un-signalized intersections will operate at a level C or better until 2045

Mr. Gay commented he had the same question/comments as Commissioner Magee regarding the elevators and parking. He asked since the parking is below grade, if it could be lowered a foot or two and preserving the stoops, to lower the building height. He commented on the staff report, page 6 third paragraph; it talks about a publicly accessible private street as being West 58th Ave. It is 58th PI and that is not very private.

Mr. McCarron asked staff if there have been any thoughts on how to limit the speed in this area. He has noticed that this area is very active and has concern over speeds and that traffic calming in this development is a necessity. He asked if speed bumps would be used in the area.

Ms. Wolfschlag responded that the speed on Garrison is currently posted at 25MPH. City Traffic staff generally monitors this on an annual basis. Or more frequently if they are receiving complaints from the police department. If it is a problem the police department would help add additional control through speed enforcement. She stated there are some different patterns in the concrete to delineate where pedestrians would be crossing. She commented that the City has evaluated some traffic calming alternatives and have not found anything that would be better than what is currently there.

Mr. Nitchals commented that the applicant is exploring on street parking on Garrison Street along with a bike lane which would potentially slow down traffic.

Mr. McCarron asked what the liner foot from the setback is from the building's foot print. He stated that it feels substantial and beyond what the normal set back would be. He also stated he likes the project and suggests looking in to the lead certified building.

Mr. Nitchals responded that conservatively it's about 175 feet from the building to the Southside of Brooks Drive and add another 60 feet of right of way on Brooks Drive. Depending on where you take the measurement it would be 170-230 feet to the actual building. The normal required setback for this use requires a 10 foot setback along the northern property line. On the conceptual plan proposal, which is not finalized, they show the setback around 15 or 16 feet. Mr. Nitchals clarified that if the MX-U zone district was adjacent to a property zoned RN-6 the height transition zone would require the first 35-45 feet of their property to be restricted to the height of the adjacent zoning. Which would be 28 feet of the first 35-45 feet of their property if they shared a common property line.

Mr. Owens asked if there were any further comments, no more comments were made. Mr. Owens asked for a motion.

MOTION:

It was moved by Mr. Magee, that a Conditional Use Application for Ralston Commons, generally located at the northwest corner of Ralston Road and Garrison Street, be recommended to City Council for approval.

This motion is based on the findings of fact and approval criteria on Page(s) 9 & 10 of the Staff Report.

DISCUSSION OF MOTION:

Mr. Owens stated he used to live in this area and the original plan for this area was for 400 apartments. This is a more welcoming idea for this property. He acknowledged AURA work in bringing this beautiful project.

Mr. Hannan reiterated the same thoughts as Chairman Owens. He appreciates the step down from Garrison Street and the park, so there are no giant buildings looking over the park. He stated that from a conditional use standpoint this is excellent use and he will be supporting it.

Mr. Magee stated his appreciation of the presentation and there will be a Phase 5 of affordable housing on the Southside of Ralston Road. He applauded the thoughts into the landscape.

Ms. Connell expressed the same appreciations as the other commissioners. Noting the landscaping softens buildings and the practicality of the project being next to the large park eliminates driving and shows a soft environment for the larger buildings.

Mr. Griffith thanked the public for joining. He applauded the developers on their graphics on the presentation to better understand.

The Commissioners all stated their support of this project.

The following votes were cast on the motion:

Those voting Yes: Owens, McCarron, Gay, Connell, Griffith, Magee, Hannan

Those voting No: None

Those absent: None

The motion carried 7-0.

Mr. Owens explained that the motion carried.

9. OTHER ITEMS

Mr. Smetana reminded the Commission of the April 20, 2021 Planning Commission meeting.

12. ADJOURNED at 7:24 P.M.

T.O. Owens, Chair

Patricia Connell, Secretary

Stephanie Wallace, Recording Secretary



NOTICE OF PUBLIC MEETING

A public meeting will be held before the Arvada Planning Commission on 4/20/2021, at 6:15 p.m., virtually. Members of the public may join virtually; the registration link for the meeting is at www.arvada.org/PlnCommission. Access can also be requested by emailing jsuk@arvada.org. Requests must mention this meeting date. Due to increased interest in this meeting, Members of the public may watch the meeting on Comcast channels 8 and 880 or on the live stream at arvada.org/live-stream. Written comments can be submitted to cedboardsandcommission@arvada.org, all comments must be submitted by 5:00 p.m. on April 20, 2021.

Complete packets will be posted online 3 days before the scheduled meeting at <https://arvada.org/city-hall/government/boards-and-commissions>. Please review the specific board's webpage to see packets.

The items on the agenda for this meeting are:

- A. Annexation and Rezoning of Maple Valley Park approximately located at 6900 Indiana St.
- B. Annexation and Rezoning of Project Indiana approximately located at 6730 Indiana St.

Date Posted: 3/24/2021

Time Posted: 10:00 A.M.

A handwritten signature in blue ink, appearing to read 'J. Suk' or similar, positioned above a horizontal line.

FOR: Stephanie Wallace, Recording Secretary

Note: If you need any special services, assistance, or accommodations, please contact the City of Arvada five (5) business days before the meeting by calling Stephanie Wallace, (720) 898-7435.

NOTICE

A public hearing will be held virtually before the Arvada Planning Commission on April 20, 2021, at 6:15 p.m., when you may speak on the matter to consider the annexation and rezoning of Maple Valley Park, approximately located at 6900 Indiana St. Members of the public may join virtually by emailing jsuk@arvada.org for the log in information the email must mention this meeting date. To submit written public comment to be considered by the Commission, email comments to cedboardsandcommission@arvada.org by 5 p.m. on 4/20/2021. Members of the public may watch the meeting on Comcast channels 8 and 880 or on the live stream at arvada.org/live-stream. Additional information can be obtained from <https://www.arvadapermits.org/etrakit3/search/project.aspx?activityno=DA2020-0118>.

CITY OF ARVADA PLANNING COMMISSION
/s/ Patricia Connell,
Secretary

Published: 4/1/2021

Affidavit of Mailing

Name of Project: DA2020-0118, Maple Valley Park Annexation and Rezoning

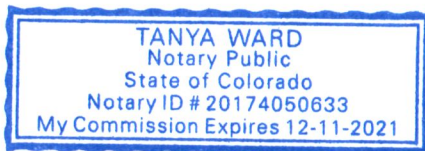
I, Sarah Seipp, certify that letters of notification were mailed in accordance with Division 8-2-4 of the Land Development Code for the public hearing to be held on 04/20/2021. A copy of the letter and list of recipients is attached and made a part of this Affidavit.

Said mailing was made on: 4-5-2021

Sarah Seipp
Signature

STATE OF COLORADO)
) ss
COUNTY OF Denver)

The above and foregoing Affidavit as subscribed before me this 8th day of April, 2021 personally by Sarah Seipp



Tanya Ward
Notary Public

My Commission expires: 12-11-2021

Name of Project: DA2020-0118 Maple Valley Park Annexation and Rezoning

I, Stephen Litsas, certify that signs have been posted in
accordance with Division 8-2-4-3(C)(4) of the Land Development Code for the public
hearing to be held on 04/20/2021.

Said signs were posted on: 4/02/2021

[Signature]
Signature

STATE OF COLORADO)
) ss
COUNTY OF denver)

The above and foregoing Affidavit as subscribed before me this 6 day of
April, 2021 personally by Stephen Litsas



[Signature]
Notary Public

My Commission expires: 3.16.2025



POSTING LOG

Planning Commission

Signs to be posted on: April 5, 2021 **Mailing to be sent on:** April 5, 2021

In accordance with Division 8-2-4-3(C) of the Arvada Land Development Code, signs shall be posted on the property by the applicant, at least fifteen (15) consecutive days prior to and including the public hearing date. (See attached notice or Division 8-2-4-3(C) of Code for specific requirements as to the placement of such signs)

The applicant will be responsible for checking the signs each day of the required posting period and keeping an accurate log. If a sign has been moved, destroyed, or fallen, the sign must be replaced by the applicant within forty-eight (48) hours.

Applicants must sign the log which states he/she has checked the signs daily and followed the procedures outlined in Division 8-2-4-3(C) of the Land Development Code and present it at the time of the Public Hearing. Failure to comply with the required posting procedure shall require the Public Hearing to be rescheduled.

Posting Log for: DA2020-0118 Maple Valley Park, Annexation and Rezoning

DATE	TIME	CONDITION OF SIGN
4/5/2021	11:00 AM	1 - Excellent (Same condition as originally placed)
4/6/2021	1:00 PM	1 Sign - Excellent
4/7/2021	3:30 PM	1 Sign - Excellent
4/8/2021	8:15 AM	1 Sign - Excellent
4/9/2021	9:30AM	1 Sign - Excellent
4/10/2021	3:00 PM	1 Sign - Excellent
4/11/2021	6:30PM	1 Sign - Excellent
4/12/2021	3:30PM	1 Sign - Excellent
4/13/2021	7:30PM	Sign Missing
4/14/2021	1:00 PM	Missing sign replaced
4/15/2021	6:15PM	1 Sign - Excellent
4/16/2021	11:25AM	1 Sign - Excellent
4/17/2021	7:00PM	1 Sign - Excellent
4/18/2021	2:30PM	1 Sign - Excellent
4/19/2021	6:35pm	1 Sign - Excellent
4/20/2021	3:15PM	1 Sign - Excellent

4/20/2021

Signature of Applicant

Date



REPORT TO PLANNING COMMISSION

AGENDA ITEM
8.A.

TO: PLANNING COMMISSION

DATE: April 20, 2021

SUBJECT: Maple Valley Park annexation approximately located at 6900 Indiana St.

Report in Brief

MOTION:

MOVED BY: _____

That Maple Valley Park Annexation, approximately located at 6900 Indiana St., be recommended to City Council for (approval)(denial).

This motion is based on the findings of fact and approval criteria on Page(s) 8 & 9 of the Staff Report.

This motion is based on the following findings of fact for denial: (Recite approval criteria you believe the evidence fails to satisfy and your reasons).

YES _____ NO _____ ABSENT _____

Prepared by:

Josie Suk, Development Systems and Administrative Manager

Reviewed by:

Approved by:

Jeremiah Bebo, Planner II

Robert Smetana, Manager of City Planning and Development

Ryan Stachelski, Director of Community and Economic Development

Enclosure, exhibits & attachments required to support the report



REPORT TO PLANNING COMMISSION

AGENDA ITEM
8.B.

TO: PLANNING COMMISSION

DATE: April 20, 2021

SUBJECT: Maple Valley Park Rezoning from Jefferson County A-1 to City of Arvada OS, approximately located at 6900 Indiana St.

Report in Brief

MOTION:

MOVED BY: _____

That Maple Valley Park Rezoning from Jefferson County A-1 to City of Arvada OS, approximately located at 6900 Indiana St, be recommended to City Council for (approval) (denial).

This motion is based on the findings of fact and approval criteria on Page(s) 8 & 9 of the Staff Report.

This motion is based on the following findings of fact for denial: (Recite approval criteria you believe the evidence fails to satisfy and your reasons).

YES _____ NO _____ ABSENT _____

Prepared by:

Josie Suk, Development Systems and Administrative Manager

Reviewed by:

Approved by:

Jeremiah Bebo, Planner II

Robert Smetana, Manager of City Planning and Development

Ryan Stachelski, Director of Community and Economic Development

Enclosure, exhibits & attachments required to support the report

City of Arvada
Community and Economic Development Department
PUBLIC HEARING STAFF REPORT

Maple Valley Park Annexation
Annexation/Rezoning
DA2020-0118

NATURE OF REQUEST

Scannell Properties for the City of Arvada is requesting approval of an annexation and rezoning application for Maple Valley Park. The annexation consists of approximately 12.33 acres of which 12 acres is Maple Valley Park and the remaining .39 acres is right-of-way for Indiana Street. The property is zoned Jefferson County A-1 (Agricultural) and the requested rezoning is OS (Open Space).

LOCATION AND HISTORY

The subject property is located at approximately 6900 Indiana Street and is currently utilized and operating as a City owned park and serves as part of the Ralston Creek Trail. The subject property is located just north of the Indiana Street and W. 68th Avenue intersection. This property was deeded from Jefferson County to the City of Arvada to be used exclusively for public open space, park and recreational purposes. If the City of Arvada, its successors or assigns, should use the property for any purpose other than public open space, park and recreational purposes, the property shall revert to Jefferson County and the deed shall be null and void.



NEIGHBORHOOD MEETING

Division 8-2-2 of the Land Development Code requires that at least one neighborhood meeting be held for projects that require public hearings before the Planning Commission and City Council.

The required neighborhood meeting for this project took place on November 18th, 2020 in conjunction Project Indiana (DA2020-0117). Due to the COVID-19 pandemic, a virtual neighborhood meeting was held. The applicant and staff were in attendance as well as 35 neighbors. Questions regarding plans for the park and ensuring that the park would not be developed on were discussed. Concerns regarding potential negative impacts to the park from the development of the Project Indiana site were also raised.

A second virtual neighborhood meeting was held on March 11th, 2021 also in conjunction with Project Indiana to address additional neighbor concerns that arose during the review cycle.

Approximately 300 residents were in attendance at the meeting. The applicant along with the eventual end user of the building for Project Indiana, Amazon, gave a presentation regarding that project. This neighborhood meeting included a discussion regarding the annexation and rezoning for Maple Valley Park and clarification to the public that no development would happen on the park site.

Several representatives from the Protect Maple Valley Park Committee were then allowed to present their concerns. Various issues related to protecting the park from development, ensuring that native animal species that live in the park are protected, and preserving and

enhancing the park for active uses for nearby residents were presented. The Committee also discussed the findings of the Maple Valley Park Ecological Assessment which was completed by the Colorado Natural Heritage Program and the Warner College of Natural Resources and is attached in the packet.

Attendees were able to submit questions and expressed concerns related to the planned land-use of the site, the Comprehensive Plan, zoning, and the development review process. Other questions and concerns related to drainage, stormwater, and the Ralston Creek floodplain were also discussed.

The applicant prepared a summary of the meetings, which is attached.

PUBLIC NOTIFICATION

Division 8-2-4 of the Land Development Code requires public notification for all public hearings as follows:

Written Notice: At least 15 days prior to all public hearings, written notice must be mailed to all property owners within 500 feet of the subject property and to all homeowners associations and neighborhood associations with a known interest in the subject property. The applicant will provide an affidavit of mailing verifying this requirement has been met prior to the public hearing.

Posted Notice: At least 15 days prior to all public hearings, signs notifying the public of the hearing must be posted on the subject property. The applicant will provide a posting log verifying that this requirement has been met prior to the public hearing.

Published Notice: At least 15 days prior to all public hearings, notice of the hearing must be published in a newspaper of general circulation in the City. The required notice has been published.

SEVERED MINERAL RIGHTS

At least 30 days prior to the public hearing, written notice of the application must be mailed to any owner of mineral rights associated with the subject property. The applicant has provided the required Certification of Notice pursuant to Colorado Revised Statute 24-65.5-103.

DEVELOPMENT REVIEW TIMELINE

The application was accepted by the City for review on October 26, 2020. The standard review timeline allows for three reviews within a 20 week timeframe to reach a Planning Commission public hearing. This application required three reviews. Because an optional second neighborhood meeting was held prior to the Planning Commission hearing, the case is being heard over 25 weeks from the acceptance of the application.

ALIGNMENT WITH CITY COUNCIL STRATEGIC PLAN

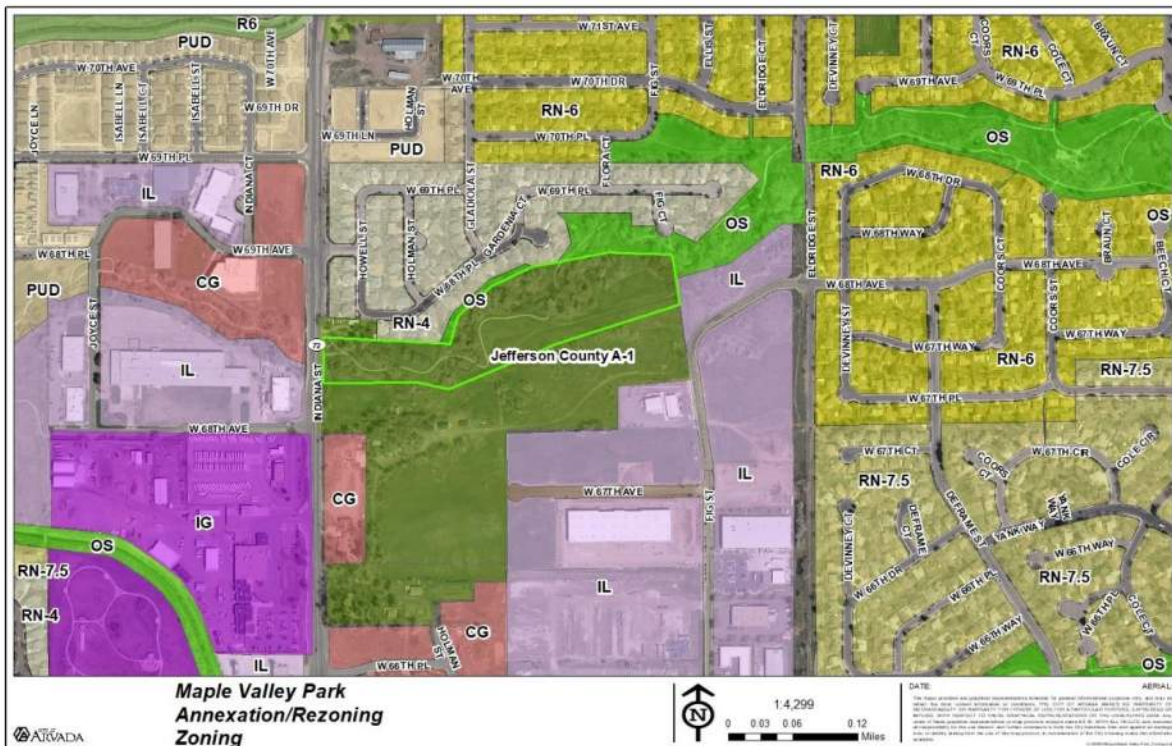
This project aligns with the Community and Economic Development strategic goals.

ZONING AND LAND USE

The subject property is currently zoned Jefferson County A-1 and is approximately 12.33 acres in size.

Surrounding properties are zoned and utilized as follows:

Direction	Zoning	Actual Use
North	RN-4 (Residential Neighborhood) OS (Open Space) Jefferson County A-1	Single-Family Neighborhood Portion of Annex Maple Valley Park Single-Family Home
South	Jefferson County A-1	Single-Family Home/Agricultural
East	IL (Industrial, Light) OS	Undeveloped Land Shadow Mountain Park/Ralston Creek Trail
West (across Indiana St.)	IL	Manufacturing/Warehouse/Distribution



The applicant is requesting to rezone the property to OS (Open Space). The intent of the OS zoning district is to provide for public parks, open space, nature preserves, recreation facilities, golf courses, greenbelts, cemeteries, waterways, trails, protected floodplains, and fields.

PROJECT ANALYSIS

Annexation

The City desires to annex the park into the City in order to retain complete jurisdictional control over the property. Currently the park is owned by the City, however, Jefferson County maintains zoning and other regulatory controls because it is in unincorporated Jefferson County.

Annexation into the City requires conformance with the contiguity requirements in Colorado Revised Statutes §31-12-101 which requires at least one-sixth of the property perimeter to be contiguous with the City of Arvada. The northern and western property boundaries share a boundary with the City of Arvada and meets this requirement.

Compliance with the Comprehensive Plan

The property is shown on the Comprehensive Plan Land Use map as Open Space and Parks. The Land Use Plan designates these areas in the city for use as public and private open space, public and private parks, outdoor sport complexes, and golf courses.

The following goals and policies within the plan are supported by this application:

Goal L-2: Plan for a balanced mix of commercial and residential land uses in Arvada.

Policy L-2.2: Allow Appropriate Expansion of City Boundaries

The City will consider the annexation of land that includes land uses that are consistent with the Comprehensive Plan goals, the long-term needs of the community and the City's service capacity.

Goal CC-3: Identify places and assets that are unique and important to the community and work to preserve them.

Policy CC-3.3: Transitions for Stable Rural Development

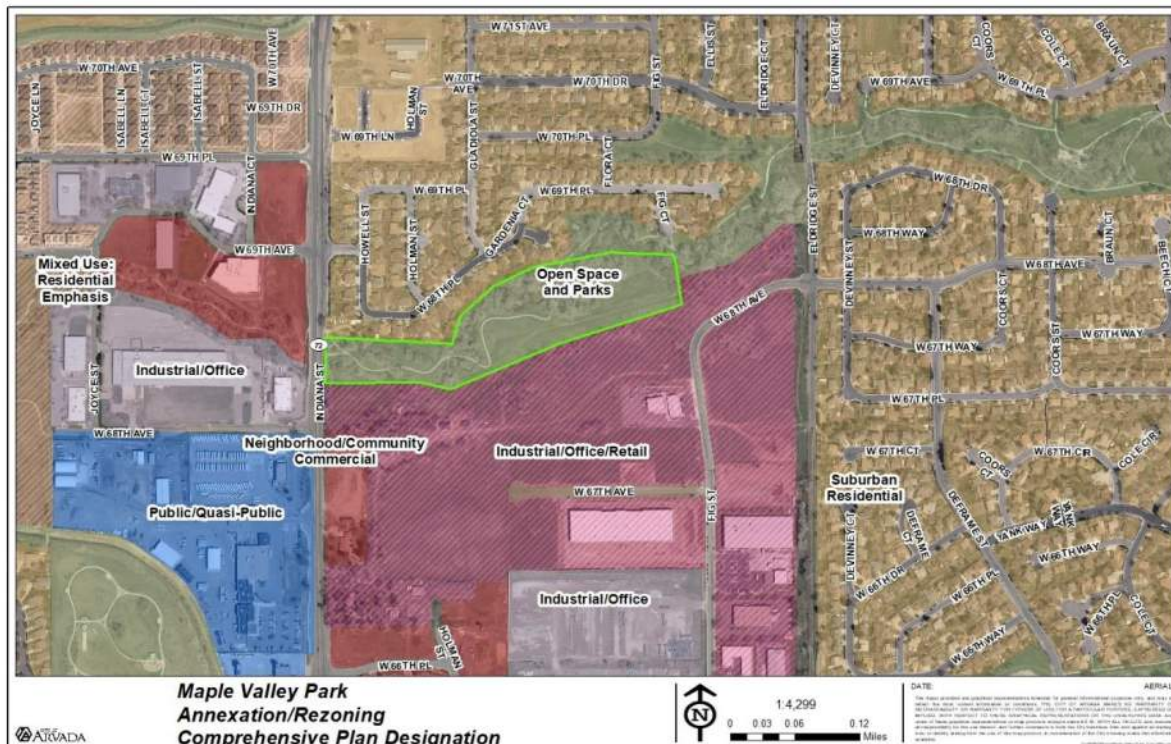
The City will preserve the integrity and character of stable rural development by requiring new developments to comply with the following principles:

- Place open space, trails, riparian and wildlife corridors, view corridors, wetlands, or landscaped buffers between developments
- Incorporate rural design elements in new developments (e.g., fencing, lighting, natural landscaping that are consistent);
- Use major arterials or collector streets as boundaries between development; and
- Use physical landscape features, existing vegetation as transitions.

Goal P-3: Conserve and maintain important open space lands in and around Arvada to help define the character of the community.

The application addresses these policies by incorporating land within an enclave into the city and zoning it to the OS zoning district which most appropriately implements the intent of the Open Space and Parks designation of the Comprehensive Plan. The OS zoning district will

apply the most regulatory protection out of all of the zone districts and will help to ensure that the park is preserved and protected from development in the future. The park, in its current location, acts as a transitional boundary between existing single-family neighborhoods and industrial/commercial sites to the south and offers Arvada residents and visitors outdoor and recreational opportunities.



Compliance with Other Applicable Plans

Parks, Trails, and Open Space Master Plan:

Maple Valley Park is identified in the plan as a Neighborhood Park within the various park typologies. Neighborhood parks are defined as: a park intended to provide recreation and leisure opportunities within walking distance of the individual neighborhoods they are intended to serve. Should serve as a common area for neighbors of all ages to gather, socialize, and play. Typically includes multipurpose areas for court games, multipurpose playfield, play equipment, accessible trails, and shaded areas for gathering. In most cases, programmed sports should be limited to practices.

The plan identifies the Ralston Creek trail as a regional trail. Identified as the most continuous trail in Arvada, the trail follows the Ralston Creek from its confluence with Clear Creek near Sheridan Boulevard and meandering west to State Highway 93.

The proposal is supported by the plan and rezoning the park to OS which will allow the City to continue to preserve this neighborhood park and regional trail. No gaps exist within the trail network at this location and as such no improvements are proposed.

Parks, Wildlife, and Open Space

Ralston Creek Trail has been serving nearby communities and linking several other City parks and open spaces adjacent to the trail. Via the Ralston Creek Trail, Maple Valley Park is linked to numerous other parks and open space, including Shadow Mountain Park, Ralston Valley Park, Gibbs West Community Park, Ralston Creek Trail & Open Space, Danny Kendricks Park, Davis Lane Park, Ralston Cove Park, Ralston Central Park, Hoskinson Park, Memorial Park, and terminating at Gold Strike Park, at the confluence of Clear Creek and Ralston Creek. Maple Valley Park is linked to the east to additional City amenities, including West Woods Golf Course, Birds Nest Disc Golf Course, and Long Lake Regional Park as it terminates into Arvada Blunn Reservoir.

Along with the diversity and breadth of uses within those parks and open spaces identified prior, there exists a diversity of flora and fauna that the City is committed to protecting, in alignment with our commitment to expanding and improving existing parks. City open space, trails, and parks are influenced by the development patterns of both suburban and urban growth, and the Maple Valley Park neighborhood is an area identified in Arvada's Parks, Open Space and Trails Master Plan as an area that may need additional access to neighborhood parks. As has been identified, there is an opportunity for the adjacent community and the City to establish a collaborative vision for Maple Valley Park that accounts for existing amenities, in parallel to providing ecosystem services aligned with stormwater treatment, streambank restoration, and recreational uses such as natural play.

Circulation and Connectivity

No vehicular connectivity is present nor is it proposed to be built. The Ralston Creek Trail meanders from west to east along the Ralston Creek and provides through connectivity for walkers, bikers, and runners.

Grading and Drainage

No changes to grading or drainage are currently proposed.

The City is working with Mile High Flood District (MHFD, previously Urban Drainage and Flood Control District) on the design of stream improvements within Maple Valley Park. The project is called the Ralston Creek Channel Stabilization project and it extends from Eldridge Street to Indiana Street. The City plans to begin constructing this project in the Fall of 2022 (if funding is available).

Ralston Creek's channel is severely incised and bank erosion is evident throughout this reach. At some locations, the creek has been threatening to undermine the adjacent trail. Small maintenance projects have been conducted to help protect those areas but a more robust stabilization effort is necessary to improve the stream and protect the trail system. The proposed improvements will consist of channel grading that provides bank stabilization and channel invert control, vegetation/tree management, and bioengineering erosion protection. This project will help restore a healthy stream corridor and protect the outdoor amenity of Maple Valley Park and Arvada's amazing trail system

Parking and Loading

No parking is provided on the park and none is proposed.

Police and Fire Protection

Arvada Police and Fire are able to serve the property.

LAND DEVELOPMENT CODE APPROVAL CRITERIA

It is the responsibility of the applicant to justify the requested land use application. The Planning Commission should make a recommendation to the City Council based on its findings regarding the approval criteria shown in the table(s) below and upon testimony heard during the public hearing as it applied to the criteria.

Staff performed an analysis of the proposal, based on the approval criteria listed in Section 3 of the Land Development Code, and presents the following findings:

Div. 8-3-3 Annexation and Disconnection Approval Criteria	Finding	Rationale
1. The annexation is in accord with the Comprehensive Plan and the best interests of the City would be served by annexation of such property.	Complies	The property is included within the Arvada Comprehensive Plan and the City has the ability to service it. The City currently owns the property and it is in the best interest of the City to have it within the jurisdictional boundary of Arvada.
2. The property is capable of being integrated into the City and developed in compliance with all applicable provisions of this Code and the Arvada City Code.	Complies	The property is a City-owned and maintained park and is used by Arvada residents and visitors.
3. At the time any development of the area proposed to be annexed is completed, there will be capacity to adequately serve residents of such area with all necessary utilities, facilities and public services.	Complies	The City has capacity to serve these two lots. No development is proposed.

Div. 8-3-4 Zoning and Rezoning Approval Criteria	Finding	Rationale
1. The rezoning is consistent with the Arvada Comprehensive Plan, or an adopted sub-area plan, corridor plan, or urban renewal plan, or reflects conditions that have changed since the adoption of the Comprehensive Plan.	Complies	The rezoning request to OS is consistent with the Comprehensive Plan and intent of the Open Space and Parks designation in the Land Use Plan.
2. The intended land use is consistent with the stated intent of the proposed zoning district.	Complies	The use of the property as park and open space is consistent with the OS zoning district.
3. Facilities and services (including sewage and	Complies	Facilities and services necessary to

waste disposal, water, gas, electricity, police and fire protection, and roads and transportation, as applicable) will, prior to development, be available to serve the subject property while maintaining adequate levels of service to existing development.		serve the property are available.
4. The intended land use for which the rezoning is sought will not result in significant adverse impacts upon the natural environment, including air, water, noise, stormwater management, wildlife, and vegetation, or such impacts will be substantially mitigated.	Complies	The intended land use (park and open space) will not have any significant adverse impacts.
5. The rezoning is consistent with the character of existing or planned development on adjacent properties and in the surrounding area or neighborhood, or measures will be taken to substantially buffer or otherwise substantially mitigate any negative impacts.	Complies	The rezoning request is consistent with the character of the existing neighborhood and surrounding area.

STAFF RECOMMENDATION

Based upon project analysis and review of the Land Development Code approval criteria, staff recommends approval of the project.

The Planning Commission may recommend denial of the request(s) if it cannot make affirmative findings of the approval criteria stated above.

Neighborhood Meeting Summary

Meeting #1: November 18, 2020



MEMORANDUM

To: Jeremiah Bebo, City of Arvada

From: Stephen Litsas, PE
Kimley-Horn and Associates, Inc.

Date: November 18, 2020

Subject: Project Indiana Annexation – Neighborhood Meeting Summary

A neighborhood meeting was held on November 18, 2020 at 6 pm, to discuss the annexation submission with the public. This annexation meeting included two annexations within the same discussion: DA2020-0117 (Project Indiana) and DA2020-0118 (Maple Valley Park). Due to the on-going COVID situation, this meeting was held via Microsoft Teams. Members of the public were provided a link to log in prior to the meeting and were able to ask questions via the platform. No known technical issues were reported by any of the attendees.

A link to the full recording of the meeting can be found here:
<https://web.microsoftstream.com/video/786024da-00fd-406d-8967-ac2d0b5c5da9>

The meeting first discussed the annexation process for both the Project Site and the Park. It then followed into a high-level proposal of the future site development submission. It was noted that this application was not for the site development; however, to be transparent to the public of the intended annexation this was discussed. The site development discussion included a conceptual site layout, conceptual building elevations, traffic management, and high-level discussions of how the facility would operate.

The following issues were raised by the public:

1. Public: The timing of the extension of Eldridge St.
 - a. City Response: The extension of Eldridge St will occur as future properties along Eldridge St develop.
 - b. Follow-Up: This annexation has no impact on that. No further follow-up was required for this as part of this application.
2. Public: Questions related to traffic, including volume and timing.
 - a. Applicant Response: It was clarified that a majority of van traffic would be directed towards Indiana St, with most entering Indiana St at 68th Ave and most trucks entering Indiana St at 66th Ave. It was discussed that the facility operates 24 hours a day, with truck traffic occurring during the nighttime, and van traffic happening during the daytime.

- b. Follow-Up: This response was accepted by the members of the public, and the traffic pattern could not otherwise be altered.
- 3. Public: Concerns with the parking lot being too bright for residences or impacting wildlife in the Park.
 - a. Applicant Response: The lighting level in the parking lot is designed to a "safe level" using the City's standard, not as bright as a standard retail parking lot. In addition, the site will use cutoff lenses that allow light to be controlled to only fall on the site.
 - b. Follow-Up: The Applicant will provide a photometric analysis as part of the Site Plan application that shows lighting levels do not spill onto the neighboring residential properties.
- 4. Public: Concerns that the floodplain for Ralston Creek will be negatively impacted.
 - a. Applicant Response: The site is intentionally staying out of the floodplain, and there will be no impacts to the floodplain.
 - b. Follow-Up: This response was considered adequate by the questioner, and no follow-up is required.
- 5. Public: Concerns on wildlife impacts, and if there have been studies done on the wildlife in the park. Including the noise as it impacts the wildlife.
 - a. Applicant Response: An environment due diligence was undertaken for the site, including a critical species, and it came back with no concerns. In terms of noise, the building was put as far south as possible on the site, and the trucks were concentrated in the existing industrial parts of the site. The parking lot adjacent to the Park operates like a standard parking lot, and the noise should be minimal.
 - b. Follow-Up: The environmental study was submitted as part of the annexation and is public. No further follow-up required by the applicant as part of the annexation.
- 6. Public: Concerns on the amount of parking:
 - a. Applicant Response: It is for the function of the facility, to park the fleet of vans.
 - b. Follow-Up: This amount of parking is critical for the operation of the facility, and cannot be altered.
- 7. Public: Concerns with stormwater drainage / runoff negatively impacting Maple Valley Park
 - a. Applicant Response: The facility will include detention and stormwater quality treatment measures in accordance with City of Arvada standards. This will clean pollutants out of the water prior to it discharging to Maple Valley Park.
 - b. Follow-Up: This was accepted by the questioner.

Meeting #2: March 11, 2021

Provided in the packet

TO: THE CITY OF ARVADA, COLORADO.

RE: PETITION FOR ANNEXATION

DATE: October 22, 2020

The undersigned landowner (the "Petitioner"), in accordance with the Municipal Annexation Act of 1965 as set forth in Article 12, Title 31, Colorado Revised Statutes (the "Act"), as amended and as in effect on the submission date set forth below, hereby petitions the City Council of the City of Arvada for annexation to the City of Arvada (the "City") of Maple Valley Park, in the County of Jefferson and State of Colorado (the "Property"), the Property being more particularly described by its legal description in "Exhibit A" which is attached hereto and incorporated herein by reference.

In support of this petition for annexation (the "Petition"), Petitioner further alleges to the City Council of the City that:

1. It is desirable and necessary that the area described above be annexed to the City.
2. The requirements of C.R.S. §§ 31-12-104 and 31-12-105, as amended, exist or have been met in that:
 - a) Not less than one-sixth of the perimeter of the area proposed to be annexed is contiguous with the City or will be contiguous with the City within such time as required by C.R.S. § 31-12-104.
 - b) A community of interest exists between the area proposed to be annexed and the City.
 - c) The area proposed to be annexed is urban or will be urbanized in the near future.
 - d) The area proposed to be annexed is integrated with or is capable of being integrated with the City.
 - e) No land within the boundary of the area proposed to be annexed which is held in identical ownership, whether consisting of one (1) tract or parcel of real estate or two (2) or more contiguous tracts or parcels of real estate, has been divided into separate parts or parcels without the written consent of the landowner or landowners thereof, unless such tracts or parcels were separated by a dedicated street, road or other public way.
 - f) No land within the boundary of the area proposed to be annexed which is held in identical ownership, comprises twenty (20) acres or more, and which, together with the buildings and improvements situated thereon has an assessed value in excess of two hundred thousand dollars and 00/100 (\$200,000.00) for ad valorem tax purposes for the year next preceding the annexation, has been included within the area proposed to be annexed without the written consent of the landowner or landowners.
 - g) The Property is not presently a part of any incorporated city, city and county, or the City; nor have any proceedings been commenced for

incorporation or annexation in an area that is part or all of the Property; nor has any election for annexation of the Property or substantially the same area to the City been held within the twelve (12) months immediately preceding the filing of this Petition.

- h) The annexation of the area proposed to be annexed will not result in the detachment of area from any school district or attachment of same to another school district.
 - i) Except to the extent necessary to avoid dividing parcels within the Property held in identical ownership, at least fifty percent (50%) of which are within the three (3)-mile limit, the proposed annexation will not extend the municipal boundary of the City more than three (3) miles in any direction from any point of the current municipal boundary in any one (1) year.
 - j) Prior to completion of the annexation of the area proposed to be annexed, the City will have in place a plan for such area, which generally describes the proposed: location, character, and extent of streets, subways, bridges, waterways, waterfronts, parkways, playgrounds, squares, parks, aviation fields, other public ways, grounds, open spaces, public utilities, and terminals for water, light, sanitation, transportation, and power to be provided by the City; and the proposed land uses for the area; such plan to be updated at least once annually.
 - k) In establishing the boundary of the area proposed to be annexed, if a portion of a platted street or alley is to be annexed, the entire width of the street or alley has been included within the area to be annexed.
 - l) The City will not deny reasonable access to any landowners, owners of any easement, or the owners of any franchise adjoining any platted street or alley which is to be annexed to the City but is not bounded on both sides by the City.
3. Petitioner comprises more than fifty percent (50%) of the landowners in the Property owning more than fifty percent (50%) of the Property, excluding public streets, alleys and any land owned by the annexing municipality, and the Petitioner hereby consents to the establishment of the boundaries of the Property as shown in the annexation map submitted herewith. The legal description of the land owned by the Petitioner is set forth "Exhibit A" attached hereto and incorporated herein by reference.
4. Accompanying this Petition are four (4) copies of an annexation map containing the following information:
- a) A written legal description of the boundaries of the area proposed to be annexed;
 - b) A map showing the boundary or the area proposed to be annexed, said map prepared and containing the seal of a registered engineer;
 - c) Within the annexation boundary maps, a showing of the location of each

ownership tract in unplatted land and, if part or all of the area is platted, the boundaries and the plat numbers of plots or of lots and blocks;

- d) Next to the boundary of the area proposed to be annexed, a drawing of the contiguous boundary of the City and the contiguous boundary of any other municipality abutting the area proposed to be annexed, and a showing of the dimensions of such contiguous boundaries.
- 5. The affidavit of the circulator of this Petition certifying that the signature on this Petition is the signature of each person whose name it purports to be certifying the accuracy of the date of such signatures is attached hereto as "Exhibit B" and is incorporated herein by this reference.
- 6. The proposed annexation of the Property complies with § 30(1)(b) of Article II of the Colorado Constitution.
- 7. Upon the annexation ordinance becoming effective, the Property proposed to be annexed will become subject to all ordinances, rules and regulations of the City, except for general property taxes of the City which shall become effective as the January 1 next ensuing following the adoption of the annexation ordinance.
- 8. This Petition is conditioned upon the approval of Open Space zoning classification for the entire Property and approval by the Petitioner of an annexation agreement for the Property that is acceptable to the Petitioner and the City.

WHEREFORE, the following Petitioner respectfully requests that the City, acting through its City Council, approve the annexation of the Property pursuant to the provisions of the Act.

[Signature Pages to Follow]

Respectfully submitted this ____ day of _____, 2020. By this acknowledgment, the undersigned hereby certify that the above information is complete and true.

MAPLE VALLEY PARK PROPERTY OWNER:

Name of Owner:

City of Aryada

By:

Eric B. Ellis

Title:

Acting City Manager

Date of Signature:

10/22/20

Mailing Address:

8101 Kalsten Rd

Aryada, CO 8002

Resident of the Property: _____

STATE OF COLORADO)
) ss.
COUNTY OF _____)

The foregoing instrument was acknowledged before me this 22 day of October, 2020,
by B. Ellis.

My commission expires: 10/29/2022

Witness My hand and official seal.

Notary Public



MAPLE VALLEY PARK ANNEXATION LAND DESCRIPTION

A TRACT OR PARCEL OF LAND LOCATED IN THE WEST ONE-HALF OF SECTION 6, TOWNSHIP 3 SOUTH, RANGE 69 WEST, OF THE 6TH PRINCIPAL MERIDIAN, JEFFERSON COUNTY, STATE OF COLORADO, BEING ALL OF THOSE PARCELS OF LAND DESCRIBED BY DEED RECORDED WITH THE JEFFERSON COUNTY CLERK AND RECORDER UNDER RECEPTION NO. 93004477 AND A PORTION THE RIGHT-OF-WAY IN INDIANA AVENUE, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEASTERLY MOST CORNER OF A PARCEL OF LAND DESCRIBED IN RECEPTION NUMBER 2017111129, AS RECORDED WITH THE CLERK AND RECORDER OF JEFFERSON COUNTY, COLORADO, WHENCE THE CENTER OF SAID SECTION 6 BEARS S46°18'37"E, 852.84 FEET;

THENCE ALONG THE A NORTHERLY LINE OF SAID PARCEL OF LAND DESCRIBED IN RECEPTION NUMBER 2017111129, S72°13'57"W, 609.63 FEET;

THENCE ALONG THE A NORTHERLY LINE OF SAID PARCEL OF LAND DESCRIBED IN RECEPTION NUMBER 2017111129, S67°31'37"W, 590.00 FEET;

THENCE ALONG THE A NORTHERLY LINE OF SAID PARCEL OF LAND DESCRIBED IN RECEPTION NUMBER 2017111129, N78°41'24"W, 161.57 FEET TO THE NORTHEASTERLY CORNER OF A PARCEL OF LAND DESCRIBED IN RECEPTION NUMBER 2017119140;

THENCE ALONG THE A NORTHERLY LINE OF SAID PARCEL OF LAND DESCRIBED IN RECEPTION NUMBER 2017119140, N89°59'16"W, 477.98 FEET TO A POINT ON THE WEST LINE OF THE NORTHWEST 1/4 OF SAID SECTION 6;

THENCE ALONG THE WEST LINE OF THE NORTHWEST 1/4 OF SAID SECTION 6, N00°02'36"W, 220.09 FEET;

THENCE ALONG A SOUTHERLY LINE OF MAPLE VALLEY SUBDIVISION FILING NO. 1, AMENDED, RECEPTION NUMBER 86025891, FOR THE NEXT SEVEN (7) COURSES:

1. S87°13'39"E, 646.65 FEET;
2. N16°03'41"E, 138.57 FEET;
3. N48°02'25"E, 219.93 FEET;
4. N64°04'33"E, 225.23 FEET;
5. N79°51'27"E, 384.59 FEET;
6. S88°27'45"E, 298.02 FEET



7. S87°55'45"E, 0.44 FEET TO THE NORTHWESTERLY CORNER OF PARKWAY CENTER SUBDIVISION, FINAL PLAT AND REPLAT OF A PORTION OF COBE LABORATORIES ARVADA BUILDING SITE, RECEPTION NUMBER 81024687;

THENCE ALONG A WESTERLY LINE OF SAID PARKWAY CENTER SUBDIVISION, FINAL PLAT AND REPLAT OF A PORTION OF COBE LABORATORIES ARVADA BUILDING SITE,, RECEPTION NUMBER 8102468, S08°03'46"E, 249.90 FEET TO THE POINT OF BEGINNING.

CONTAINING 537,034 SQUARE FEET OR 12.329 ACRES, MORE OR LESS.

BASIS OF BEARINGS: BEARINGS USED HEREIN ARE BASED ON THE EAST-WEST CENTER LINE OF THE WEST HALF OF SECTION 6, TOWNSHIP 3 SOUTH, RANGE 69 WEST, OF THE 6TH P.M., BEING N88°58'53"E USING THE COLORADO STATE PLANE COORDINATES - CENTRAL ZONE, AS MONUMENTED AT THE WEST 1/4 CORNER OF SECTION 6, FOUND ILLEGIBLE 2.0" ALUMINUM CAP, PER MONUMENT RECORD BY PLS 12405 DATED 8/16/00, AND AS MONUMENTED AT THE CENTER 1/4 CORNER OF SECTION 6, BY A FOUND 2.5" ALUMINUM CAP PLS 5112, PER MONUMENT RECORD BY PLS 5112, DATED 6/11/97.

PREPARED UNDER THE SUPERVISION OF:
DOUGLAS H. ORT III, PLS 37066
(303) 501-1221
1675 BROADWAY, SUITE 200
DENVER, CO 80202



EXHIBIT B

Affidavit of Circulator

STATE OF COLORADO)
) ss.
COUNTY OF _____)

_____, being first duly sworn upon oath, deposes and says that he was the circulator of this Petition for Annexation of lands to the City of Arvada, Colorado, consisting of _____ () pages including this page and that each signature hereon was witnessed by your affiant and is the signature of the person whose name it purports to be.

CIRCULATOR

By: _____

Name: _____

STATE OF COLORADO)
) ss.
COUNTY OF _____)

The foregoing instrument was acknowledged before me this ____ day of _____, 2020,
by _____.

My commission expires:

Witness My hand and official seal.

Notary Public

MAPLE VALLEY PARK ANNEXATION LAND DESCRIPTION

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CONTAINING 537,034 SQUARE FEET OR 12.329 ACRES, MORE OR LESS.

BASIS OF BEARINGS: BEARINGS USED HEREIN ARE BASED ON THE EAST-WEST CENTER LINE OF THE WEST HALF OF SECTION 6, TOWNSHIP 3 SOUTH, RANGE 69 WEST, OF THE 6TH P.M., BEING N88°58'53"E USING THE COLORADO STATE PLANE COORDINATES - CENTRAL ZONE, AS MONUMENTED AT THE WEST 1/4 CORNER OF SECTION 6, FOUND ILLEGIBLE 2.0" ALUMINUM CAP, PER MONUMENT RECORD BY PLS 12405 DATED 8/16/00, AND AS MONUMENTED AT THE CENTER 1/4 CORNER OF SECTION 6, BY A FOUND 2.5" ALUMINUM CAP PLS 5112, PER MONUMENT RECORD BY PLS 5112, DATED 6/11/97.

PREPARED UNDER THE SUPERVISION OF:
DOUGLAS H. ORT III, PLS 37066
(303) 501-1221
1675 BROADWAY, SUITE 200
DENVER, CO 80202



LEGAL DESCRIPTION

A TRACT OR PARCEL OF LAND LOCATED IN THE NORTHWEST ONE-QUARTER OF SECTION 6, TOWNSHIP 3 SOUTH, RANGE 69 WEST, OF THE 6TH PRINCIPAL MERIDIAN, JEFFERSON COUNTY, STATE OF COLORADO, BEING ALL OF THOSE PARCELS OF LAND DESCRIBED BY DEED RECORDED WITH THE JEFFERSON COUNTY CLERK AND RECORDER UNDER RECEPTION NO. 93004478 AND A PORTION THE RIGHT-OF-WAY IN INDIANA AVENUE, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

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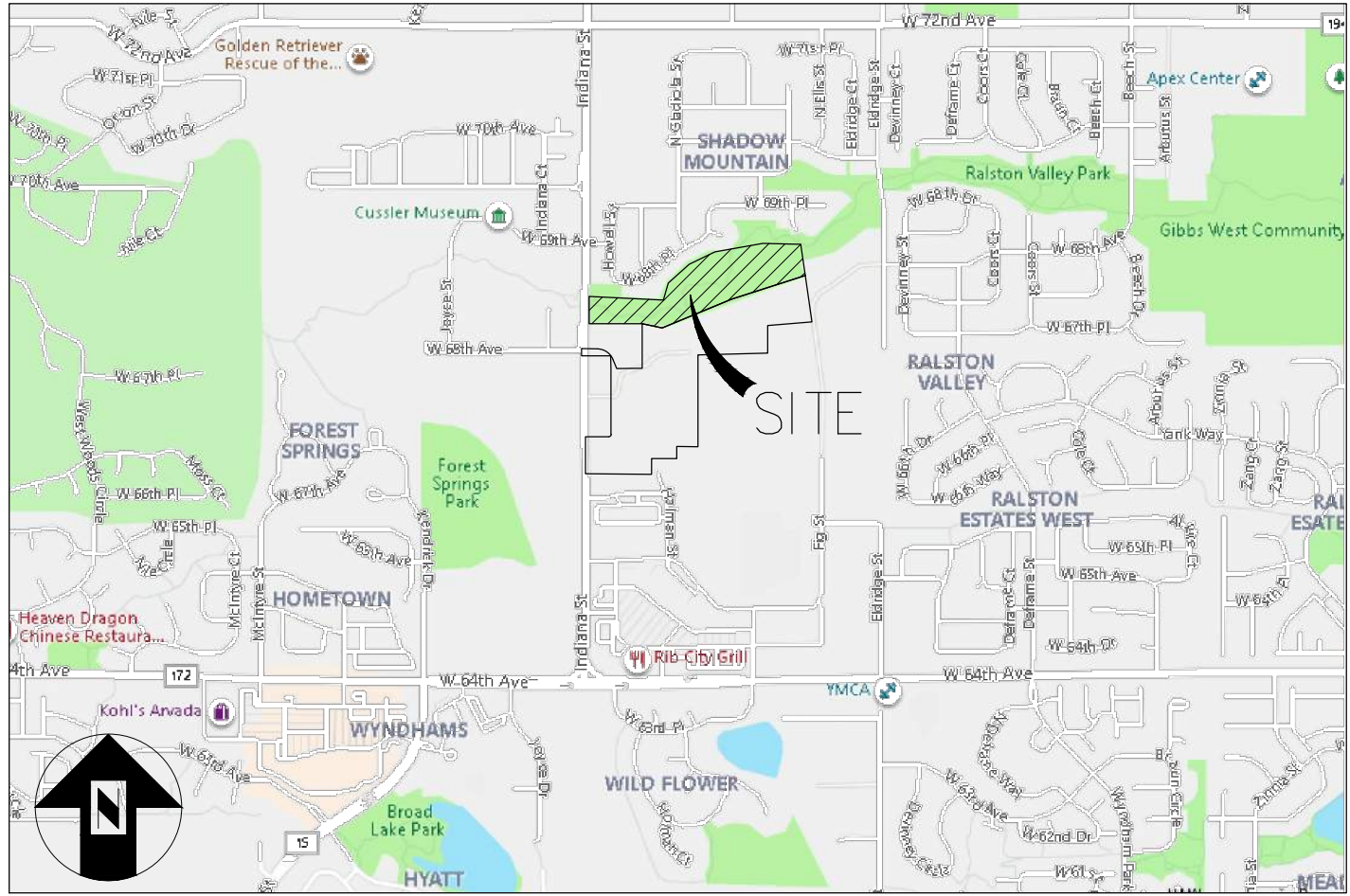
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CONTAINING 537,034 SQUARE FEET OR 12.329 ACRES, MORE OR LESS.

MAPLE VALLEY ANNEXATION TO THE CITY OF ARVADA

LOCATED IN THE NORTHWEST 1/4 OF SECTION 6, TOWNSHIP 3 SOUTH, RANGE 69 WEST, OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF JEFFERSON, STATE OF COLORADO



VICINITY MAP
NOT TO SCALE

GENERAL NOTES

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2. THIS SURVEY DOES NOT CONSTITUTE A TITLE SEARCH BY WILSON AND COMPANY TO DETERMINE TITLE OR EASEMENTS OF RECORD. RESEARCH FOR THIS SURVEY WAS PERFORMED IN ACCORDANCE WITH CRS 38-51-106 AND THE RULES OF PROCEDURE AND BOARD POLICY STATEMENTS OF THE STATE BOARD OF LICENSURE FOR PROFESSIONAL ENGINEERS AND PROFESSIONAL LAND SURVEYORS. SPECIFICALLY THOSE BOARD RULES AND POLICY STATEMENTS RELATING TO THE DEPICTION OF EASEMENTS AND RIGHTS OF WAY ON SUBDIVISION PLATS. NO TITLE COMMITMENTS WAS PROVIDED FOR THIS PROPERTY.

3. BASIS OF BEARINGS: BEARINGS USED HEREIN ARE BASED ON THE EAST-WEST CENTERLINE OF THE WEST HALF OF SECTION 6, TOWNSHIP 3 SOUTH, RANGE 69 WEST, OF THE 6TH P.M., BEING N88°58'53"E USING THE COLORADO STATE PLANE COORDINATES - CENTRAL ZONE, AS MONUMENTED ON THE WEST BY A FOUND ILLEGIBLE 2.0" ALUMINUM CAP, ACCEPTED AS THE WEST 1/4 CORNER OF SECTION 6, PER MONUMENT RECORD BY PLS 12405 DATED 8/16/00, AND AS MONUMENTED ON THE EAST BY A FOUND 2.5" ALUMINUM CAP PLS 5112, ACCEPTED AS THE CENTER CORNER OF SECTION 6, PER MONUMENT RECORD BY PLS 5112, DATED 6/11/97.

SURVEYOR'S CERTIFICATE:

I, DOUGLAS H. ORT III, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, ON THE BASIS OF MY KNOWLEDGE, INFORMATION AND BELIEF, DO HEREBY CERTIFY THAT IN JUNE 2020, A ANNEXATION MAP WAS MADE UNDER MY SUPERVISION, IN ACCORDANCE WITH THE STANDARD OF CARE FOR THE STATE OF COLORADO, AND THAT THIS ANNEXATION MAP AND ALL NOTES SHOWN HEREON IS AN ACCURATE REPRESENTATION OF THE PROPERTY AS DETERMINED BY THIS SURVEY. ENCROACHMENTS, EASEMENTS, RIGHTS OF WAY OR PASSAGEWAYS ACROSS SAID PROPERTY THAT ARE IN EVIDENCE OR KNOWN TO ME, ARE AS SHOWN TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF. THIS SURVEY, AND THE INFORMATION SHOWN HEREON ARE NOT A GUARANTY OR WARRANTY, EITHER EXPRESSED OR IMPLIED.

THE ABOVE DESCRIBED LAND IS CONTIGUOUS TO THE CITY OF ARVADA AND MEETS THE REQUIREMENTS SET FORTH IN COLORADO REVISED STATUTES 1973, 31-12-104-(1)(A) THAT ONE-SIXTH OR MORE OF THE PERIMETER TO BE ANNEXED IS CONTIGUOUS WITH THE ANNEXING MUNICIPALITY.

CONTIGUITY STATEMENT:

- TOTAL PERIMETER OF AREA CONSIDERED FOR ANNEXATION=4222.59'
- ONE-SIXTH OF TOTAL PERIMETER OF AREA=703.76'
- PERIMETER OF THE AREA CONTIGUOUS WITH EXISTING CITY LIMITS=2093.19'
- THE TOTAL CONTIGUOUS PERIMETER IS 49.6%, WHICH EXCEEDS THE 1/6 AREA REQUIRED

DOUGLAS H. ORT III, PLS 37066
LICENSED COLORADO LAND SURVEYOR
FOR AND ON BEHALF OF WILSON & COMPANY



APPROVAL CERTIFICATE:

APPROVED FOR FILING BY THE CITY OF ARVADA THIS _____ DAY OF _____, 20____

MAYOR _____ ATTEST: _____
CITY CLERK

ORDINANCE NUMBER(S) _____

CLERK AND RECORDER:

RECEPTION NUMBER _____

ACCEPTED FOR FILING IN THE OFFICE OF THE CLERK AND RECORDER OF JEFFERSON COUNTY, AT GOLDEN COLORADO ON THIS _____ DAY OF _____, 20____ AT _____ O'CLOCK

BY: _____ JEFFERSON COUNTY CLERK AND RECORDER
DEPUTY CLERK

- LEGEND**
- OPC = ORANGE PLASTIC CAP
 - PPC = PURPLE PLASTIC CAP
 - YPC = YELLOW PLASTIC CAP
 - N&W = NAIL & WASHER
 - FND = FOUND
 - ALUM = ALUMINUM
 - ILLEG = ILLEGIBLE
 - R.O.W. = RIGHT OF WAY
 - = BOUNDARY LINE
 - - - - - = EASEMENT LINE
 - ===== = LOT LINE
 - ===== = SECTION LINE
 - ===== = ROAD CENTERLINE
 - ===== = LIMITS OF ANNEXATION

					SHT. NO. 1 OF 1	WILSON & COMPANY 1675 Broadway Suite 200 Denver, CO 80202 Phone: 303-297-2976 Fax: 303-297-2693
					SCALE: 1"=125'	
					DWN. BY: TJB CHK. BY: DATE: 6-2-2020	
					PROJ. MGR: DHO CLIENT APP: DATE: 6-2-2020	
02	CITY COMMENTS	DHO	01/22/21		MAPLE VALLEY ANNEXATION TO THE CITY OF ARVADA	
01	CITY COMMENTS	DHO	12/08/20			
NO.	REVISION-DESCRIPTION	BY	DATE	CHKD	APP'D	COUNTY OF JEFFERSON STATE OF COLORADO

20-300-075

Project Maple Valley Park Committee

Maple Valley Park Ecological Assessment

January 2021



Maple Valley Park Ecological Assessment

Jessica Smith, Sarah Marshall, and Andrea Schuhmann

Colorado Natural Heritage Program
Warner College of Natural Resources

Colorado State University
Fort Collins, Colorado 80523



February 2021

Front Cover: Native Plains Cottonwood, American Tree Sparrow, White Breasted Nuthatch, Mallard Pair
at Maple Valley Park © Colorado Natural Heritage Program

Introduction and Methodology

Maple Valley Park is an open space property owned by the City of Arvada, located in unincorporated Jefferson County, Colorado between Indiana Street and N. Eldridge Street, south of the Maple Valley neighborhood off of W. 72nd Ave (Figure 1). The 12-acre park is one of several green spaces along Ralston Creek and adjacent Ralston Creek Trail. According to the cover letter to the City of Arvada for the application for annexation, dated 12/11/2020, this property and 24.9 acres of adjacent land to the south are being proposed for annexation into the City of Arvada. The park would be zoned “Open Space” and the adjacent private land zoned “Light Industrial”. Development of the 24-acre private property has been proposed to include a 100,894 square foot warehouse, a 116,275 square foot detention area, 402 associated parking spaces, 60 van staging parking space, 60 van loading spaces, 983 van parking spaces, and 12 trailer parking spaces. The facility is proposed to operate around the clock.



Figure 1. Map of Maple Valley Park.

On January 29, 2021, two ecologists from the Colorado Natural Heritage Program, Sarah Marshall and Jessica Smith, visited the park to conduct an ecological assessment and document the biodiversity observed. Components of the [Ecological Integrity Assessment for Colorado Wetlands](#) (Lemly et al. 2016) were used to evaluate the park and establish baseline conditions. This method has been developed by the Colorado Natural Heritage Program and combines quantitative vegetation metrics with qualitative metrics such as landscape context and hydrology to assess overall wetland condition, with an emphasis on biological integrity. On this site visit, a complete survey of the park was made. A plant species list of all plants encountered and an opportunistic list of wildlife observations was recorded, as well as metrics on landscape context and stressors. These factors were included in the Ecological Assessment for this site. Maple Valley Park results are compared to results from similar riparian wetlands in the CNHP Wetland Plots Database in the text below. CNHP has been conducting wetland and riparian surveys across the state since the early 1990s.

Prior to field work, a desktop review was conducted of nearby conservation elements in the CNHP-maintained statewide database of rare elements, the Biodiversity Tracking and Conservation System (BIOTICS) (CNHP 2020). Additionally, CNHP biologist Andrea Schuhmann reviewed data layers available from Colorado Parks & Wildlife and citizen science observations of birds, downloaded from [eBird](#), a site maintained by the Cornell Lab of Ornithology. Results from eBird are included in the text below.

Field Observations and Results

Weather was partly cloudy on the day of our visit, beginning around 35 °F and warming throughout the day. Recent snow from several days prior had mostly melted by the time of our visit. Staff began the site walk-through around 8:30am. People were walking and biking along the Ralston Creek Trail through the riparian area during our entire field visit. Despite abundant human use, we observed a variety of songbirds and raptors throughout the day (see Appendix A).

Ralston Creek was flowing during our visit, with at least one deeper pool and many riffles. The creek channel is relatively sinuous, with near-vertical, eroded banks and bank armoring (large riprap and boulders) along some outer bends of the channel in the downstream half of park. We observed evidence of sediment dredging around bridges across the creek, with neighbors noting that some sediment/debris removal happened after the entire park flooded in 2013. The channel is concrete-lined at the uppermost end of park, where Ralston Creek flows under Indiana St. Upstream, Ralston Creek passes through several reservoirs (including Ralston and Blunn), and is influenced by roads, residential and commercial development, a golf course, and several canals. The creek channel is likely more incised (downcut) compared to its historical state, due to changes in its annual flow regime from upstream irrigation, flow releases from reservoirs, and more rapid runoff from paved surfaces. The altered flow regime of the creek is likely contributing to a lack of new cottonwood recruitment and establishment, channel bank and bed erosion, and reduced wetland area along the creek channel.

Ecological Systems and Plant Community

Maple Valley Park and Ralston Creek support a remnant Rocky Mountain Lower Montane-Foothill Riparian Woodland and Shrubland system, including patches of seasonally flooded Palustrine Forested wetlands along the creek channel and in several side channels. Prior to development of surrounding and upstream areas in the Ralston Creek drainage, the site would have likely been part of a contiguous riparian corridor from the Ralston Creek headwaters to the Ralston Creek-Clear Creek confluence further into the plains.

Observed riparian vegetation was dominated by a mature stand of large, tall plains cottonwood trees. The subcanopy consisted of box elder, with both non-native crack willow and native peach-leaved willow noted. Vines were common, especially native grape, some hops and clematis (presumably the native), and wild cucumber. Little to no regeneration of cottonwoods was noted. The shrub layer consisted of hawthorn thickets, sometimes dense and impenetrable, and patches of snowberry with some wild rose. Coyote willow was common on the west side of the park.

The graminoid understory consisted of non-native smooth brome, which was common in the riparian area, along with areas of reed canary grass, orchard grass and some intermediate wheatgrass. Invasive species in the riparian area included smooth brome and some patches of everlasting sweet pea. [Noxious weeds](#) included an occasional Russian olive (Noxious List B), scattered Canada thistle (Noxious List B)

with one large patch of Canada thistle on edge of riparian area (13S 486345E 4408008N), an occurrence of bouncing bet (List B) (13S 486061E 4407855 N), and knapweed (13S 485956 E 4407851N) and cut-leaf teasel (List B). See Appendix B for the full plant species list.

High quality native forbs and shrubs were observed, including false Solomon's seal (C = 7), false indigo (C = 7), red osier dogwood (C = 7), Rocky Mountain maple (C = 7), golden currant (C = 6), and Canada goldenrod (C = 5). The C-value is a value between 0 -10 assigned to most plant species in Colorado by a panel of botanical experts, with 10 being assigned to a plant which is an obligate to areas with no human impact and 1 being assigned to a native plant which can tolerate highly disturbed areas. Non-native plants are assigned a C-value of zero ([Rocchio 2007](#)). The C value can be used to calculate a Floristic Quality Index (FQI), by taking the Mean C and multiplying by the square root of the number of plant species. The FQI value can be calculated using all species observed or including native species alone (FQI of Natives). These statistics allow comparisons between wetlands of a similar ecological type and facilitate conclusions on site quality.

Overall, the total number of species (richness), percentage of native species, and mean C-value observed at Maple Valley Park were comparable to, but slightly higher than average and median values for plots in ten nearby riparian/wetland sites, including other city and county open spaces, in a similar landscape context (foothills-plains transition in the Upper South Platte and St. Vrain watersheds) (Table 1, Table 2; CNHP 2021). In 2015, CNHP completed a wetlands assessment of 40 wetlands in the City and County of Denver (Smith and Kuhn 2015). Of these wetlands, 15 were located in a floodplain or riparian area associated with a stream channel (i.e., Hydrogeomorphic Class (HGM): Riverine) and were forested, classified as a Western Great Plains Riparian Ecological System. Comparisons between these wetlands and Maple Valley Park should be made cautiously, as the ecological system differ; however, they are riparian wetlands in a similar urbanized context. Average and median plant species richness and percent of native species of these 15 wetlands were similar to Maple Valley Park, but Maple Valley Park had values higher than the average and median values for the Mean C and FQI metrics of these wetlands (Table 3).

Given the timing of the site visit, it is likely that we missed a number of native, and non-native plant species, particularly more delicate, and early blooming wildflower species lacking identifiable parts in winter.

Table 1. Plant statistics derived from observations on January 29, 2021 at Maple Valley Park. See Appendix B for full plant species list and the text for an explanation of the terms of "C" and "FQI".

Total # of Plant Species (Species Richness)	76
Number of Natives:	43
Number of Non-native	27
Number of Unknown Nativity or Cryptogenic	6
Number of Noxious List A Species	0
Number of Noxious List B Species	4
Number of Noxious List C Species	2
Number of Noxious Watch List Species	1
% Native Species	56.6

MEAN C:	2.41
MEAN C of Natives:	4.21
FQI	21.0
FQI of Natives	27.6

Table 2. Plant statistics of 10 nearby, comparable CNHP riparian plots in the CNHP Plots Database in comparison to Maple Valley Park. See text for a definition of “Mean C”.

	Average	Median	Maple Valley
Species Richness	62.3	60.5	76
Mean C	2.08	2.15	2.41
% Native Species	49.9	49.5	56.6

Table 3. Plant statistics of 15 Riverine wetlands in the City and County of Denver in comparison to Maple Valley Park. See text for a definition of “Mean C” and FQI.

	Size (Acres)	Species Richness	% Native Species	Mean C	FQI
Average	8.7	81.5	56.0	1.73	14.7
Median	6.2	85	52	1.68	14.8
Maple Valley	12	76	56.6	2.41	21.0

Wildlife Habitat

Resources to support wildlife were noted throughout our visit to Maple Valley Park. Several patches of common milkweed, a species supporting monarch butterfly larvae, were noted. Wild hops, which support one of Colorado’s most threatened butterflies, the hops feeding azure ([Celastrina humulus](#), a globally imperiled species), were also observed (13S 485903E 4407873N and 13S 485937E 4407887N). Barnyard grass (*Echinochloa crus-galli*), a non-native species used by ducks as a food source, was observed, as well as deer rubbings on young trees. Impenetrable hawthorn thickets provide wildlife cover, and very large, old cottonwoods provide high quality wildlife habitat in form of cavities, blown-out branches, snags and downed wood. We observed numerous songbirds using the woody riparian habitats during our field visit. A seep on south side of creek with duckweed (13S 486391E 4407990N) provides potential for amphibian use. The neighbors reported sightings of racoons (scat observed by staff) and bobcats (scat of larger mammal observed by staff in area reported), a Great Horned Owl nest on east side (numerous large cavities observed), honeybees in cottonwoods, and muskrat.

Ecological Integrity

Overall ecological integrity of the Maple Valley Park riparian area was evaluated using CNHP’s Ecological Integrity Assessment (EIA) metrics. Since the EIA is applied across a gradient from Colorado’s most pristine to most impacted ecosystems, it is important to compare sites to similar ecological systems with comparable land use/management, and geography. The overall EIA score for the assessed area within the park was 2.19 (a C+ letter grade) out of a possible score of 10 (Appendix C). Compared to riparian

areas and riverine wetlands assessed as part of the City and County of Denver wetland study (Smith and Kuhn 2015), Maple Valley Park ranked higher than both the mean and median scores (1.9 and 1.8, respectively), though the Denver study included sites in more heavily urbanized areas further into the plains.

The park's riparian area ranked highest in terms of vegetation composition and structure (B-), including the presence of snags and fallen logs that provide habitat within the riparian area, and physiochemistry (B-; including soil condition, and visible indicators of water quality such as turbidity and algal growth). For an urban site, the park ranked reasonably well in terms of overall size relative to other riparian areas (C+), and overall condition (C+). The park's lowest rank was for landscape context (D), given a lack of contiguous natural land cover in a 500m buffer surrounding the riparian area and a low Land Use Index (2.17) due to fragmented habitat from abundant urban development, roads, lawns, disturbed fallow land, and moderate recreation in the surrounding area.

The EIA is a semi-quantitative assessment, and it is hard to fully predict how surrounding land use changes propagate through adjacent ecosystems. Still, addition of additional impervious surfaces within the 500m buffer of the park, including associated stormwater runoff and ground disturbance, would reduce the quality of the site's buffer (by removing a portion of the site's remaining natural cover buffer) and introduce additional stormwater runoff from paved surfaces. These land use changes would likely result in a lower EIA score.

Summary of Ecological Conditions and Management Recommendations

Although the riparian area at Maple Valley Park is impacted by urbanization, including modified hydrology and an influx of non-native species, this open space performs critical functions in the urban environment for wildlife habitat, water quality, and recreation. The ecosystem services and conservation values provided by riparian areas are disproportionate to their size across western U.S. landscapes. Riparian habitat supports up to 80% of known vertebrate wildlife species in the arid and semi-arid western U.S. (Chaney et al. 1990).

Threshold distances or buffers around urban green spaces to minimize adverse impacts of urban development on wildlife are, to our knowledge, not defined for this region. Nonetheless, studies have shown that certain birds (e.g., neotropical migrants, riparian bird species) decline in diversity and abundance as levels of adjacent urban development increase (Friesen et al. 1995; Miller et al. 2003). Miller et al. (2003) recommend that in the absence of site-specific buffer recommendations for riparian habitat on the Colorado Front Range, buffering areas based on the historical floodplain is a good starting point. As recommended in the report on urban wetlands of the City and County of Denver (Smith and Kuhn 2015), protecting surrounding lands by limiting development and impervious surfaces will improve the functionality of wetland and riparian resources. A buffer for the riparian area is important for the protection of this park in light of proposed adjacent development, including consideration of the hydrologic and chemical impacts of potential increased paved surfaces and nonpoint source pollutant runoff associated with vehicles and urban/commercial development (e.g., metals and hydrocarbons from vehicles, trash, sediment, and nutrients from fertilizers).

Ralston Creek within Maple Valley park has been channelized and has a modified stream flow regime, reducing the connection of the floodplain to the creek and precluding the establishment of juvenile cottonwoods. Existing, mature cottonwoods are effectively aging in place, and not being replaced when

they die. In the absence of new cottonwood recruitment over time, the riparian tree canopy will likely transition to lower-stature native trees such as boxelder. One option may be to plant (and irrigate during establishment) young cottonwoods to aid in the long-term succession of the forest at this site.

In addition to the tree canopy, there are opportunities to increase the diversity of native understory species and remove non-native plant species, including noxious weeds such as Russian olive. A native understory community would benefit from reducing dirt bike trails, social trails, and other concentrated soil and vegetation disturbance—particularly in the eastern portion of the park. Any spot treatment of non-native species should take care to avoid impacting intact native vegetation, with a preference for mechanical and cultural treatment methods over herbicides when possible. Only species native to this area of the Front Range, and locally sourced, should be included in a restoration plan. CNHP has guidance on their website for obtaining native plant materials, planting, and monitoring (<https://cnhp.colostate.edu/cwic/work/restoration/#ObtainingColorado>).

General Wildlife Habitat Stewardship and Ecological Recommendations:

1. Following a human safety and risk assessment, retain dead, dying, and declining trees. Prioritize trees with observed cavities and/or cavity-nesting activity for protection/retention. Large diameter trees, dead trees, and those with broken crowns typify the type of tree most likely to be used by cavity-nesting birds and other wildlife. Dead, dying, and declining tree availability is critical for cavity nesting birds common to Maple Valley Park: Great Horned Owl, Eastern Screech Owl, White-breasted Nuthatch, and Black-capped Chickadee, among others; and for cavity excavating birds: Northern Flicker, Hairy Woodpecker, and Downy Woodpecker.
2. Promote cottonwood regeneration and recruitment in the riparian area. A multi-aged forested community provides greater structural diversity and thereby habitat diversity for foraging and sheltering wildlife.
3. Nest boxes can be used to improve nesting opportunities for cavity-nesting birds if there is a significant decline in available tree cavities due to a large weather event or other reasons. Predator guards (e.g., baffles, entrance hold extenders, etc.) should always be used in conjunction with any installed nest boxes.
4. Maintain and enhance native vegetation at all structural levels: herbaceous understory, shrub midstory, and tree canopy/overstory.
5. Mitigate and minimize sources of anthropogenic noise. There is a growing body of research linking anthropogenic noise to interference in how animals behave and communicate, particularly animals like birds that rely on vocal communication.
6. Mitigate and minimize sources of anthropogenic light, especially artificial light at night (ALAN). Anthropogenic light has been linked to catastrophic insect declines (Owens et al. 2020), and impacts to a wide variety of other wildlife species. See International Dark-Sky Association [website](#) for more information on outdoor lighting recommendations.
7. Minimize future additions of impervious surface and other development within the buffer surrounding the riparian area, and increase native species cover where possible (including adjacent areas dominated by non-native grasses).
8. Consider closing, and revegetating dirt bike tracks and other social trails within the riparian area, in order to reduce bare ground and pathways for non-native plant species introduction.

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Appendix A: Wildlife Species Observations

Table 4. Bird species observed at Maple Valley Park on January 29, 2021 by CNHP staff.

American Crow
American Tree Sparrow
Black-billed Magpie
Black-capped Chickadee
Blue Jay
Canada Goose
Dark-eyed Junco
Downy Woodpecker
Eurasian Collared-Dove
House Finch
Mallard
Merlin
Northern Flicker
Red-breasted Nuthatch
Sharp-shinned Hawk
Spotted Towhee
White-breasted Nuthatch
Wilson's Snipe

Table 5. List of bird species [observed by citizen scientists at Maple Valley Park and recorded on eBird](#), accessed January 2021.

Common Name	Scientific Name
Hairy Woodpecker	<i>Dryobates villosus</i>
Northern Flicker	<i>Colaptes auratus</i>
American Kestrel	<i>Falco sparverius</i>
Black-billed Magpie	<i>Pica hudsonia</i>
American Crow	<i>Corvus brachyrhynchos</i>
Black-capped Chickadee	<i>Poecile atricapillus</i>
Mountain Chickadee	<i>Poecile gambeli</i>
White-breasted Nuthatch	<i>Sitta carolinensis</i>
Brown Creeper	<i>Certhia americana</i>
House Finch	<i>Haemorhous mexicanus</i>
Dark-eyed Junco	<i>Junco hyemalis</i>
Song Sparrow	<i>Melospiza melodia</i>
Mallard	<i>Anas platyrhynchos</i>
Downy Woodpecker	<i>Dryobates pubescens</i>
Blue Jay	<i>Cyanocitta cristata</i>
Common Raven	<i>Corvus corax</i>
Red-breasted Nuthatch	<i>Sitta canadensis</i>
Winter Wren	<i>Troglodytes hiemalis</i>

Townsend's Solitaire	<i>Myadestes townsendi</i>
Cackling Goose	<i>Branta hutchinsii</i>
Canada Goose	<i>Branta canadensis</i>
Hooded Merganser	<i>Lophodytes cucullatus</i>
Eurasian Collared-Dove	<i>Streptopelia decaocto</i>
Mourning Dove	<i>Zenaida macroura</i>
Red-tailed Hawk	<i>Buteo jamaicensis</i>
Belted Kingfisher	<i>Megaceryle alcyon</i>
Bushtit	<i>Psaltiriparus minimus</i>
European Starling	<i>Sturnus vulgaris</i>
American Robin	<i>Turdus migratorius</i>
Bald Eagle	<i>Haliaeetus leucocephalus</i>
Ferruginous Hawk	<i>Buteo regalis</i>
House Sparrow	<i>Passer domesticus</i>
American Goldfinch	<i>Spinus tristis</i>
Cackling/Canada Goose	<i>Branta hutchinsii/canadensis</i>
Gadwall	<i>Mareca strepera</i>
Ring-necked Duck	<i>Aythya collaris</i>
Common Merganser	<i>Mergus merganser</i>
Ring-billed Gull	<i>Larus delawarensis</i>
Ruby-crowned Kinglet	<i>Regulus calendula</i>
Great Horned Owl	<i>Bubo virginianus</i>
Spotted Towhee	<i>Pipilo maculatus</i>
Eastern Screech-Owl	<i>Megascops asio</i>
White-crowned Sparrow	<i>Zonotrichia leucophrys</i>
Yellow-rumped Warbler	<i>Setophaga coronata</i>
warbler sp. (Parulidae sp.)	<i>Parulidae sp.</i>
Turkey Vulture	<i>Cathartes aura</i>
Cooper's Hawk	<i>Accipiter cooperii</i>
Western Wood-Pewee	<i>Contopus sordidulus</i>
House Wren	<i>Troglodytes aedon</i>
Broad-tailed Hummingbird	<i>Selasphorus platycercus</i>
Bullock's Oriole	<i>Icterus bullockii</i>
Common Grackle	<i>Quiscalus quiscula</i>
Black-and-white Warbler	<i>Mniotilta varia</i>
Yellow Warbler	<i>Setophaga petechia</i>
Western Tanager	<i>Piranga ludoviciana</i>
Rose-breasted Grosbeak	<i>Pheucticus ludovicianus</i>
Western Bluebird	<i>Sialia mexicana</i>
Great Blue Heron	<i>Ardea herodias</i>
Red-winged Blackbird	<i>Agelaius phoeniceus</i>

Sharp-shinned Hawk	<i>Accipiter striatus</i>
Mountain Bluebird	<i>Sialia currucoides</i>
Rock Pigeon	<i>Columba livia</i>
Wilson's Snipe	<i>Gallinago delicata</i>
Pine Siskin	<i>Spinus pinus</i>
Lesser Goldfinch	<i>Spinus psaltria</i>
Golden-crowned Kinglet	<i>Regulus satrapa</i>
Hermit Thrush	<i>Catharus guttatus</i>
Chipping Sparrow	<i>Spizella passerina</i>
Wilson's Warbler	<i>Cardellina pusilla</i>
Double-crested Cormorant	<i>Phalacrocorax auritus</i>
Black-crowned Night-Heron	<i>Nycticorax nycticorax</i>
Say's Phoebe	<i>Sayornis saya</i>
Red-headed Woodpecker	<i>Melanerpes erythrocephalus</i>
Tree Swallow	<i>Tachycineta bicolor</i>
Barn Swallow	<i>Hirundo rustica</i>
Western Meadowlark	<i>Sturnella neglecta</i>
Brown-headed Cowbird	<i>Molothrus ater</i>
Snowy Egret	<i>Egretta thula</i>
Cedar Waxwing	<i>Bombycilla cedrorum</i>
Orange-crowned Warbler	<i>Leiothlypis celata</i>
Eastern Bluebird	<i>Sialia sialis</i>
Lesser Scaup	<i>Aythya affinis</i>
Swamp Sparrow	<i>Melospiza georgiana</i>
American Dipper	<i>Cinclus mexicanus</i>
Snow Goose	<i>Anser caerulescens</i>
sparrow sp.	<i>Passerellidae sp. (sparrow sp.)</i>
bluebird sp.	<i>Sialia sp.</i>
passerine sp.	<i>Passeriformes sp.</i>
Green-tailed Towhee	<i>Pipilo chlorurus</i>
Cordilleran Flycatcher	<i>Empidonax occidentalis</i>
Harris's Sparrow	<i>Zonotrichia querula</i>
Killdeer	<i>Charadrius vociferus</i>
Wood Duck	<i>Aix sponsa</i>
Blue-winged Teal	<i>Spatula discors</i>
Cinnamon Teal	<i>Spatula cyanoptera</i>
Northern Shoveler	<i>Spatula clypeata</i>
Green-winged Teal	<i>Anas crecca</i>
Sharp-shinned/Cooper's Hawk	<i>Accipiter striatus/cooperii</i>
Western Kingbird	<i>Tyrannus verticalis</i>
Violet-green Swallow	<i>Tachycineta thalassina</i>

Cliff Swallow	<i>Petrochelidon pyrrhonota</i>
Swainson's Thrush	<i>Catharus ustulatus</i>
Swainson's Hawk	<i>Buteo swainsoni</i>

Appendix B: Plant Species Observations

Table 6. Plant species observed at Maple Valley Park on January 29, 2021.

Family	Scientific Name	Common Name	C-value	Nativity Status	Noxious Status
Apiaceae	<i>Berula erecta</i>	cutleaf waterparsnip	5	Native	
Apiaceae	<i>Conium maculatum</i>	poison hemlock	0	Non-native	List C
Apocynaceae	<i>Apocynum cannabinum</i>	Indian hemp	2	Native	
Apocynaceae	<i>Asclepias speciosa</i>	showy milkweed	3	Native	
Araceae	<i>Lemna minor</i>	common duckweed	2	Native	
Asparagaceae	<i>Asparagus officinalis</i>	garden asparagus	0	Non-native	
Asteraceae	<i>Bidens cernua</i>	nodding beggartick	5	Native	
Asteraceae	<i>Centaurea</i> sp.	knapweed	0	Non-native	
Asteraceae	<i>Cirsium arvense</i>	Canada thistle	0	Non-native	List B
Asteraceae	<i>Conyza canadensis</i>	Canadian horseweed	1	Native	
Asteraceae	<i>Dieteria canescens</i>	hoary tansyaster	4	Native	
Asteraceae	<i>Helianthus nuttallii</i>	Nuttall's sunflower	3	Native	
Asteraceae	<i>Lactuca serriola</i>	prickly lettuce	0	Non-native	
Asteraceae	<i>Solidago canadensis</i>	Canada goldenrod	5	Native	
Asteraceae	<i>Symphyotrichum ericoides</i>	aster	4	Native	
Asteraceae	<i>Xanthium strumarium</i>	rough cocklebur	1	Native	
Brassicaceae	<i>Camelina microcarpa</i>	littlepod false flax	0	Non-native	
Brassicaceae	<i>Nasturtium officinale</i>	watercress	0	Non-native	
Brassicaceae	<i>Thlaspi arvense</i>	field pennycress	0	Non-native	
Cannabaceae	<i>Humulus neomexicanus</i>	common hop	5	Native	
Caprifoliaceae	<i>Symphoricarpos occidentalis</i>	western snowberry	3	Native	
Caryophyllaceae	<i>Saponaria officinalis</i>	bouncingbet	0	Non-native	List B
Caryophyllaceae	<i>Silene</i> sp.	catchfly	0	Unknown	
Cornaceae	<i>Cornus sericea</i> ssp. <i>sericea</i>	redosier dogwood	7	Native	
Cucurbitaceae	<i>Echinocystis lobata</i>	wild cucumber	3	Native	
Cupressaceae	<i>Juniperus scopulorum</i>	Rocky Mountain juniper	5	Native	
Cyperaceae	<i>Carex emoryi</i>	Emory's sedge	5	Native	

Cyperaceae	<i>Eleocharis palustris</i>	common spikerush	3	Native	
Cyperaceae	<i>Schoenoplectus tabernaemontani</i>	softstem bulrush	3	Native	
Dipsacaceae	<i>Dipsacus laciniatus</i>	cutleaf teasel	0	Non-native	List B
Elaeagnaceae	<i>Elaeagnus angustifolia</i>	Russian olive	0	Non-native	List B
Fabaceae	<i>Amorpha fruticosa</i>	false indigo bush	7	Native	
Fabaceae	<i>Glycyrrhiza lepidota</i>	American licorice	3	Native	
Fabaceae	<i>Lathyrus latifolius</i>	perennial pea	0	Non-native	
Fabaceae	<i>Melilotus</i> sp.	sweetclover	0	Non-native	
Grossulariaceae	<i>Ribes aureum</i>	golden currant	6	Native	
Juncaceae	<i>Juncus arcticus</i>	arctic rush	4	Native	
Lamiaceae	<i>Mentha arvensis</i>	wild mint	4	Native	
Lamiaceae	<i>Nepeta cataria</i>	catnip	0	Non-native	
Oleaceae	<i>Fraxinus pennsylvanica</i>	green ash	0	Non-native	
Oleaceae	<i>Ligustrum vulgare</i>	European privet	0	Non-native	
Onagraceae	<i>Oenothera curtiflora</i>	velvetweed	1	Native	
Onagraceae	<i>Oenothera villosa</i>	hairy evening primrose	4	Native	
Pinaceae	<i>Pinus ponderosa</i>	ponderosa pine	5	Native	
Plantaginaceae	<i>Plantago lanceolata</i>	narrowleaf plantain	0	Non-native	
Plantaginaceae	<i>Veronica americana</i>	American speedwell	6	Native	
Poaceae	<i>Bromus inermis</i>	smooth brome	0	Non-native	
Poaceae	<i>Dactylis glomerata</i>	orchardgrass	0	Non-native	
Poaceae	<i>Echinochloa crus-galli</i>	barnyardgrass	0	Non-native	
Poaceae	<i>Elymus</i> sp.	wildrye	0	Unknown	
Poaceae	<i>Glyceria striata</i>	fowl mannagrass	5	Native	
Poaceae	<i>Phalaris arundinacea</i>	reed canarygrass	1	Cryptogenic	
Poaceae	<i>Poa pratensis</i>	Kentucky bluegrass	0	Non-native	
Poaceae	<i>Sporobolus airoides</i>	alkali sacaton	5	Native	
Poaceae	<i>Thinopyrum</i> sp.	wheatgrass	0	Non-native	
Polygonaceae	<i>Fallopia convolvulus</i>	black bindweed	0	Non-native	
Polygonaceae	<i>Persicaria</i> sp.	knotweed	0	Unknown	
Polygonaceae	<i>Rumex crispus</i>	curly dock	0	Non-native	
Ranunculaceae	<i>Clematis ligusticifolia</i>	western white clematis	4	Native	
Ranunculaceae	<i>Ranunculus</i> sp.	buttercup	0	Unknown	

Rosaceae	<i>Crataegus succulenta</i>	fleshy hawthorn	5	Native	
Rosaceae	<i>Prunus americana</i>	American plum	6	Native	
Rosaceae	<i>Prunus virginiana</i> var. <i>melanocarpa</i>	black chokecherry	4	Native	
Rosaceae	<i>Rosa acicularis</i> ssp. <i>sayi</i>	prickly rose	5	Native	
Ruscaceae	<i>Maianthemum stellatum</i>	starry false lily of the valley	7	Native	
Salicaceae	<i>Populus deltoides</i> ssp. <i>monilifera</i>	plains cottonwood	3	Native	
Salicaceae	<i>Salix xfragilis</i>	crack willow	0	Non-native	
Salicaceae	<i>Salix amygdaloides</i>	peachleaf willow	5	Native	
Salicaceae	<i>Salix exigua</i>	narrowleaf willow	3	Native	
Sapindaceae	<i>Acer glabrum</i> var. <i>glabrum</i>	Rocky Mountain maple	7	Native	
Sapindaceae	<i>Acer negundo</i>	boxelder	4	Native	
Scrophulariaceae	<i>Verbascum thapsus</i>	common mullein	0	Non-native	List C
Typhaceae	<i>Typha</i> sp.	cattail	1	Cryptogenic	
Ulmaceae	<i>Ulmus pumila</i>	Siberian elm	0	Non-native	Watch List
Verbenaceae	<i>Verbena hastata</i>	swamp verbena	4	Native	
Vitaceae	<i>Vitis riparia</i>	riverbank grape	5	Native	

Appendix C: EIA Scorecard

COLORADO ECOLOGICAL INTEGRITY ASSESSMENT (EIA) SCORECARD

Made by: Colorado Natural Heritage Program, Version: August 31, 2015



Site ID: NA
 Site Name: Maple Valley Park
 Project: Maple Valley Park Ecological Assessment

Date 2/10/2021

Ecol System: Rocky Mountain Lower Montane-Foothill Riparian Woodland and Shrubland System
 HGM: Riverine
 Cowardin: Palustrine Forested/Riparian Forested

	Wt	Field Rating	Field Points	Calc Points	Calc Rating
Overall Ecological Integrity Score and Rank				2.19	C+
Overall Ecological Integrity + Size Score and Rank				1.94	C-
Rank Factor: LANDSCAPE CONTEXT	0.30			1.49	D
LANDSCAPE METRICS	0.33			1.00	D
L1. Contiguous Natural Land Cover	1	D	1		
L2. Land Use Index	1	D	1		
BUFFER METRICS	0.67			1.73	C-
B1. Perimeter with Natural Buffer	n/a	C	2		
B2. Width of Natural Buffer	n/a	C	2		
B3.1. Condition of Natural Buffer - Veg	n/a	D	1		
B3.2. Condition of Natural Buffer - Soils	n/a	C	2		
Rank Factor: CONDITION	0.70			2.49	C+
VEGETATION METRICS	0.55			2.75	B-
V1. Native Plant Species Cover	1	C-	1.5		
V2. Invasive Nonnative Plant Species Cover	1	B	3		
V3. Native Plant Species Composition	1	B	3		
V4. Vegetation Structure	1	B	3		
V5. Regen. of Native Woody Species (opt.)	1	C	2		
V6. Coarse and Fine Woody Debris (opt.)	1	A	4		
HYDROLOGY METRICS	0.35			2.00	C+
H1. Water Source	1	C	2		
H2. Hydroperiod	1	C	2		
H3. Hydrologic Connectivity	1	C	2		
PHYSIOCHEMISTRY METRICS	0.10			2.75	B-
S1. Soil Condition	1	C	2		
S2. Surface Water Turbidity / Pollutants (opt.)	0.5	A	4		
S3. Algal Growth (opt.)	0.5	B	3		
Rank Factor: SIZE	n/a			2.00	C+
SIZE METRICS	1			2.00	C+
Z1. Comparative Size (opt.)	1	C	2		
Z2. Change in Size (opt.)	1	C	2		

Input field metric ratings into empty boxes to calculate Rank Factor and Final EIA Scores. Fill in all metrics that are not marked as optional. Optional metrics depend on method used and wetland type.

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Effects of Residential Development on Forest-Dwelling Neotropical Migrant Songbirds

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Abstract: *Many bird species are in local or regional decline because of habitat loss or degradation. We attempted to disentangle the effects of residential development from the effects of forest size on forest-bird communities, with particular emphasis on Neotropical migrant species. Two variables were examined for their influence on avian diversity and abundance: forest size and the number of houses outside a forest within 100 m of the edge. We found that Neotropical migrants consistently increased in number and abundance as forest size increased. Of greater interest, we found that the number of houses surrounding a forest severely undermined its suitability for Neotropical migrants. Neotropical migrants consistently decreased in diversity and abundance as the level of adjacent development increased, regardless of forest size. The effects of development were striking: 4-ha woodlots without any nearby houses had on average a richer, more abundant Neotropical community than did 25-ha urban woodlots. No predictable pattern of change concerning development or forest size was observed for short-distance migrants or permanent residents. Current planning regulations generally permit housing right up to forest edges. This practice may prevent protection of ecological features within the forest. Threshold distances for housing developments around forests need to be determined to prevent or minimize adverse effects on features and functions within the forests.*

Efectos del desarrollo urbano sobre los bosques habitados por aves neotropicales migratorias

Resumen: *Numerosas especies de aves han disminuido a nivel local o regional debido a la pérdida del hábitat y a la degradación del ambiente. Intentamos separar los efectos del desarrollo residencial de los efectos del tamaño del bosque sobre las comunidades de aves, poniendo particular énfasis en las especies neotropicales migratorias. Se examinaron dos variables para determinar su influencia en la diversidad y abundancia de las aves: el tamaño del bosque y el número de casas fuera del bosque a menos de 100 m del borde. Encontramos que las aves neotropicales migratorias incrementaron consistentemente en número y en abundancia, en la medida en que el tamaño del bosque se incrementó. De mayor interés aún, encontramos que el número de casas que rodean al bosque disminuyó severamente su grado de adecuación para ser usado por los migrantes neotropicales. Las aves neotropicales migratorias decrecieron consistentemente en diversidad y en abundancia, a medida que el nivel de desarrollo de las áreas adyacentes se incrementó, independientemente del tamaño del bosque. Los impactos del desarrollo fueron sorprendentes: 4-ha de un rodal sin ninguna casa en las cercanías tuvo en promedio una comunidad de aves neotropicales más rica y abundante que en un rodal de 25-ha un área urbana. No se observó ningún patrón de cambio predecible en relación al desarrollo o al tamaño del bosque para aves migratorias de corta distancia o residentes permanentes. Las regulaciones actuales de planificación, permiten en general la urbanización hasta el borde mismo del bosque. Esta práctica puede ser insuficiente para proteger las características ecológicas dentro del bosque. Se necesita determinar las distancias umbrales que debe guardar el desarrollo urbano alrededor de los bosques, para prevenir o minimizar los impactos adversos sobre las características y las funciones dentro del bosque.*

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1408

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Introduction

Rural landscapes have changed dramatically in recent decades as settlement and new development have spilled into the countryside. Natural areas have come under increased human pressures that may exacerbate the negative effects of fragmentation. We attempted to disentangle some of the effects of residential housing and forest-fragment size on forest birds, particularly long-distance (Neotropical) migrants.

Considerable effort has gone to studying fragmentation effects on forest birds in eastern North America (reviewed in Hagan & Johnson 1992). Forest size has been identified as a key determinant of avian community structure: many forest-dwelling Neotropical species (hereafter Neotropical migrants) decline in number or become locally extinct when forests are subdivided (Askins et al. 1990). Factors that measure vegetation structure have proven far less important than forest area in predicting the presence and abundance of Neotropical migrants (Ambuel & Temple 1983; Askins et al. 1987; Blake & Karr 1987).

Fragmentation dynamics cannot be considered only within the context of habitat size. Remnant patches are subject to many adverse effects. Saunders et al. (1991) contend that in small patches "ecosystem dynamics are probably driven predominantly by external rather than internal forces." For example, suburbanization may not necessarily result in forest loss (woodlands are spared even as development encircles them), but the urban surroundings may negatively affect forest avifauna (Engels & Sexton 1994). Detrimental influences associated with urban sprawl may be the reason why many species of forest birds continue to decline even where forest regeneration has occurred (Herkert et al. 1993).

Forest fragments of similar size and vegetative structure may not be ecologically equal because of differences in their surroundings. This raises a number of questions with respect to housing developments. Do Neotropical migrant communities undergo change when houses are situated around but not in forests? How many houses are needed to induce a change? Are larger forests less vulnerable to effects from housing than smaller forests? Which Neotropical migrants are most sensitive to development? What are the implications for urban planning and the management of forest bird communities?

We examined the effects on Neotropical migrants of the number of houses surrounding forests for three different forest-size classes.

Methods

Study Area and Site Selection

Field research was conducted in 1992 and 1994. All study sites in 1992 and all except four in 1994 were lo-

cated in the Region of Waterloo in southwestern Ontario (43°N 80°W). The Region of Waterloo encompasses an area of 137,369 ha and has a population of 396,000 (Regional Municipality of Waterloo 1994). The four additional sites in 1994 were all within the city of Guelph (population 80,000), located 12 miles to the east of the Region of Waterloo.

The Region of Waterloo is an intensively farmed district with about 14% of the landscape remaining under forest cover (Ontario Ministry of Natural Resources 1981). Forests in this area comprise part of the Lower Great Lakes-St. Lawrence forest belt. Woodlands are small (few exceed 80 ha in size) and virtually no old-growth forest remains (Elkin 1987).

Seventy-two woodlot sites were selected for study in each of the two years. Sixty-three of the sites were studied in both years; nine different woodlots were included in 1994 either to increase sample sizes or because original sites were modified (logged, internal housing developments constructed, or site destroyed). All sites were initially identified on 1:5000 air photo maps (1990 edition), and their condition was verified by site visits. Woodlots were chosen on the basis of being discrete patches separated from other tracts by at least 100 m of open ground. Woodlands that were long and narrow, that were recently logged or grazed, or that contained streams or steep slopes were not selected.

Primary habitat at all sites was upland deciduous forest, with sugar maple (*Acer saccharum*) being the dominant tree and sapling species. Given the structural uniformity of the sites and knowing that vegetative variables have usually not been strong predictors of Neotropical forest birds, a detailed vegetation survey was not undertaken.

Woodlots were selected in one of three discontinuous size categories (Table 1): small (3–4 ha); medium (8–15 ha); large (20–50 ha). A size variable was included in the study primarily to test whether the effects of development were dependent on forest size. Woodlots were then classified according to the number of houses outside their perimeters within 100 m of the forest edge: 0 houses (no development); 1–3 houses (low development); 8–15 houses (medium development); and ≥ 25 houses (high development). Woodlots with houses inside their borders were not selected.

Bird Censusing

A single survey station was established in each forest, either in the approximate center or, if the site was sufficiently large, at least 250 m from the nearest edge. A single-point count method (Whitcomb et al. 1981) was used to sample populations of forest birds. The point counts assumed a fixed radius of 100 m (Whitcomb et al. 1981). The area surveyed was approximately 3.6 ha, which was the approximate size of the smallest wood-

Table 1. Number of woodlot sites by size and development class.

Woodlot size	Size (ha)	Development class	Number of adjacent houses	Number of sites 1992	Number of sites 1994
Small	3-4	none	0	7	6
	3-4	low	1-3	7	6
	3-4	medium	8-15	6	6
	3-4	high	≥ 25	6	6
Medium	8-15	none	0	6	6
	8-15	low	1-3	7	6
	8-15	medium	8-15	6	6
	8-15	high	≥ 25	5	6
Large	20-50	none	0	6	6
	20-50	low	1-3	5	6
	20-50	medium	8-15	6	6
	20-50	high	≥ 25	5	6

lots in the study. Sampling area for most species was therefore similar at all sites regardless of forest size.

It should be noted that radius distance was of no consequence in assessing development effects because comparisons of bird communities were made only within forest-size classes and not between them (small sites were compared to other small sites, medium sites to medium, large sites to large). Any bias in the point-count method would therefore apply equally to all of the sites in any particular size class.

The same two observers were used in each year of the study. Stations were visited twice, once in early June and again about two weeks later. Each visit was of 20 minutes duration. The order of visits was staggered so that each station was sampled once between 0530 and 0715 hours and once between 0715 and 0900 hours. All birds detected by song or sight (except flyovers and those calling from outside the forests) were recorded. The maximum number of each species detected during the two visits was taken as the measure of abundance for that species.

Statistical Methods

We summarized the raw data for each site in each year by calculating the number of individuals (abundance) and the number of species classified according to migration strategy (whether the species was a Neotropical migrant, short-distance migrant, or permanent resident according to classifications by Whitcomb et al. [1981] and Freemark & Collins [1992]).

The two summaries for Neotropical migrants were the dependent variables in the formal analysis. The independent variables were indicator variables corresponding to size class and urban development category. The data were modeled with an appropriate generalized linear

model (McCullagh & Nelder 1983). In each case, a Poisson link function was used in which the mean abundance or number of species, μ_{ij} , at a site in size class i and development class j is related to the independent variables by the model

$$\log \mu_{ij} = \mu + \partial_i + \beta_j + (\partial\beta)_{ij}$$
$$i = 1, \dots, 3, \quad j = 1, \dots, 4.$$

The models, which were fit separately for each year, correspond to those for a two-way analysis of variance with interaction. The parameter ∂_i represents the effect of size class i , β_j the effect of development class j , and $(\partial\beta)_{ij}$ the interaction between the size class and the development category. If a model with $(\partial\beta)_{ij} = 0$ fits the data, the effect of changing development category is the same within each size class.

The models were fit to the data using the SAS procedure Proc Genmod (SAS version 6.0, SAS Institute 1990) to construct an analysis of deviance (McCullagh & Nelder 1983). The order of fitting was first the full model, then the model without interaction terms, and finally the model without the main effect terms. The change in deviance was used to examine the significance of the various parameters in the models.

Results

The response of the three migratory groups to forest size and development levels was similar for the two years (Table 2). The formal analysis yielded consistent results for each year.

The number of houses near a site significantly affected Neotropical migrants. This group consistently decreased in diversity and abundance as the level of adjacent devel-

opment increased ($p < 0.001$, Fig. 1). Within each of the three size classes, woodlots with no development contained the most diverse and abundant Neotropical migrant community (the one exception being in medium-sized woodlots in 1994). Just the reverse pertained to high development sites that invariably held the lowest diversity and abundance of Neotropical migrants in all three size classes.

Differences between high and no development classes were striking: high development sites in all three size classes had less than half the average diversity and one-third to one-half the average abundance of Neotropical migrants of no development sites. In both years there was no evidence ($p > 0.10$) of an interaction between size class and development level. This means that the effects of development on abundance and diversity of the group were independent of forest-size class. Average diversity levels of Neotropical migrants dropped off most sharply at the development level of ≥ 25 houses (Fig. 1). Average abundance levels declined sooner, indicating

that, while many species were present in the low and medium development sites, they occurred in lower numbers.

Comparison of the nine most common Neotropical species (accounting for more than 91% of Neotropical, abundance each year) suggests varying sensitivities to development pressures. The Great Crested Flycatcher (scientific names of birds are given in Appendix 1) and Red-eyed Vireo were least affected by the presence of houses (Tables 3 and 4). The Eastern Wood-Pewee, the most abundant Neotropical migrant in this study and a species considered to be fairly tolerant of human activity (Cheskey 1991), displayed a clear preference for no-development as opposed to high-development forests (Table 4).

The most dramatic response to development came from the Wood Thrush. This species was common at no- and low-development sites but practically disappeared from high-development forests (Tables 3 and 4). In 1994 not one of 18 urban woodlots harbored even a single Wood Thrush. A similar disaffection for high-development sites was seen among Scarlet Tanagers, Rose-breasted Grosbeaks, and (surprisingly, give its reputation as a backyard bird) Northern Oriole.

Neotropical migrants tended to increase in diversity and abundance as forest size increased ($p < 0.001$; Table 2), consistent with findings reported elsewhere. In both years, no predictable pattern of change in response to development levels or forest size was observed for short-distance migrants or permanent residents (Table 2).

Discussion

Urban sprawl is widespread in North America and threatens to negate the benefits of forest regrowth that has occurred in many regions (Askins et al. 1990). As development reaches into rural areas, many forests, if not fragmented or obliterated outright, are enveloped by human settlement. These forests may subsequently lose parts of their avian communities not because of habitat loss but because of negative influences associated with nearby urban development.

Forman and Godron (1986: 314) noted that the importance of surroundings “is emerging as a critical issue in landscape planning and management.” Our study suggests that external effects severely deflate the ecological value of adjacent forests (Neotropical migrants being an indicator of this value). Moreover, the effects are not dependent on size because large forests seem as vulnerable to development stresses as small forests. Keeping forests intact is in itself inadequate to maintaining healthy forest-bird communities. For example, 4-ha woodlots with no surrounding development contained Neotropical migrants in higher average diversity and abundance than 25-ha urban woodlots (Table 2).

Table 2. Mean number of species and mean individual abundance recorded at each survey site in 1992 (first column) and 1994 (second column), grouped according to migration strategy.

<i>Site class (no. of houses)</i>	<i>All species</i>		<i>Neo- tropical</i>		<i>Short- distance</i>		<i>Perma- nent</i>	
	<u>Number of Species</u>							
Small								
0-3	17.3	15.5	5.4	4.3	5.9	5.8	6.0	5.3
1-3	15.5	15.7	4.4	3.3	6.0	6.8	5.1	5.5
8-15	14.0	15.5	4.0	3.8	5.8	6.5	4.2	5.2
≥ 25	14.1	14.0	2.5	1.5	5.3	6.2	6.3	6.3
Medium								
0	19.0	18.7	7.8	6.2	6.2	7.2	5.0	5.3
1-3	21.6	16.5	6.3	6.3	8.4	5.7	6.9	4.5
8-15	19.7	17.7	5.7	5.2	8.2	6.8	5.8	5.7
≥ 25	17.0	13.8	3.8	2.5	5.8	5.2	7.4	6.2
Large								
0	18.3	17.0	7.5	6.8	5.2	5.0	5.7	5.2
1-3	17.6	16.7	6.8	6.3	4.8	5.7	6.0	4.7
8-15	20.5	17.5	7.3	5.5	6.0	5.8	7.2	6.2
≥ 25	15.6	14.7	4.4	3.3	5.0	5.7	6.2	5.7
	<u>Individual Abundance</u>							
Small								
0	20.4	21.3	6.7	7.2	7.0	7.3	6.7	6.8
1-3	20.6	19.6	6.3	4.5	8.0	8.8	6.3	6.3
8-15	18.1	19.5	4.5	4.3	8.3	8.7	5.3	5.5
≥ 25	18.0	18.7	2.5	1.7	6.5	8.3	9.0	8.7
Medium								
0	26.7	26.3	13.5	10.7	7.8	9.3	5.3	6.3
1-3	27.3	21.0	9.6	9.2	9.7	6.8	7.5	5.0
8-15	26.5	23.4	9.0	6.8	10.7	9.8	6.8	6.8
≥ 25	23.7	19.3	5.2	3.3	8.5	7.5	10.0	8.5
Large								
0	27.8	26.2	13.8	13.3	7.3	7.2	6.7	5.7
1-3	24.6	23.8	12.0	11.8	5.8	7.0	6.8	5.0
8-15	28.3	21.3	10.8	7.2	8.5	7.3	9.0	6.8
≥ 25	21.8	20.6	6.8	4.8	6.6	8.3	8.4	7.5

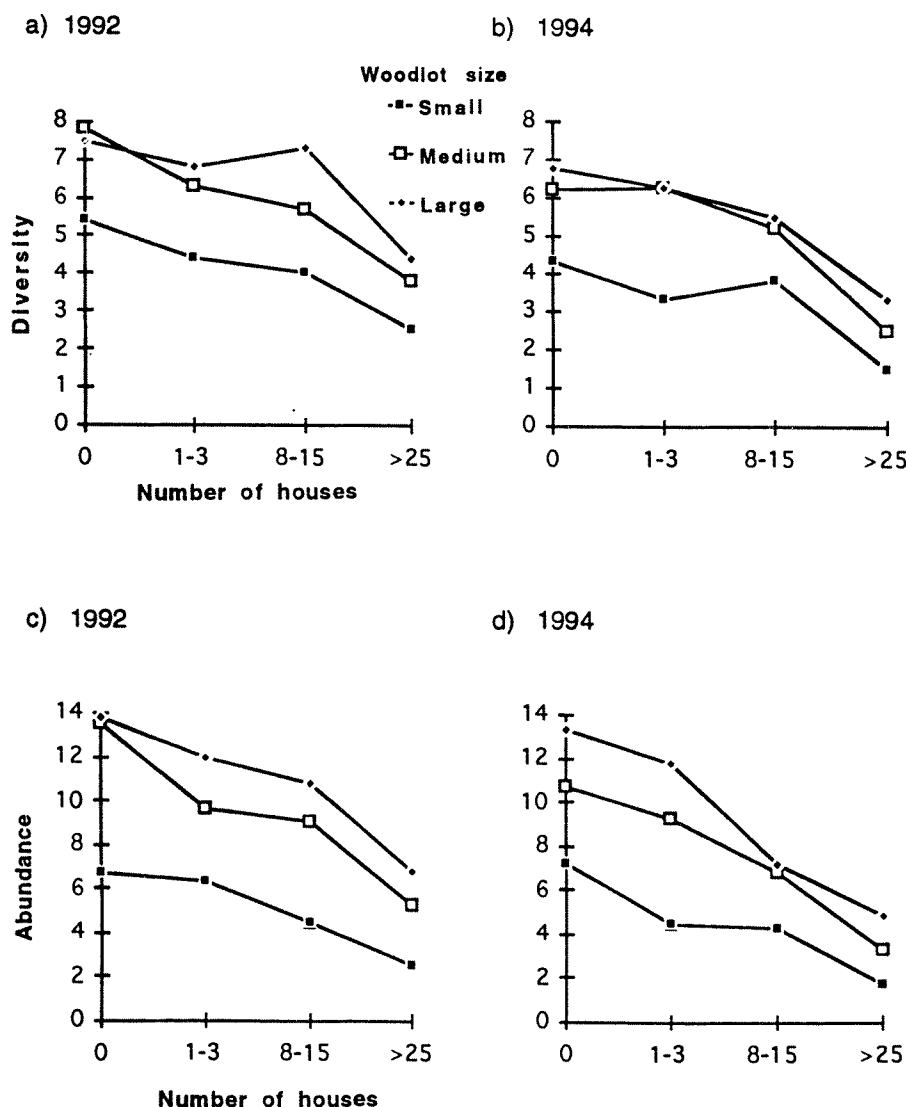


Figure 1. Average species diversity (a and b) and individual abundance (c and d) of Neotropical migrants versus surrounding development.

The Wood Thrush is in trouble throughout its breeding range (Robbins et al. 1989); the species' abundance in Ontario is estimated to be only 19% of what it was in the early 1960s (Hussell 1992). Its decline, and that of other forest birds, is difficult to explain, though it is likely that habitat alteration in both the temperate and Neotropical zones ultimately plays a role. Our study suggests that degradation of breeding habitat due to urban encroachment may be a contributing factor to the disappearance of these birds. The virtual absence of Wood Thrush from urban forests in the Waterloo Region certainly casts doubt on the contention that the species "has recently shown tolerance even of wooded areas within cities" (Sadler 1987).

The breeding success of Neotropical migrants in Illinois was almost too low to measure owing to extreme rates of nest predation and parasitism (Robinson 1992). In southern Ontario some Neotropical migrants were not present to breed (no matter how successfully) in for-

est fragments, even though apparently suitable nesting habitat was available; factors associated with urban development undermined the forests' suitability for these species.

Identifying what it is about houses that renders forest fragments unfit for Neotropical migrants was beyond the scope of this research. Several mechanisms are possible and beg further study. House cats are potent predators of small birds in urban and suburban environments and may be a factor in depressing songbird populations (Churcher & Lawton 1989). Gray squirrels (*Sciurus carolinensis*) abound in cities, subsidized in part by bird feeders, and may be important nest predators, although they have been overlooked in most passerine predation studies (Leimgruber et al. 1994). A species' psychological need for maintaining distance from houses (Whitcomb et al. 1981) and social behavior that requires the presence of conspecifics (Morton 1992) may also play a role in limiting some songbirds.

Table 3. Frequency of occurrence (expressed as a percentage of total sites at which a species was found) of the nine most common* Neotropical migrants in 1992 (first column) and 1994 (second column).

Site Class (no. of houses)	Eastern Wood- Pewee		Great Crested Flycatcher		Wood Thrush		Red- eyed Vireo		Oven- bird		Scarlet Tanager		Rose- breasted Grosbeak		Indigo Bunting		Northern Oriole	
Small																		
0	86	83	71	83	43	67	71	33	0	17	0	0	43	50	57	50	100	50
1-3	100	83	86	50	0	33	57	50	0	0	0	0	57	17	29	33	57	50
8-15	100	83	83	50	33	33	67	33	17	0	0	0	33	33	17	17	50	83
≥ 25	83	17	85	50	0	0	17	50	0	0	0	0	33	0	17	33	17	0
Medium																		
0	100	100	100	83	100	37	100	83	50	17	50	17	67	83	67	33	83	100
1-3	100	100	100	83	57	83	71	100	0	0	14	0	71	67	43	67	100	100
8-15	100	83	100	67	50	33	100	100	17	0	0	0	33	33	33	33	67	67
≥ 25	100	83	100	67	0	0	100	50	20	17	20	0	20	0	0	17	0	0
Large																		
0	100	100	100	100	83	83	100	100	33	50	50	33	83	100	50	33	67	67
1-3	100	83	100	83	100	100	100	100	20	67	40	0	80	50	40	50	80	50
8-15	100	100	100	83	67	17	83	100	0	33	17	0	50	67	67	67	100	33
≥ 25	100	83	60	50	40	0	80	100	60	0	0	0	20	17	40	17	40	17

*Found in a minimum of 10 woodlots in one of the years.

Management Implications

There is growing agreement among planners, politicians, and the public on the need for preserving and enhancing healthy ecosystems. For example, the Commission on Planning and Development Reform in Ontario has recommended that “development shall not be permitted on adjacent and related lands if it adversely affects the integrity of the natural features or ecological functions of the areas” (Ontario Ministry of Municipal Affairs 1993).

Current planning practice generally permits housing to extend right up to forest perimeters. This practice, while physically preserving forests, may fail to safeguard their ecological features. Complex interactions take place along the interface of the two very different ecosystems—urban and suburban versus forest—the effects of which seem especially harmful to Neotropical migrants. Forests cannot be expected to retain their ecological identity as the land around them is subject to ever-intensified human use.

It is time to rethink our strategies for protecting val-

Table 4. Mean individual abundance per site of the nine most common* Neotropical migrant species in 1992 (first column) and 1994 (second column).

Site Class (no. of houses)	Eastern Wood- Pewee		Great Crested Flycatcher		Wood Thrush		Red- eyed Vireo		Oven- Bird		Scarlet Tanager		Rose- breasted Grosbeak		Indigo Bunting		Northern Oriole	
Small																		
0	1.4	1.5	0.7	1.0	0.5	0.7	0.8	0.5	0	0.2	0	0	0.5	1.0	0.5	0.7	1.0	0.8
1-3	1.7	1.2	0.8	0.5	0	0.3	0.7	0.7	0	0	0	0	0.7	0.2	0.3	0.7	0.7	0.8
8-15	1.3	1.2	1.0	0.5	0.3	0.3	0.7	0.3	0.2	0	0	0	0.3	0.3	0.2	0.2	0.5	1.0
≥ 25	0.8	0.2	0.7	0.5	0	0	0.2	0.7	0	0	0	0	0.3	0	0.2	0.3	0.2	0
Medium																		
0	2.8	2.8	1.7	1.0	2.0	1.2	2.2	1.8	0.5	0.2	1.0	0.3	0.8	1.0	0.7	0.3	1.2	1.7
1-3	2.1	1.7	1.7	1.2	0.8	1.3	1.2	1.3	0	0	0.2	0	1.0	0.8	1.0	0.8	1.2	1.7
8-15	2.2	1.7	1.3	1.0	0.7	0.3	2.2	1.2	0.2	0	0	0	0.5	0.3	0.3	0.5	1.0	1.0
≥ 25	1.6	1.5	1.0	0.8	0	0	1.6	0.5	0.4	0.2	0.2	0	0.2	0	0	0.2	0	0
Large																		
0	2.8	3.0	1.5	1.3	1.8	2.0	2.2	2.7	0.8	0.5	1.3	0.7	1.2	1.5	0.5	0.3	0.8	1.2
1-3	2.4	1.8	1.5	1.3	2.0	2.0	2.2	2.2	0.2	1.0	0.4	0	1.6	1.2	0.4	0.8	0.8	0.7
8-15	2.2	1.2	1.3	1.2	1.0	0.2	1.8	2.2	0	0.3	0.2	0	1.0	0.7	0.7	0.7	1.0	0.3
≥ 25	1.8	1.3	1.4	0.7	0.4	0	1.6	1.8	0.6	0	0	0	0.2	0.2	0.4	0.2	0.4	0.2

*Found in a minimum of 10 woodlots in one of the years.

ued woodlands. In Ontario significant wetlands now receive special protection: development is unequivocally prohibited within their boundaries, and buffers of 120 m are required around them to protect their functions and features (Ontario Ministry of Municipal Affairs 1992). Threshold distances for housing developments around woodlots likewise need to be determined in order to prevent or minimize potentially adverse effects.

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Appendix 1
Neotropical migrant species recorded in the region of Waterloo in 1992 and 1994.

Common name	Scientific name
Ruby-throated Hummingbird	<i>Archilochus colubris</i>
Eastern Wood-Pewee	<i>Contopus virens</i>
Willow Flycatcher	<i>Empidonax traillii</i>
Least Flycatcher	<i>Empidonax minimus</i>
Great Crested Flycatcher	<i>Myiarchus crinitus</i>
Eastern Kingbird	<i>Tyrannus tyrannus</i>
Blue-gray Gnatcatcher	<i>Poliophtila caerulea</i>
Veery	<i>Catharus fuscescens</i>
Wood Thrush	<i>Hylocichla mustelina</i>
Yellow-throated Vireo	<i>Vireo flavifrons</i>
Red-eyed Vireo	<i>Vireo olivaceus</i>
Warbling Vireo	<i>Vireo gilvus</i>
Cerulean Warbler	<i>Dendroica cerulea</i>
Chestnut-sided Warbler	<i>Dendroica pensylvanica</i>
Black-throated Green Warbler	<i>Dendroica virens</i>
American Redstart	<i>Setophaga ruticilla</i>
Common Yellowthroat	<i>Geothlypis trichas</i>
Northern Waterthrush	<i>Seiurus noveboracensis</i>
Mourning Warbler	<i>Oporornis philadelphia</i>
Ovenbird	<i>Seiurus aurocapillus</i>
Scarlet Tanager	<i>Piranga olivacea</i>
Rose-breasted Grosbeak	<i>Pheucticus ludovicianus</i>
Indigo Bunting	<i>Passerina cyanea</i>
Northern Oriole	<i>Icterus galbula</i>



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EFFECTS OF HUMAN SETTLEMENT ON BIRD COMMUNITIES IN LOWLAND RIPARIAN AREAS OF COLORADO (USA)

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Abstract. Riparian areas in western North America have been characterized as centers of avian diversity, yet little is known about the ways that native species in streamside habitats are affected by development nearby. To address this issue, we examined patterns of habitat use by birds during the 1995–1997 breeding seasons at 16 lowland riparian sites representing an urban-to-rural gradient. As development increased, riparian woodlands tended to have fewer native trees and shrubs, less ground and shrub cover, higher tree densities, and greater canopy closure. Bird species richness also declined as urbanization increased in the surrounding landscape. Canonical correspondence analysis (CCA) revealed that measures of settlement intensity best explained variation in habitat use by riparian birds, although some residual variation was accounted for by differences in woodland understory features. Migrant and low-nesting species were associated with lower-than-average levels of development, whereas resident and cavity-nesting species tended to increase with urbanization. In partial CCA analyses, however, local habitat variables explained twice the variation that measures of settlement did; nearly half of all explained variation could be attributed to local and landscape variables simultaneously. For avian guilds based on migratory, nesting, and foraging behavior, regression analyses showed that the best variables for explaining patterns of habitat use were usually those that reflected levels of urbanization, particularly at broad scales. When the effects of local habitat variation were removed, however, the best variables for explaining residual variation in habitat use tended to describe development at relatively fine scales, especially for species that nested or foraged low for insects or seeds. These species were also the most sensitive to human trail use. Our analyses indicated that bird communities and local habitat conditions in riparian areas were both affected by development in the surrounding landscape. It may be possible to mitigate the negative impacts of human settlement on native birds in streamside woodlands by maintaining or restoring vegetation structure and composition, and by imposing limits on human recreational activity in these habitats.

Key words: avian guilds; bird community; Colorado Front Range (USA); gradient design; habitat structure; recreation trails; riparian habitat; urbanization.

INTRODUCTION

The conservation value of riparian areas is disproportionate to their spatial extent, particularly in arid and semi-arid environments. In the western United States, these habitats account for <1% of the total land surface (Knopf et al. 1988), yet up to 80% of vertebrate species depend on them during all or part of their life cycles (Chaney et al. 1990). Riparian areas in this region provide critical resources for migrating and breeding birds (Knopf and Samson 1994, Skagen et al. 1998)

and harbor some of the most diverse avian assemblages in North America (Johnson et al. 1977, Ohmart 1994).

People also tend to settle near streams and rivers. Throughout history, rivers have provided a means of transportation, water for drinking and irrigation, food, barriers for defense, power generation, scenic beauty, and recreational opportunities. Examine a typical road-map of the United States and it is difficult to find a watercourse that is not bordered by human population centers; as aridity increases, it is rare to find towns and cities elsewhere. The association is even stronger if one considers forms of settlement that are usually not depicted on maps, such as exurban and rural development. How do birds in riparian habitats respond to these patterns?

We know that birds are affected by urbanization, but the magnitude of these effects and whether they are positive or negative varies among species (Marzluff et al. 2001). Most studies of the effects of development

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on birds focus on areas directly affected, where native habitats are altered or replaced by buildings and paved surfaces. A few species thrive under these conditions by exploiting the unique nesting and foraging opportunities that such environments provide (Lancaster and Rees 1979, Beissinger and Osborne 1982, DeGraaf and Wentworth 1986), but many species decline or disappear as settlement intensity increases (Blair 1996, Clergeau et al. 1998). Factors that have been implicated in these declines, such as interactions with human commensal species (including domestic pets) or changes in the availability of food resources, may also affect birds in streamside habitats that are proximate to urban and suburban areas. On the other hand, the effects of settlement may be less direct in the riparian zone itself because, in many cases, floodplain designations relegate construction to the uplands.

Numerous studies have shown that, for a variety of taxa (including birds in riparian woodlands; Saab 1999), it is important to consider features of the surrounding landscape when examining patterns of habitat use (Mazerolle and Villard 1999). Moreover, there is evidence that birds in habitat remnants respond to human settlement in adjacent areas (Engels and Sexton 1994, Friesen et al. 1995). Few studies have examined the effects of development on riparian bird communities, however, despite recognition of the conservation value of these habitats. In a recent review of published studies ($n = 101$) on the effects of urbanization on birds (Marzluff 2001), only five considered riparian areas. Of these, two focused on a single species and one examined the suitability of suburban habitats for riparian birds in terms of vegetation structure and composition (Rosenberg et al. 1987). Dowd (1992) compared the bird communities in two forested wetlands in New York City, one surrounded by development and one embedded in a large greenway, and found that the latter supported more forest-interior species. Only Rottenborn (1999) studied the relationship between development and the composition of bird communities at multiple sites, and included measures of local habitat and the surrounding landscape in his analyses. He found that bird species richness and overall density were lower at more urbanized sites, as was the density of most individual species, and he concluded that habitat characteristics at both scales influenced these results.

Clearly, variation in riparian-habitat features is not independent of human land use in the surrounding landscape. In populated areas, both the structure and composition of riparian vegetation may be altered by the planting or removal of trees and shrubs. Creeks and streams in urban and suburban settings are frequently subjected to diversion, straightening, or stabilization, and such modifications may adversely affect native vegetation that is adapted to a more natural hydrologic regime (Miller et al. 1995, Auble et al. 1997). Birds are likely to be affected not only by structural changes

to riverine habitats, but also by an increased human presence there. Riparian corridors often serve as the backbone for greenway networks, partly because people like to be near water and also because other forms of development may be restricted by zoning regulations. Paved trails that parallel the watercourse are typically the centerpiece of such greenways, and trail use tends to reflect the degree of urbanization nearby. Several studies have documented effects of pedestrian traffic on birds (Nowakowski 1994, Fernández-Juricic 2000, Miller and Hobbs 2000), but, as with development generally, species vary in their sensitivity to this type of disturbance.

In regions with an expanding human population, it is not likely that settlement will be completely excluded from lands near rivers and streams. It may be possible, however, to mitigate the adverse effects of development on birds that use riparian habitats, but it is first necessary to achieve a clearer understanding of potential mechanisms underlying such effects. Here, we ask how human settlement has affected riparian birds by documenting patterns of habitat use in streamside woodlands near the Colorado Front Range (USA). We emphasize community-level impacts throughout to gain a broader perspective than that provided by studies focused on single species (Wiens 1989). To assess the effects of human settlement, we compare lowland riparian bird communities at sites associated with different levels of development on adjacent lands, and examine the degree to which variation in community structure and composition can be explained by local habitat features and by patterns of settlement in the surrounding landscape.

METHODS

Study sites

In the spring of 1995 we selected 16 study sites on four drainages, just east of the Front Range of Colorado, USA. Sites on three of these drainages (Coal Creek, South Boulder Creek, and Boulder Creek) were located in and around the City of Boulder, and sites on the remaining drainage (the Cache la Poudre River) were located ~48 km to the north in and around the City of Fort Collins (Fig. 1). Colorado's population has grown at a rate three times the national average since 1990 (U.S. Bureau of the Census 2000), with much of this growth manifested by urban and suburban sprawl. The overall study area is located on the western edge of the Plains Grassland zone as described by Marr (1961, 1964), where ~80% of the state's population lives in a corridor that is roughly 30 km wide and bisects the state from Fort Collins in the north to Pueblo in the south. Elevations range from ~1550 m in eastern Boulder and Larimer counties to 1640 m near the foothills of the Rocky Mountains.

Sites were chosen to represent a gradient of human settlement intensity from urban to exurban areas (Aus-

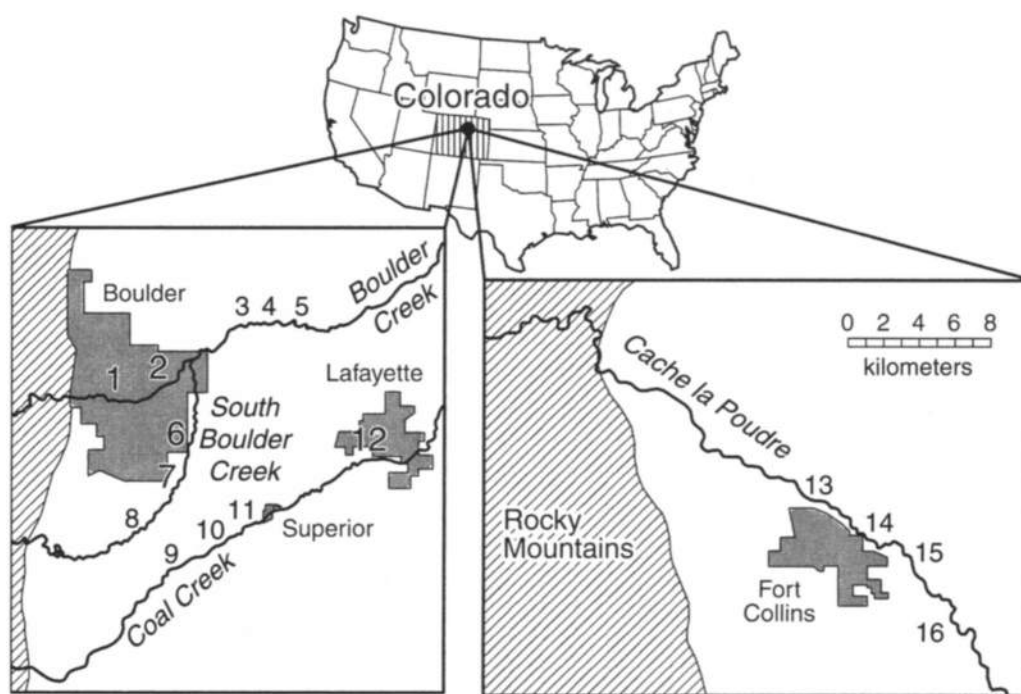


FIG. 1. Location of the 16 study sites used to examine the relationship between avian communities in lowland riparian areas and human settlement in Larimer and Boulder counties, Colorado, USA: (1) University of Colorado, (2) 30th Street, (3) Walden, (4) Kaufman, (5) Ertl, (6) Bobolink, (7) Eldorado, (8) South Vale, (9) Vista View, (10) Mine, (11) Superior, (12) Lafayette, (13) Shields, (14) Lemay, (15) 7 Ponds, and (16) Gateway. (Lower left panel [Boulder] is ~48 km south of lower right panel [Fort Collins].)

tin and Heyligers 1991, Wiens and Parker 1995). Study sites in Boulder County were all under the jurisdiction of either the Boulder County Parks and Open Space Department or the City of Boulder Open Space Department, and those in Larimer County were managed by the Fort Collins Department of Natural Resources. All of the sites were wooded and relatively narrow, averaging 60–110 m in the width of the woody riparian zone. Dominant tree species included plains cottonwood (*Populus deltoides*), green ash (*Fraxinus pennsylvanicus*), box elder (*Acer negundo*), hybrids (*Populus* × *acuminata*) of plains cottonwood and narrow-leaf cottonwood (*Populus angustifolia*), and an exotic, crack willow (*Salix fragilis*). The understories were dominated by snowberry (*Symphoricarpos occidentalis*), chokecherry (*Prunus virginiana*), wild rose (*Rosa woodsii*), lead plant (*Amorpha fruticosa*), and sandbar willow (*Salix exigua*). Most of the sites have a history of grazing by livestock since European settlement, but only Eldorado Springs, Vista View, the Mine, and Superior (see Fig. 1) were grazed during the course of the study and these only in fall and winter. The uplands surrounding the sites were comprised of shortgrass and mixed-grass prairie prior to settlement, and have since been used for livestock grazing, haying, and irrigated row crops, or have been subjected to commercial or residential development.

Local habitat and landscape variables

We established a transect that paralleled the watercourse at each site. Each transect had a random start and was comprised of 12 avian census points spaced at 110-m intervals (Bibby et al. 1992). At each point we quantified vegetation structure and composition using a modified point-centered-quarter method (Friedman et al. 1996a). We first identified the 10 closest trees, with the distance to the farthest tree serving as the radius of a circle used in quantifying other vegetation features (Table 1). This method provided an efficient means for gathering data over a large number of points and, for our purposes, offered two additional advantages over the traditional point-centered quarter method (Cottam and Curtis 1956). First, sample size was fixed for estimating tree density, which was especially important where trees were sparse; and second, time was saved in densely wooded areas.

At each point, we noted the species and measured the height and the dbh (diameter at breast-height [~1.5 m]) of each of the 10 trees. Total basal area per point was later derived from the dbh measurements. Indices of total vegetation cover for the canopy, subcanopy, shrub, and ground layers were derived by multiplying estimates of a particular layer's coverage by its density within the area covered. These data were visually estimated using discrete categories: 5 = >75%, 4 = 50–

TABLE 1. Landscape and site variables for 16 lowland riparian areas near the Front Range of Colorado, USA.

Variable code	Description
Local habitat variables	
TREEDENS	Average tree density (number/hectare) for points on a transect
TREEHT	Average tree height (in meters) for points on a transect
BASAL	Average basal area (in square centimeters) for points on a transect
NTREE	Average percentage of trees for points on a transect that are native to study area
NSHRUB	Average percentage of shrubs for points on a transect that are native to study area
TRICH	Average number of tree species for points on a transect
SRICH	Average number of shrub species for points on a transect
CAN	Total coverage of tree canopy on a transect (for trees >8 m tall)
SUBCAN	Total coverage of tree subcanopy on a transect (for trees 3–8 m tall)
SHRUB	Total coverage of shrubs on a transect (for shrubs 0.5–3 m tall)
SAPL	Average sapling (dbh <15 cm) density (number/hectare) for points on a transect
GRND	Total coverage of herbaceous vegetation (0.5–3 m tall) on a transect
HERB	Average height (in centimeters) of herbaceous vegetation for points on a transect
SNAG	Average number of standing dead trees for points on a transect
Landscape variables	
D1500	Buildings per hectare within 1500 m of a transect
D500	Buildings per hectare within 500 m of a transect
D100	Buildings per hectare within 100 m of a transect
D10	Average distance (in meters) to the 10 buildings closest to the transect
AGE.D10	Average age (in years) of buildings in D10
WIDTH	Width (in meters) of the woody riparian zone

75%, 3 = 25 to <50%, 2 = 5 to <25%, and 1 = <5%. At each point, we also noted the species composition of the shrub layer and recorded the abundance of saplings, standing dead trees, and the height of herbaceous vegetation.

In addition to local habitat variables, we measured characteristics of the surrounding landscape (Table 1). The UTM (Universal Transverse Mercator) coordinates of all census points were determined to within ± 3 m using a global positioning system; these coordinates were subsequently used to position transects in digital data layers. We used ArcView software (ESRI 1995) and digital parcel maps to quantify building density within 100 m, 500 m, and 1500 m of each transect (hereafter, D100, D500, and D1500, respectively) and to measure the distance from each transect to the 10 nearest buildings (hereafter, D10). Building density is a good surrogate for settlement intensity (Marzluff et al. 1998, Theobald 2000) and the parcel maps, made available to us by the Boulder and Larimer County planning offices, delineated property boundaries and provide standardized information on the status of a property (developed vs. undeveloped), as well as the number of buildings located there. Building age was not available for all parcels at all study sites, but was available for the 10 nearest buildings at each site and so we used the average age of these structures to represent the length of time since development.

The buffer distances were chosen a priori to describe the general patterns of settlement surrounding the sites based on our initial visual estimates. At some sites, building density was more or less constant with increasing distance from the riparian zone, but other riverine woodlands were separated from development by small undeveloped areas, such as hay meadows or tracts

of prairie. The buffer distances also had an ecological basis, in that the shorter distances encompassed the territory sizes for most of the species we studied (Schoener 1968), whereas the longer distances allowed us to describe settlement at broader scales that might be important to migrating species when selecting habitats (e.g., Hutto 1985).

For smaller watercourses, the width of streamside woodlands has been shown to exert a strong influence on the composition and abundance of riparian bird communities, similar to the effect of patch area for upland birds (Stauffer and Best 1980, Keller et al. 1993, Darveau et al. 1995, Hodges and Kremenetz 1996, Groom and Grubb 2002). Using 1:24 000 digital aerial photos, we measured the width of woody riparian vegetation at each census point along an axis that was perpendicular to watercourse.

Avian surveys

We surveyed the avifauna at each site 3 times annually from mid-May to mid-July, 1995–1997, using fixed-radius point counts (Ralph et al. 1993, 1995). At each point a motionless observer recorded the species and number of all birds seen and heard within 50 m during an 8-min sampling period. Bird surveys were conducted between sunrise and approximately 0830 hours on days with no rain and wind speeds <32 km/h. Observers rotated visits to each site throughout the breeding season in order to minimize observer bias. On each day that censuses were conducted, sampling effort was distributed as evenly as possible among sites that had different levels of development (Verner 1985). Recreational trails were located in the riparian areas at eight of our study areas; in 1997, we counted people at each site using these trails during each of our avian

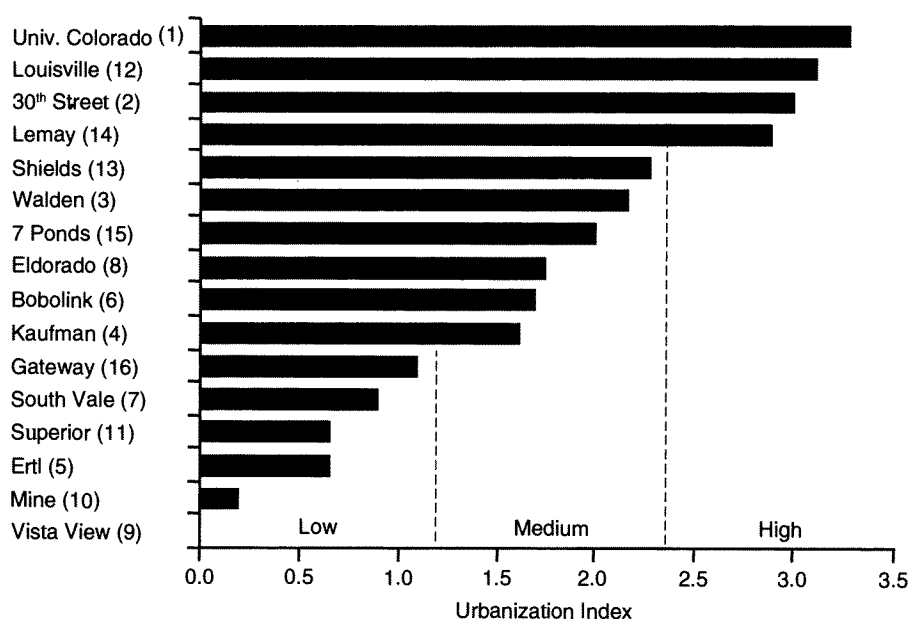


FIG. 2. Values of the urbanization index (URBAN, see *Methods: Data analyses*) for the study sites shown in Fig. 1, as indicated by numbers in parentheses.

surveys and for a 2-h period in the early evening (1700–2000 hours).

Surveys were conducted each year by 3–4 observers, all of whom had experience conducting point counts and were familiar with the avifauna of this region; two individuals participated in the study during each of the three years. Prior to each field season, all observers underwent a two-week training period to sharpen identification skills, with periodic recalibration throughout the season. Before the first field season, distances to obvious landmarks were measured at each census point to delineate the plot.

Data analyses

Transects were treated as the units of analysis in this study. We therefore averaged riparian width and all local habitat measures across the 12 points on each transect to produce an overall estimate for each site. In addition, we averaged the counts of people using trails in 1997 to estimate human activity at each site; this variable was treated separately in data analyses because only half of the study areas had trails. To obtain an overall measure of human settlement for each site, we created a synthetic variable (hereafter, URBAN; Fig. 2) from the Axis 1 scores of a rotated principal components analysis (PCA; ter Braak and Smilauer 1998) on D1500, D500, D100, and D10. Axis 1 of the PCA accounted for 90.6% of the variance in the data, and the correlations between Axis 1 and the four measures of building density were -0.893 , -0.934 , -0.907 , and 0.890 , respectively. We then used Spearman rank correlations to examine the relationship between the intensity of human settlement and local habitat variables.

We considered a bird species to be present at a site if it occurred on two or more surveys over the course of the study. Birds detected outside of the riparian corridor and species flying through or over the census plots were not included because we could not be sure that they were using riparian habitat. We also excluded nocturnal and crepuscular species, aerial insectivores, raptors, shorebirds, and waterfowl because point counts are not an effective method for censusing such species (Bibby et al. 1992). The maximum number of individuals recorded on a single survey during each year was used as an estimate of the annual abundance of each species at each site. Maximum rather than average counts were used because some species were either not present or were not singing during some visits, depending on migratory patterns or breeding cycles. Using the mean of all visits would therefore tend to underestimate the relative abundance of these species. We used a repeated-measures analysis of variance to test for annual differences in bird abundance, using drainage as the main effect and year as the repeated measure. There was no evidence of strong interannual effects on avian abundance (time, $P = 0.798$), or year $\times$ drainage interactions ($P = 0.523$), and because we were primarily interested in the overall impact of human settlement on bird communities and not annual variation, we averaged species relative abundance across years.

Because our study sites were spatially clustered (Fig. 1), there was a possibility that response variables lacked independence due to spatial autocorrelation. To test whether sites that were closer together were more likely to have similar bird communities, we computed a Mantel test statistic (Mantel 1967, McCune and Melford 1999) between a geographical distance matrix and

an ecological distance matrix (Villard et al. 1999). The ecological distance values were based on the dissimilarity in species composition between sites and were calculated by subtracting the Jaccard index of similarity (Magurran 1988) from 1. Probability values were calculated based on 5000 random permutations of one of the two matrices. Because the study areas in Boulder County were closer to each other than to any of the sites in Larimer County, we conducted the Mantel test twice, once with all sites included and the second time including only the Boulder County sites.

An indirect ordination technique, correspondence analysis (CA), was used to obtain a general overview of variation in avian community composition among sites. Environmental gradients are not studied directly in indirect ordination analyses, but rather are inferred from the species data. In CA, a reciprocal averaging algorithm orders species and sites along synthetic gradients or axes (ter Braak and Smilauer 1998). This method results in the maximum possible correlation between site and species scores along each axis, subject to the constraint that the axes are orthogonal (Gauch 1982). Thus, CA constructs a theoretical variable, represented by the x -axis, that best explains the species data and then, by the same process, constructs a second variable, represented by the y -axis, to explain residual variation (ter Braak 1995). Species abundances were log-transformed to counteract skewness (ter Braak 1986); because rare species can exert a strong influence on ordination results, we excluded species whose average relative abundance was <10 .

We used canonical correspondence analysis (CCA), an extension of CA, to examine the relationship between bird community structure and measured environmental variables. CCA is a direct ordination technique because the axes are constrained to be linear combinations of designated environmental variables; the resulting diagram depicts the relationship between the abundance of individual species, study sites, and measured environmental gradients (ter Braak 1986, ter Braak and Prentice 1988). By comparing the results of CCA with those of CA, it is possible to evaluate the extent to which patterns in the species data can be explained by the environmental variables that have been measured. Congruent configurations indicate that the appropriate environmental variables have been measured (Økland 1996). Environmental variables were selected by stepwise forward-selection procedures (ter Braak and Smilauer 1998). Variables explaining a significant amount of variation, as determined by Monte Carlo permutation tests (199 random permutations of the samples in the species data), were included in the CCA analyses and the means of these variables are represented by the origin in the resulting diagram. Bird species abundances were transformed as in CA. Because our limited sample size could lead to low power in statistical tests, we used an α level of

0.10 to screen for significant effects in these and all subsequent analyses unless otherwise noted.

In addition to examining the overall relationship between patterns of habitat use by birds and environmental variables, we wished to assess the relative influence of landscape and local habitat measures on these patterns. Partial constrained ordinations allow one to determine the effect of one set of variables after removing the effect of a second set, the latter being treated as covariables (ter Braak 1998). We used partial CCA to partition the variation in the species abundance data into the fraction explained by local habitat measures alone, by landscape measures alone, the variation that can be related simultaneously to both sets of variables, and variation that cannot be explained by either set (Borcard et al. 1992, Økland and Eilertsen 1994, Økland 1999). This was accomplished by conducting four ordinations. The first CCA was constrained by significant local habitat variables as determined by the stepwise forward-selection procedures described above. In the second ordination, the process was repeated using only landscape variables. We then conducted a third CCA constrained by the significant local habitat variables with landscape measures identified in the second step treated as covariables. The roles of these two variable sets were reversed for the fourth ordination.

To identify potential mechanisms underlying patterns of riparian habitat use at our study sites, we classified bird species into functional groups based on a review of the literature (DeGraaf et al. 1985, Ehrlich et al. 1988, Andrews and Righter 1992, Kaufman 1996, Poole and Gill 1996, Kingery 1998). Functional groups were selected to reflect different aspects of each species' life history and ecological traits; hence, species simultaneously belonged to several groups. We first examined single-variable regressions to identify the environmental measure with the greatest explanatory power for each response. We then developed multiple-regression models using only local habitat variables to explain variation in total bird species richness and abundance, and the richness of each functional group. The variable list was customized for each group, depending on which habitat variables were relevant. Because the number of study sites was relatively small, we included no more than three variables per model to avoid overfitting. We examined all possible regression models and identified the "best" model on the basis of biological relevance, adjusted R^2 , and a second-order variant of Akaike's Information Criterion (AIC; Akaike 1973) that corrects for small-sample bias (AIC_c; Hurvich and Tsai 1991, Burnham and Anderson 1998). AIC is an extension of likelihood theory and provides a robust and objective means for model selection. Although models with the minimum AIC_c value were considered "best," we also examined all models with $\Delta\text{AIC}_c \leq 2$ of the minimum because these are also viable alternatives (Burnham and Anderson 1998).

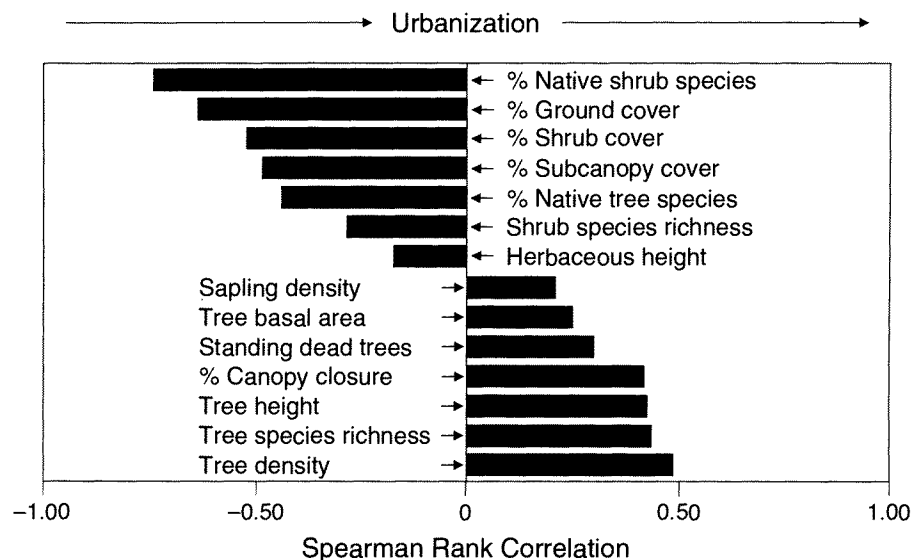


FIG. 3. Spearman rank correlations between the urbanization index and local habitat variables.

Once a local-habitat model was selected, we then regressed landscape measures against the residuals of the model to determine whether or not these terms explained a significant amount of the remaining variation. The variables URBAN, D1500 (buildings per hectare within 1500 m of a transect), D500, D100, D10, and WIDTH (width of the woody riparian zone) were regressed one-at-a-time; AGE_D10 (average age of buildings in D10) was also added to these models to see if additional variation could be explained. Again, the model with the minimum AIC_c was considered “best,” with the provision that its AIC_c was at least 2 less than that of an intercept-only model. Failure to meet this last condition would essentially mean that the “best” model had no more explanatory power than a model that contained only the intercept.

RESULTS

Habitat measures

Our 16 study sites (east of Colorado Front Range, USA) represented a gradient of overall levels of human settlement (Fig. 2). Building densities at the broadest scale (within 1500 m of a transect, D1500) ranged from 374 buildings/ha at the C.U. (University of Colorado) site to <0.1 building/ha at the Vista View site. There were no buildings within 100 m of the transect at five study areas (Bobolink, Kaufman, South Vale, the Mine, and Vista View), although one of these (Bobolink) was essentially a suburban site. The average distance to 10 buildings ranged from 39 m (Louisville) to >2 km (Vista View).

Compared to undeveloped sites, urban and suburban areas have often been characterized by reduced vegetation structure and the predominance of nonnative trees and shrubs (Beissinger and Osborne 1982, Sharpe et al. 1986, Mills et al. 1989, Germaine et al. 1998).

Similarly, we found a strong negative correlation between overall settlement intensity and native shrubs in riparian woodlands, as well as moderate inverse relationships with native trees, ground cover, overall shrub cover, and subcanopy cover (Fig. 3). Tree density, tree height, the number of tree species, and canopy closure in the riparian zone all tended to increase with development levels, reflecting an increase in nonnative species. There was also a positive correlation (albeit weak) between the density of standing dead trees and settlement intensity.

Bird community

Riparian habitats on the plains along Colorado's Front Range support a diverse assemblage of bird species. Over the three-year period we recorded 15473 detections representing 95 species. We limit subsequent discussion to the 43 species that met our criteria for inclusion in analyses and are known to breed in lowland riparian areas in this region (Table 2; Appendix A; Andrews and Righter 1992, Kingery 1998). Many species were fairly widespread; 22 species occurred in over half the sites and 16 species were found in more than 75% of the areas (Fig. 4). It has been suggested that widespread species also tend to be more abundant than restricted species (Brown 1984, Wiens 1989, Gaston 1994). We observed this same general pattern, but there was considerable variation in mean abundance for species occupying the same number of sites. Three of the species that occurred at all sites were also the most abundant: the Common Grackle, the American Robin, and an exotic, the European Starling. The next two most abundant species, the House Wren and the Red-winged Blackbird, occurred at only 14 of the sites, whereas the Northern Flicker and Downy Woodpecker had noticeably lower abundances but were observed at 15 sites.

TABLE 2. Scientific names and species code of the 43 bird species included in analyses (following American Ornithologists' Union [1983] and Pyle [1997]); see Appendix A for the ecological and life-history traits of these species.

Scientific name	Common name	Species code
<i>Columbia livia</i>	Rock Dove	RODO
<i>Zenaida macroura</i>	Mourning Dove	MODO
<i>Selasphorus platycercus</i>	Broad-tailed Hummingbird	BTLH
<i>Ceryle alcyon</i>	Belted Kingfisher	BEKI
<i>Colaptes auratus</i>	Northern Flicker	NOFL
<i>Picoides pubescens</i>	Downy Woodpecker	DOWO
<i>Contopus sordidulus</i>	Western Wood Pewee	WEWP
<i>Tryannus tyrannus</i>	Eastern Kingbird	EAKI
<i>T. verticalis</i>	Western Kingbird	WEKI
<i>Corvus brachyrhynchos</i>	American Crow	AMCR
<i>Cyanocitta cristata</i>	Blue Jay	BLJA
<i>Pica pica</i>	Black-billed Magpie	BBMA
<i>Poecile atricapilla</i>	Black-capped Chickadee	BCCH
<i>Troglodytes troglodytes</i>	House Wren	HOWR
<i>Turdus migratorius</i>	American Robin	AMRO
<i>Dumetella carolinensis</i>	Gray Catbird	GRCA
<i>Mimus polyglottus</i>	Northern Mockingbird	NOMO
<i>Toxostoma rufum</i>	Brown Thrasher	BRTH
<i>Bombycilla cedrorum</i>	Cedar Waxwing	CEDW
<i>Sturnus vulgaris</i>	European Starling	EUST
<i>Vireo gilvus</i>	Warbling Vireo	WAVI
<i>V. olivaceus</i>	Red-eyed Vireo	REVI
<i>Dendroica petechia</i>	Yellow Warbler	YWAR
<i>Geothlypis trichas</i>	Common Yellowthroat	COYE
<i>Icteria virens</i>	Yellow-breasted Chat	YBCH
<i>Guiraca caerulea</i>	Blue Grosbeak	BLGR
<i>Pheucticus melanocephalus</i>	Black-headed Grosbeak	BHGR
<i>Passerina amoena</i>	Lazuli Bunting	LAZB
<i>P. cyanea</i>	Indigo Bunting	INBU
<i>Chondestes grammacus</i>	Lark Sparrow	LASP
<i>Melospiza melodia</i>	Song Sparrow	SOSP
<i>Pipilo maculatus</i>	Spotted Towhee	SPTO
<i>Agelaius phoeniceus</i>	Red-winged Blackbird	RWBL
<i>Sturnella neglecta</i>	Western Meadowlark	WEME
<i>Euphagus cyanocephalus</i>	Brewer's Blackbird	BRBL
<i>Quiscalus quiscula</i>	Common Grackle	COGR
<i>Icterus spurius</i>	Orchard Oriole	OROR
<i>I. bullockii</i>	Bullock's Oriole	BUOR
<i>Molothrus ater</i>	Brown-headed Cowbird	BHCO
<i>Carduelis psaltria</i>	Lesser Goldfinch	LEGO
<i>C. tristis</i>	American Goldfinch	AMGO
<i>Carpodacus mexicanus</i>	House Finch	HOFI
<i>Passer domesticus</i>	House Sparrow	HOSP

Note: All these bird species are known to breed in lowland riparian areas in the Colorado Front Range region (USA).

Mantel tests indicated that our study areas could be considered statistically independent. There was no significant spatial autocorrelation in bird community composition, whether all sites in both counties were considered ($P = 0.923$, $r = -0.173$) or when the Larimer County sites were excluded from the analysis ($P = 0.152$, $r = 0.138$). There was a negative relationship between overall levels of urbanization and bird species richness ($R^2 = 0.478$, $P = 0.008$) but the effect of urbanization on total avian abundance was not significant ($R^2 = 0.038$, $P = 0.469$).

The primary axis of variation in the correspondence analysis (CA), which accounted for 43.8% of the variation in species composition, segregated sites based on their level of urbanization (Fig. 5). Study areas with moderate or high levels of development (see Fig. 2)

were clustered more tightly around this axis than were low-urbanization sites, although our most urban site, C.U., was an exception to this general pattern. Sites associated with low levels of settlement intensity were positioned along a narrow range of values on the primary axis, yet exhibited a substantial amount of variation along the secondary axis, which accounted for 15.7% of the variation in species composition.

The canonical correspondence analysis (CCA) (Fig. 6) revealed similar patterns to those described in the CA, suggesting that the important sources of variation had been captured by the selected environmental variables. Sites were arranged along the primary axis by urbanization levels, similar to the pattern in CA, and the percentage of variation in species composition explained by the first two axes (Table 3) was close to that

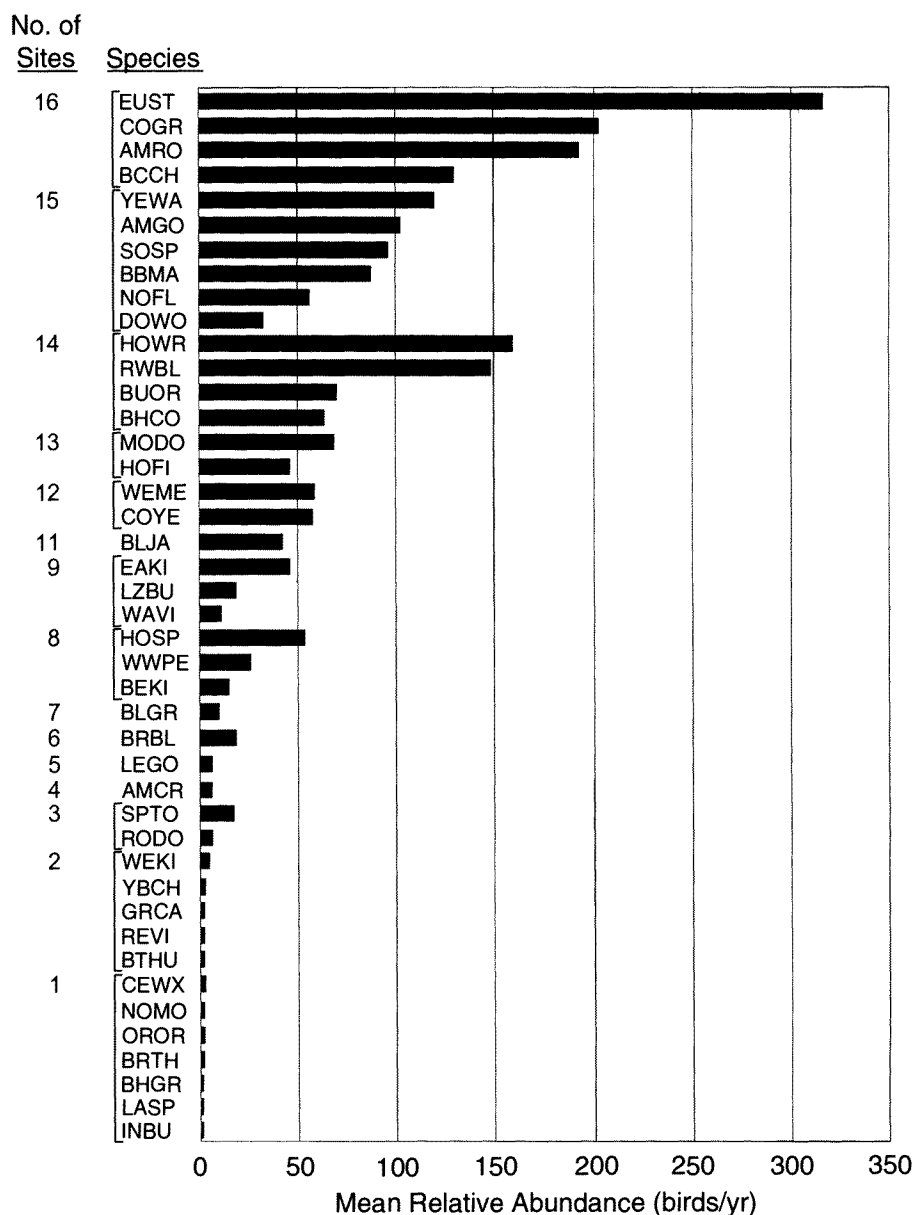


FIG. 4. Mean relative abundance (1995–1997) of bird species for all sites combined, and the number of sites at which they were observed. For each species, mean relative abundance was derived by summing the maximum abundance across all sites in each year and averaging over the three years. For species codes, see Table 2.

explained by the first two axes in CA. There were significant relationships between species composition and four environmental variables, two describing patterns of settlement and two describing vegetation structure. Both the first canonical axis and the overall relationship between species and environmental variables (all canonical axes) were significantly different from those derived from randomized data ($F = 6.775$ and $F = 4.133$, respectively; $P = 0.005$), based on Monte Carlo permutation tests. The primary axis had a strong, positive correlation with settlement intensity at the broadest scale that we considered, a strong negative correlation with the average distance to 10 buildings, and a

moderate negative correlation with shrub cover. The secondary axis exhibited a somewhat stronger, positive relationship with shrub cover and a strong, negative correlation with the height of herbaceous vegetation (Table 3). Migrant and low-nesting species were generally associated with lower-than-average levels of development, whereas the abundance of residents and cavity-nesters increased with increasing urbanization (Fig. 7). High-nesting species were more evenly distributed along the primary axis.

Local habitat variables alone explained 23.3% of the variation in bird species composition, whereas landscape measures alone explained 12.3%. The amount of

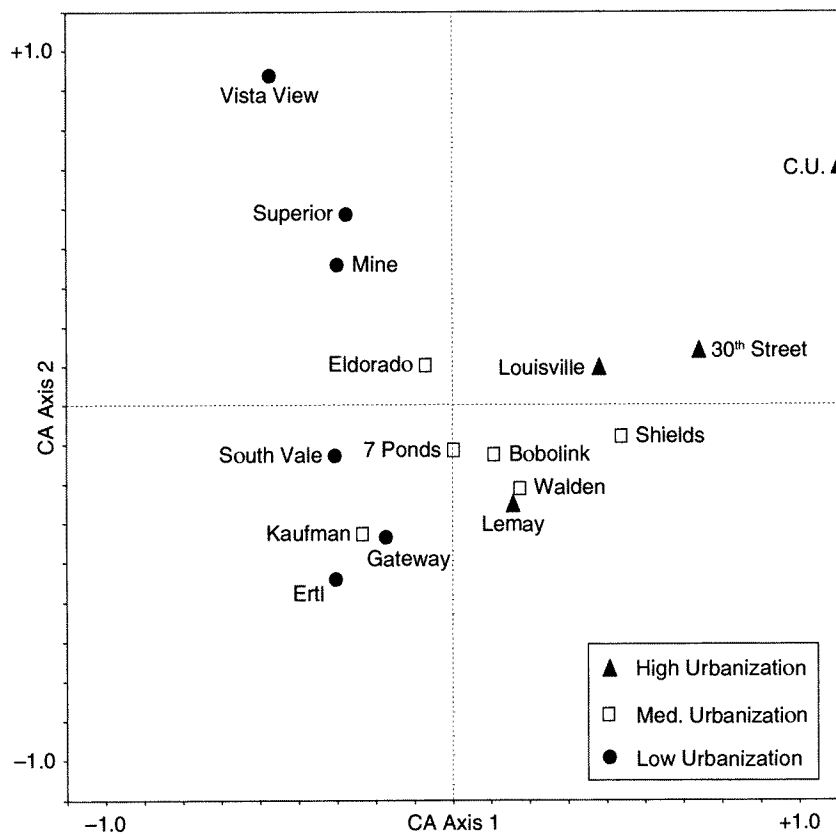


FIG. 5. Locations of site scores of high-, medium-, and low-urbanization sites in the space defined by a correspondence analysis (CA) of bird community composition during the avian breeding season, 1995–1997.

variation that could not be partitioned, but was shared between the two sets of variables was 29.2%. These findings suggest that the avian community and local habitat conditions were both influenced by the intensity of settlement in the surrounding landscape. The amount of unexplained variation (35.2%) was not unusually high, considering the nature of community data (ter Braak 1986), and was attributable either to unmeasured variables or to lack of fit of the data to the model (Økland 1999).

Single-variable regression models explained a fairly high percentage of the variation in habitat use for a number of the guilds that we examined (Table 4). Rare species generally occurred only at sites with moderate or low levels of settlement intensity. Indeed, there was a negative response to settlement intensity for most groups, but there was a strong positive relationship between the number of resident and cavity-nesting species and proximity to the nearest buildings. These relationships were also unique, in that the variable with the greatest explanatory power for these guilds reflected patterns of settlement at the finest scale that we examined, in contrast to the majority of models, which emphasized building densities at the broadest scale. Whereas the index of urbanization (URBAN) tended to weight development patterns at different scales

equally, D1500 captured patterns at broad scales and this variable had the greatest explanatory power in over half of the single-variable models. We found a strong negative relationship between D1500 and the richness of neotropical-migratory and low-nesting species, as well as the richness of short-distance migrants, insectivores, generalist or high-foraging species, and species that foraged either high or low on insects and seeds (Table 4).

There were no a priori reasons for assuming that resident and migrant species would respond differently to variation in local habitat features, so we did not include these groups in our two-stage regression analyses. For nesting and foraging guilds, the amount of variation explained by models that included only local habitat variables ranged from 14.8%, for the number of omnivorous species, to 60.5%, for insectivorous species (Table 5). Landscape terms were no better than intercept-only models in explaining residual variation from regressions of local habitat variables in half of the cases that we examined (Table 6). When such variables did improve the models, the emphasis was on measures of settlement intensity at the finest scales that we examined and, in these cases, increasing levels of development near riparian habitats had adverse effects on low-nesting and low-foraging species. Building age

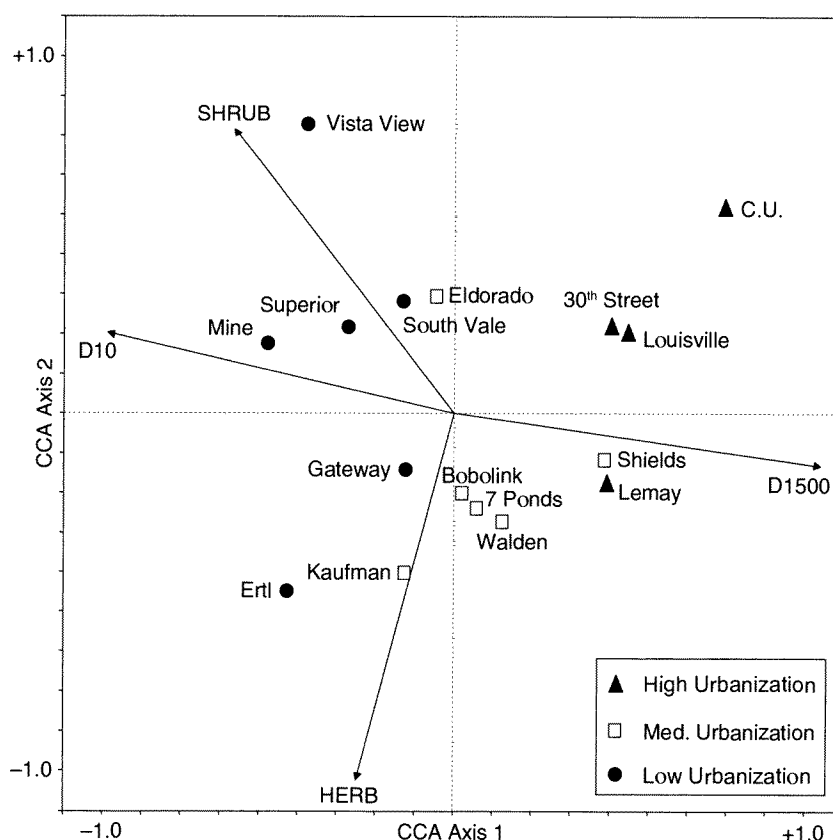


FIG. 6. Locations of site scores of high-, medium-, and low-urbanization sites in the space defined by a canonical correspondence analysis (CCA) of bird community composition during the avian breeding season, 1995–1997. Environmental variables are depicted as vectors, and the rank of a site with respect to a given variable is approximated by projecting the site point in the diagram perpendicularly onto the environmental vector (see Table 1 for explanations of environmental-variable codes). The lengths of the arrows indicate the relative importance of each environmental variable in the model, and the direction of each arrow indicates how well the environmental variable is correlated with each axis. The origin (0,0) is the mean of each environmental variable, so that transects projecting onto the axis of but on the side opposite the arrow are inferred to exhibit a lower-than-average value of the variable.

was also prominent in these models and had a negative coefficient in all cases (Appendix B).

Because only half of our study sites were associated with paved trails, we analyzed the effect of trail use separately. Human activity at these eight sites primarily included walking, jogging, and bicycling. Trail use reached its maximum in the heart of the city of Boulder near the University of Colorado, where trail use averaged 141 people/h, and was least at Walden, where

average trail use was less than 1 person/h. The correlation between levels of human activity and overall settlement intensity was not as strong as might be expected ($R^2 = 0.605$). Trail use at Bobolink, for example, averaged 33 people/h, although this site was associated with lower levels of urbanization (Fig. 2) than was Walden, Louisville (mean trail use = 17 people/h), or 7 Ponds (mean trail use = 14 people/h). We reasoned that birds most likely to be affected by human activity

TABLE 3. Summary statistics for the first two axes in canonical correspondence analysis (CCA) and correlations of these axes with environmental variables that were used to constrain the ordination.

Statistic	CCA axis 1	CCA axis 2
Eigenvalues	0.152	0.052
Cumulative variance of species data	0.381	0.511
Intrasect correlations		
D1500	0.939	-0.132
D10	-0.885	0.202
SHRUB	-0.549	0.698
HERB	-0.248	-0.924

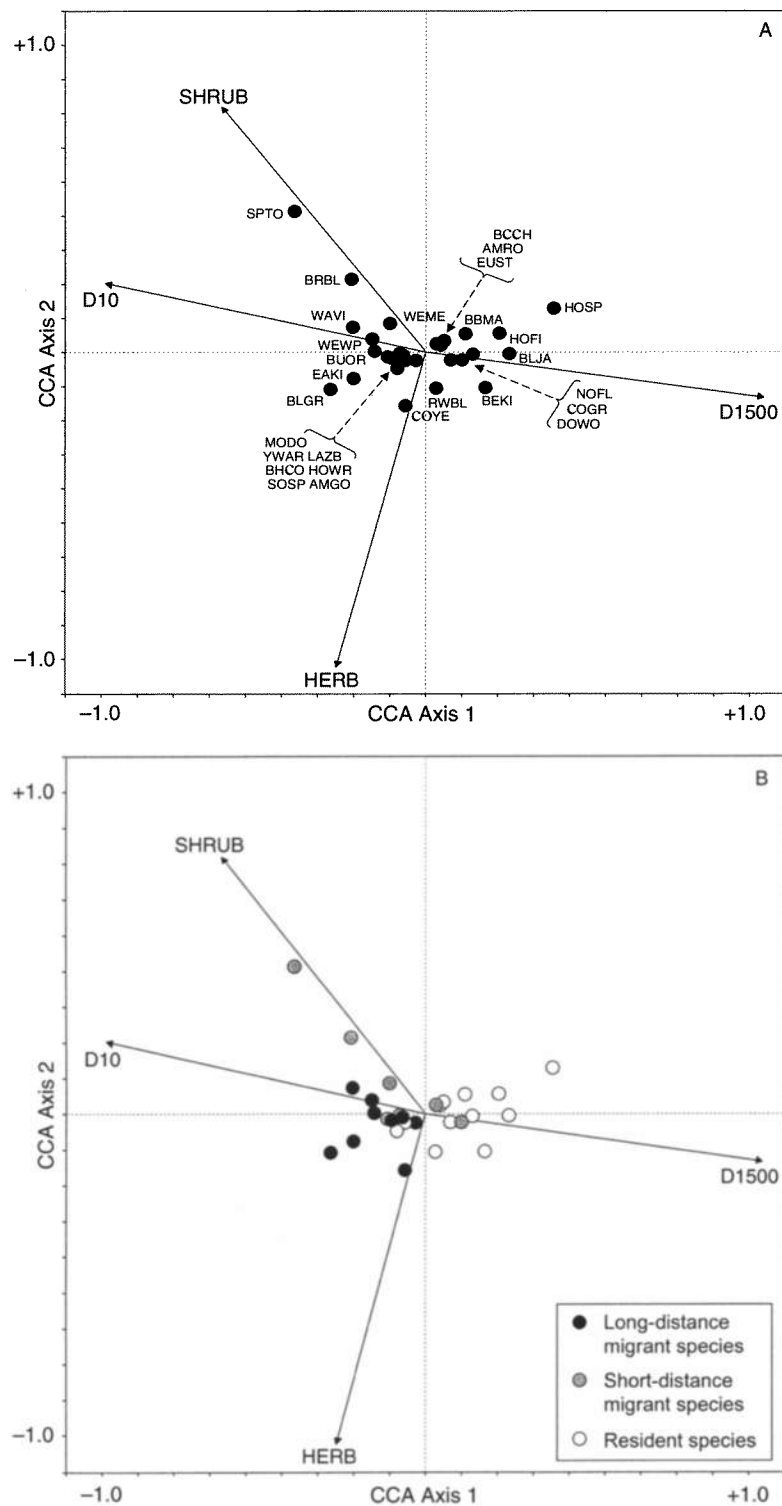


FIG. 7. Locations of species scores in the space defined by a canonical correspondence analysis (CCA) of bird community composition during the avian breeding season, 1995–1997. Species are depicted (A) by common name (see Table 2 for codes), (B) by migration strategy, (C) by nesting position, and (D) by foraging location.

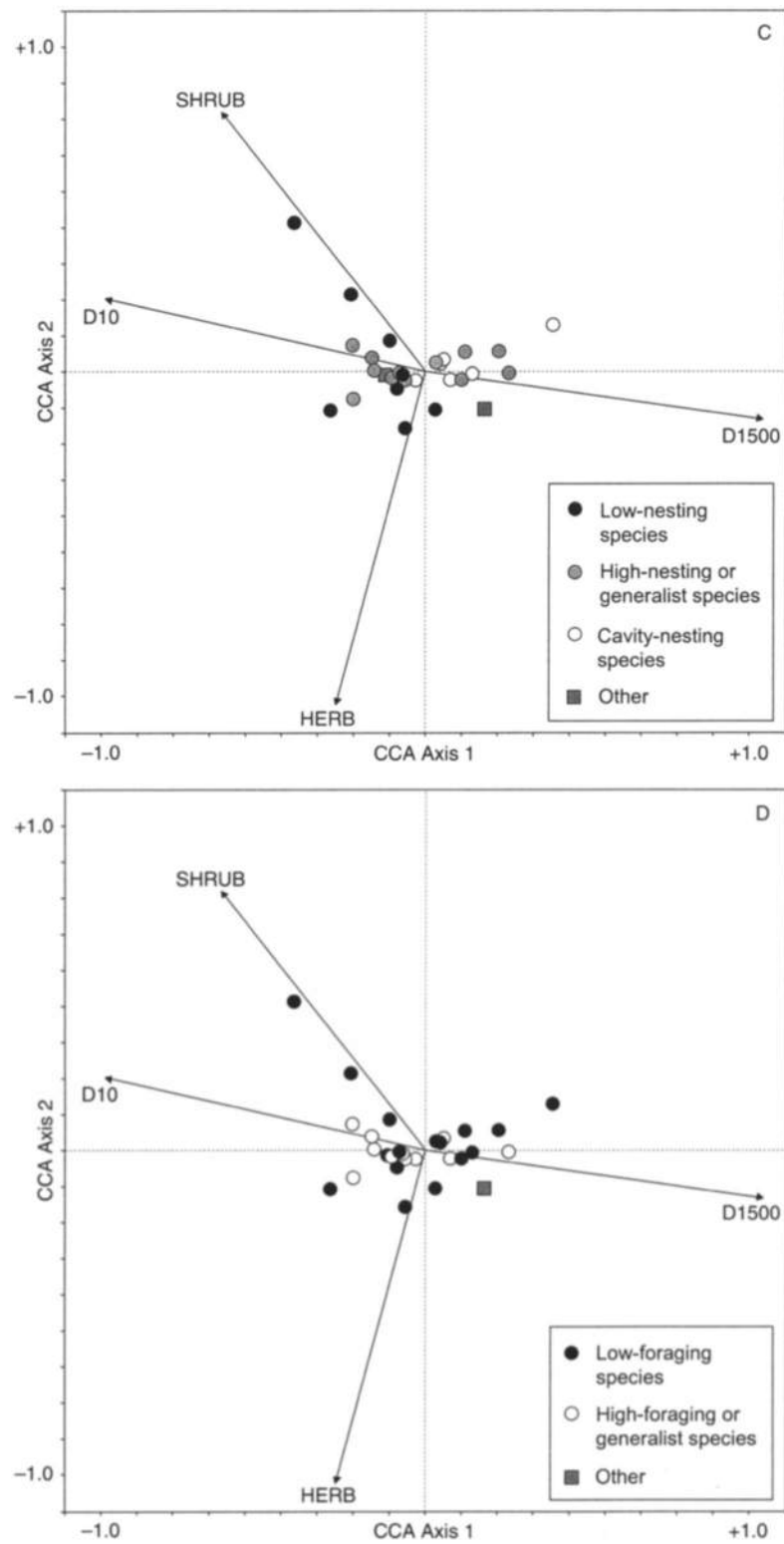


FIG. 7. Continued.

TABLE 4. Results of single-variable regression models for species richness of migration groups and guilds (low = shrubs or ground; high = subcanopy, canopy, or generalist) indicating "best" models, based on biological relevance and AIC_c (see *Methods: Data analyses* for details).

Functional group	Variable†	Coefficient	Adjusted R ²
Migration			
Neotropical migrants	D1500	-0.026	0.744
Short-distance migrants	D1500	-0.014	0.633
Residents	D10	-0.001	0.730
Nesting			
Low-nesting spp.	D1500	-0.016	0.635
High-nesting spp.	D1500	-0.013	0.459
Cavity-nesting spp.	D10	-0.002	0.735
Foraging diet			
Omnivores	URB	0.594	0.395
Insectivores	D1500	-0.027	0.720
Granivores	D1500	-0.004	0.230
Foraging position			
Low-foraging spp.	D1500	-0.009	0.356
High-foraging spp.	D1500	-0.022	0.666
Foraging position and diet			
Low-foraging spp., insect-seed	D1500	-0.016	0.767
High-foraging spp., insect-seed	D1500	-0.016	0.723

† See Table 1 for variable codes.

on trails would nest or forage on the ground, and focused our analyses on these guilds. There was a negative effect of trail use on all guilds that we examined (Table 7). Although the relationship between trail use and the number of low-nesting species was not particularly strong, the intensity of trail use explained >60% of the variation in the occurrence of low-foraging species and nearly 90% of the variation in habitat use by species that forage on the ground for insects or seeds (Table 7).

DISCUSSION

Clearly, human settlement had a profound impact on riparian bird communities at the sites that we studied. Species richness declined as the level of development on surrounding lands increased, similar to the findings reported in most investigations of urbanization and its effects on birds. Most of the variation in community composition was accounted for by measures of settlement intensity, and the best single variable, in terms

TABLE 5. Results of multiple-linear-regression analyses for species richness of guilds based on foraging and nesting (low = shrubs or ground; high = subcanopy, canopy, or generalist) indicating "best" models, based on biological relevance and AIC_c (see *Methods: Data analyses* for details).

Functional group	First variable		Second variable		Third variable		Adjusted R ²
	Code	Coefficient	Code	Coefficient	Code	Coefficient	
Nesting							
Low-nesting spp.	SHRUB	0.521	HERB	0.165	SAPL	-0.364	0.499
High-nesting spp.	TREEDENS	-0.007	CAN	-0.384	...	...	0.241
Cavity-nesting spp.	CAN	0.180	SNAG	1.365	...	...	0.335
Foraging diet							
Omnivores	CAN	0.163	TREEDENS	0.002	...	...	0.148
Insectivores	HERB	0.341	SHRUB	0.591	NTREE	3.919	0.605
Granivores	SHRUB	0.293	HERB	0.062	TREEDENS	0.004	0.286
Foraging position							
Low-foraging spp.	GRND	-1.317	HERB	0.194	SHRUB	0.619	0.417
High-foraging spp.	TREEDENS	-0.009	SUBCAN	0.569	SAPL	-0.597	0.383
Foraging position and diet							
Low-foraging spp., insect-seed	HERB	0.089	NSHRUB	7.062	SAPL	-0.347	0.487
High-foraging spp., insect-seed	SUBCAN	0.496	SAPL	-0.403	TREEDENS	-0.007	0.475

Notes: Variables are entered in order of importance; see Table 1 for variable codes. See Appendix B for other candidate models, based on ΔAIC_c .

TABLE 6. Results from regressing landscape measures on residuals from multiple linear regression (low = shrubs or ground; high = subcanopy, canopy, or generalist).

Functional group	First variable		Second variable		Adjusted R^2
	Code	Coefficient	Code	Coefficient	
Nesting					
Low-nesting spp.	D10	0.001	AGE_D10	-0.054	0.478
High-nesting spp.	D1500	-0.007	WIDTH	0.026	0.243
Cavity-nesting spp.	D10	-0.001	...	...	0.268
Foraging diet					
Omnivores	...	...	...	...	...
Insectivores	...	...	...	...	...
Granivores	...	...	...	...	...
Foraging position					
Low-nesting spp.	...	...	...	...	...
High-nesting spp.	D100	-0.023	AGE_D10	-0.075	0.280
Foraging position and diet					
Low-foraging spp., insect-seed	D10	0.001	AGE_D10	-0.059	0.589
High-foraging, insect-seed	...	...	...	...	...

Notes: Variables were entered in order of importance; see Table 1 for variable codes. See Appendix B for other candidate models, based on ΔAIC_c .

of accounting for variation in habitat use by birds, was the density of buildings within 1500 m of transects.

Although the width of streamside woodlands strongly influenced bird community structure and composition in other studies, we did not find this to be the case. Many of those investigations focused on riparian forests that had been reduced by agricultural or silvicultural activities (e.g., Keller et al. 1993, Darveau et al. 1995, Hodges and Kremetz 1996). On the western Great Plains, groves of trees bordering smaller streams tend to be relatively narrow, even in the absence of timber harvest or crop production. It has been suggested that edge effects, of the sort often associated with small or narrow woodlands, may not be as pronounced in the western United States compared to the eastern part of the country because many western habitats, including riparian areas, are naturally patchy due to a combination of aridity, topography, and frequent disturbance (Finch 1991, Tewksbury et al. 1998, Saab 1999). The influence of width in this study may also have been muted by the profound and varied development nearby.

In these riparian habitats much of the impact of human settlement on bird communities was indirectly expressed through changes in local habitat features. Modification of vegetation structure and composition in urbanizing environments has frequently been identified as a primary reason that such habitats are less suitable for many avian species (Beissinger and Osborne 1982, Mills et al. 1989, Jokimaki and Suhonen 1993, Rolando et al. 1997, Germaine et al. 1998). Even though our study sites were relatively free of buildings and paved surfaces (except trails), we observed declines in native trees and shrubs, a more open understory, reduced ground cover, higher tree density, and greater canopy closure as development intensified in the surrounding landscape. These differences explained a substantial

portion of the variation in patterns of avian habitat use; indeed, when such variation was partitioned in the partial CCA, local habitat measures explained a slightly greater percentage than did landscape variables.

Of all the changes to riparian-habitat features associated with increased development, reductions in understory vegetation and herbaceous ground cover were particularly strong determinants of bird community structure. The declines in low-nesting and low-foraging species that we observed were not surprising under such circumstances. For insectivorous species and species that forage low for insects or seeds, the best local habitat models also included a term for native vegetation, lending support to the notion that native trees and shrubs may be superior to exotic vegetation in terms of providing food resources for these birds (Southwood 1961, Beissinger and Osborne 1982). Non-native plants, on the other hand, appear more likely to benefit omnivorous species, at least regarding dietary needs (Reichard et al. 2001).

The age of development emerged as an important consideration in accounting for variation in habitat use by birds, once the effects of local habitat features were removed statistically. Others have noted compositional changes in avian assemblages over time in developed areas (Guthrie 1974, Walcott 1974, Aldrich and Coffin 1980, Munyenyembe et al. 1989), and have generally attributed this phenomenon to temporal changes in habitat structure. There was an inverse relationship between building age and habitat use for several of the guilds that we examined, which may have resulted from temporal changes in features that we did not measure or from lagged responses to habitat alteration for these species.

Residual variation in habitat occupancy was better explained by fine-scale patterns of settlement, as measured by D10, than by development over broad scales

TABLE 7. Results from regressing trail use (number of people per hour) on avian nesting and foraging guilds (low = shrubs or ground; high = subcanopy, canopy, or generalist).

Functional group	Trail-use coefficient	Adjusted R^2	P
Nesting			
Low richness	-0.029	0.370	0.064
High richness	-0.018	0.137	0.196
Foraging position			
Low richness	-0.029	0.612	0.013
High richness	-0.040	0.440	0.044
Foraging position and diet			
Low, insect-seed richness	-0.044	0.883	<0.001
High, insect-seed richness	-0.027	0.461	0.038

(D1500). Both variables were shown to be significant in the multivariate analyses. Together, these results imply that although alterations to riparian vegetation were more likely to be found near urban and suburban areas, the proximity of riparian habitats to houses adversely affected some bird species even where settlement occurred at lower densities. This was particularly true for species that nested in shrubs or on the ground and for species that foraged low for insects or seeds. These were the same functional groups that were most affected by high levels of trail use, suggesting that riparian woodlands near houses may experience more human activity. Birds that nest or forage near or on the ground are also more likely to be disturbed by free-ranging domestic pets, and the incidence of such disturbance is likely to be greater near places where people live (Weber 1975, Rubin and Beck 1982, Warner 1985).

One way to mitigate the adverse effects of human settlement close to riverine habitats, especially in the early stages of development, may be to set aside parcels of adjacent land as buffers. Although we cannot recommend an exact buffer distance on the basis of this study, one alternative would be to designate buffers to include the area historically comprising the floodplain. Aside from reducing the pressures of nearby settlement on riparian birds, this arrangement would give land managers more latitude in restoring the flow variability and channel movement that is characteristic of meandering rivers (Auble et al. 1997, Richter and Richter 2000) but may be undesirable in close proximity to development. Such movement is essential to the formation of the seed beds necessary for regeneration of cottonwood and other riparian species native to the streams of the Colorado Piedmont (Miller et al. 1995, Friedman et al. 1996b).

Periodic flooding may also result in the more-open canopies typical of cottonwood stands, thus providing an additional benefit to some riparian birds. The closed-canopy riparian woodlands that increasingly dominate river terraces in this region likely contribute to conditions that are unsuitable for birds dependent on understory vegetation. Furthermore, our analyses have shown that even species that nest or forage in the can-

opy tend to decline with increases in tree density and more continuous cover. This apparent relationship may stem, in part, from negative effects of development on some avian species (given the positive correlation between settlement intensity and both tree density and canopy cover), but it also reflects the preference of some species for more-open stands. This latter group includes birds with broad distributions, such as the Warbling Vireo (Gardali and Ballard 2000), as well as species such as the Bullock's Oriole (Rising and Williams 1999) or Western Kingbird (Gamble and Bergin 1996) whose nesting or foraging habits may be adapted to the open canopies that typified riverine habitats in the western United States prior to settlement. Where the restoration of open-canopied cottonwood stands by flooding is undesirable or impracticable (e.g., where development already borders the riparian zone), it may be possible to employ methods used to mimic the effects of floods by removing exotic trees and shrubs and inducing the establishment of native species (Friedman et al. 1995).

Even if vegetation structure and composition are restored, however, the findings of this study suggest that some species may avoid riparian areas that are associated with high levels of human activity. Several birds that forage on or near the ground, such as American Crows, Black-billed Magpies, European Starlings, and Common Grackles, are quite tolerant of human activity and were present even at sites with heavily used trails; these species are omnivorous and the dietary rewards of foraging in close proximity to people may outweigh any disadvantages. Our data suggest that this is not the case for many other low-foraging species, particularly those whose diet is restricted to insects or seeds. Still, it is unreasonable to expect that people can be excluded from all of these areas, nor is this necessarily desirable. The benefits to conservation of excluding human visitors from such places must be weighed against the value derived from people being able to experience nature close to home (Miller and Hobbs 2002). Nonetheless, it is advisable to keep at least some riparian habitats free of recreational trails so that they may serve

as baselines against which the effects of human activity can be measured and mitigated.

Overall, there is a lack of reliable information on the ways that human activities and patterns of development affect birds and other components of biodiversity. Although there is abundant advice on ways to manage greenways and remnants of native habitats that are proximate to human settlement (Smith and Hellmund 1993, Arendt 1996, Duerksen et al. 1997), much of this information has been derived from island biogeography theory and would be better viewed as testable hypotheses than as established truth (Marzluff 2001, Miller and Hobbs 2002). To go beyond such prescriptions, it will be necessary for conservation scientists to allocate greater research effort to areas where people live. Community, guild, and single-species investigation should be viewed as complementary approaches to studying the effects of settlement on native species with the ultimate goal of providing empirically based guidelines to policy makers and land-use planners.

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APPENDIX A

Life-history and ecological traits of the 43 bird species included in the analyses are available in ESA's Electronic Data Archive: *Ecological Archives* A013-018-A1.

APPENDIX B

A listing of additional candidate multiple-regression models, based on $\Delta AIC_c < 2$ of the minimum AIC_c , for explaining variation in bird species richness, is available in ESA's Electronic Data Archive: *Ecological Archives* A013-018-A2.



Short communication

Light pollution is a driver of insect declines

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ABSTRACT

Insects around the world are rapidly declining. Concerns over what this loss means for food security and ecological communities have compelled a growing number of researchers to search for the key drivers behind the declines. Habitat loss, pesticide use, invasive species, and climate change all have likely played a role, but we posit here that artificial light at night (ALAN) is another important—but often overlooked—bringer of the insect apocalypse. We first discuss the history and extent of ALAN, and then present evidence that ALAN has led to insect declines through its interference with the development, movement, foraging, and reproductive success of diverse insect species, as well as its positive effect on insectivore predation. We conclude with a discussion of how artificial lights can be tuned to reduce their impact on vulnerable populations. ALAN is unique among anthropogenic habitat disturbances in that it is fairly easy to ameliorate, and leaves behind no residual effects. Greater recognition of the ways in which ALAN affects insects can help conservationists reduce or eliminate one of the major drivers of insect declines.

1. Introduction

Over the last two decades, researchers have uncovered steep declines in insect diversity and biomass (Dirzo et al., 2014; Potts et al., 2010) across geographically distinct areas including Germany (Hallmann et al., 2017), the Netherlands (van Langevelde et al., 2018; van Strien et al., 2019), Sweden (Franzén and Johannesson, 2007), the British Isles (Powney et al., 2019; Shortall et al., 2009; Wilson et al., 2018), Puerto Rico (Lister and Garcia, 2018), and Costa Rica (Janzen and Hallwachs, 2019). This alleged “insect apocalypse” (Jarvis, 2018) has generated an appropriate amount of public concern: insects are a critical component of all terrestrial and freshwater food webs (Baxter et al., 2005; van Veen et al., 2006) and provide important ecosystem services (Schowalter et al., 2018). Their absence would have devastating consequences for life on this planet. If insect decline is indeed a global phenomenon (see Wagner, 2019), the question then becomes: What is the problem, and how can we best address it? One recent review of insect decline has sought to identify the main causes by ranking potential drivers in order of their frequency of mention within relevant literature (Sánchez-Bayo and Wyckhuys, 2019). The authors found, as

indeed have we, that habitat loss, chemical pollution (especially pesticide use), invasive species, and climate change are the most well-described threats to insect persistence. However, we do not agree that relative degree of scientific consideration reflects importance in this case. Instead we posit that “diurnal bias”—a preference among ecologists for studying daytime phenomena (Gaston, 2019)—has led insect conservationists to overlook another widespread habitat disturbance, pollutant, and method of insect control: artificial light at night (ALAN).

Although discrete sources of anthropogenic light have been used to kill insects since *circa* 60 CE (Beavis, 1995), the modern phenomenon of ecological light pollution began in earnest with the invention of the arc lamp in the early 1800s (Dillon and Dillon, 2002; Saunders, 1887). Soon after, dedicated “light traps” were adopted as a common method of pest control (U.S. Patent, 4808), and are indeed still used for this purpose today (Johansen et al., 2011; Pawson et al., 2009; Shimoda and Honda, 2013); around the 1950s, light traps became popular among entomologists for use in surveying insect biodiversity (Leather, 2015). More recently, as lighting technology has advanced and the cost per unit of brightness declined, both the intensity and quantity of artificial light installations have increased worldwide (Kyba, 2018; Kyba et al.,

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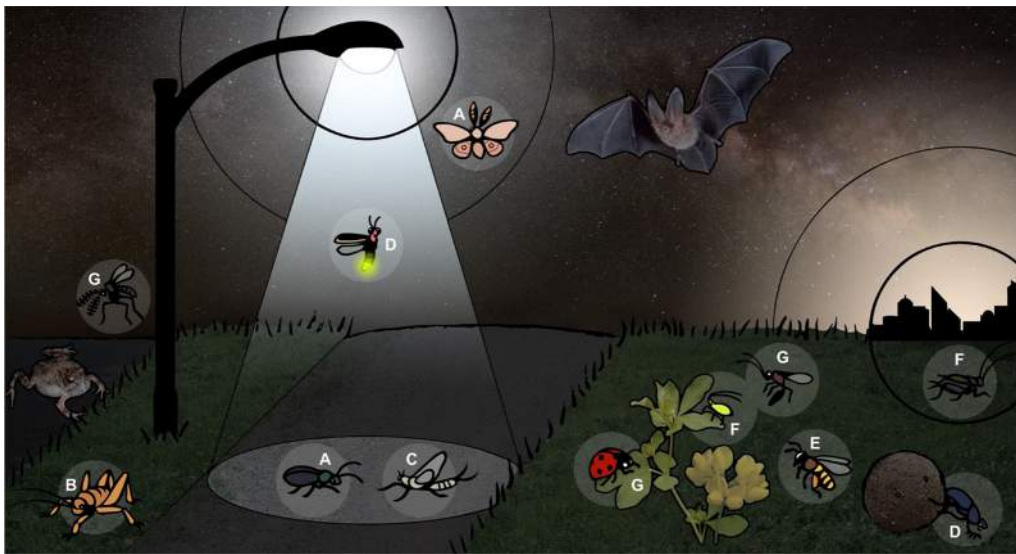


Fig. 1. Both local sources of artificial light (left) and diffuse skyglow (right) can impact the physiology, behavior, and fitness of insects. Positively phototactic insects, including macromoths and beetles, exhibit a “fatal attraction” to ALAN (A), while negatively phototactic insects such as weta avoid it (B). ALAN also amplifies polarized light pollution, causing mayflies and other aquatic insects to oviposit on non-aquatic flat surfaces (C). ALAN obscures natural nocturnal light sources (D), including the astronomical cues used by dung beetles to navigate and the bioluminescent signals produced by fireflies and other insects, with consequences for foraging and reproductive success in these species. In the short term, ALAN can alter circadian patterns of activity and rest (E), causing diurnal pollinators and insectivores to extend their foraging

bouts into the evening, while fully nocturnal insects delay their nightly emergence. Over the long term, these repeated perturbations have been shown to alter the development and phenology of crickets and aphids (F). The resulting phenological mismatches between host plants, predators, and prey will have cascading effects on pollination success, host-parasite interactions, and eventually entire food webs (G). Textures modified from Creative Commons Attribution 2.0 Generic licensed images (Wikimedia Commons, Flickr; Milky Way: John Fowler; túngara frog: Geoff Gallice; Townsend's big-eared bat: National Parks Service).

2017; Tsao et al., 2010). Modern light pollution is no longer confined to urban centers, but radiates outwards through the atmosphere and along road networks that run into or around otherwise pristine areas (Gaston et al., 2015; Gaston and Holt, 2018; Guetté et al., 2018). Since 1992, levels of light pollution have doubled in high biodiversity areas, and are likely to continue to rise (Koen et al., 2018; Kyba et al., 2017). By 2014, over 23% of the land surface of the planet experienced artificially elevated levels of night sky brightness (Falchi et al., 2016); by comparison, agricultural crops cover approximately 12% (FAO, 2012). Insect conservationists now frequently lament, as do we, the dearth of insects to be found swarming around artificial lights (e.g. Janzen and Hallwachs, 2019), yet rarely consider that the lights themselves may be an issue.

Artificial light at night is a potent evolutionary trap (Schlaepfer et al., 2002; Altermatt and Ebert, 2016; Hopkins et al., 2018). Most anthropogenic disturbances have natural analogs: the climate has warmed before, habitats have fragmented, species have invaded new ranges, and new pesticides (also known as plant defenses) have been developed. Yet for all of evolutionary time, the daily cycle of light and dark, the lunar cycle, and the annual cycle of the seasons have all remained constant. Until now (Altermatt and Ebert, 2016), insects have had no cause to evolve any relevant adaptations to ALAN. And so some species retreat from streetlights (Farnworth et al., 2018) while others for unclear reasons perch beneath them, stunned, or circle around them until claimed by injury, exhaustion, or predation (Frank, 1988; Owens and Lewis, 2018). While the total fitness impact of an artificial light source will depend on its intensity, direction, spectral distribution (Elvidge et al., 2010), and flicker rate (Inger et al., 2014), as well as the time of day and structure of nearby surfaces (Horváth et al., 2009; Szaz et al., 2015), the light output of most common fixtures is more than enough to radically disturb the entire habitat of small-bodied animals such as insects. Insects that manage to escape the cone of light beneath a fixture can still be affected by skyglow, which emanates far beyond urban centers at levels sufficient to obscure or alter vital environmental cues including polarized moonlight, starlight, moon phase, and day-length (Davies et al., 2013b; Kyba et al., 2011a; 2011b).

A growing body of research demonstrates that ALAN can impact the fitness of plants and animals (Bennie et al., 2016; Gaston et al., 2013), and more recent reviews have catalogued its broadscale effects on insects in particular (Desouhant et al., 2019; Grubisic et al., 2018; Owens and Lewis, 2018; Seymoure, 2018). Some estimates suggest that one

third of insects attracted to stationary artificial light sources die before morning, either through exhaustion or predation (Eisenbeis, 2006; Frank, 2006; Yoon et al., 2010); insects attracted to vehicle headlights likely die immediately (Frank, 2006; Gaston and Holt, 2018). This “fatal attraction” has been estimated to result in 100 billion insect deaths per summer in Germany (Eisenbeis and Hänel 2009) and had the potential to swiftly eliminate isolated populations of *Hydracra petasitis* moths in Finland (Väisänen and Hublin, 1983; see also Cantelo et al., 1972). Insects that escape immediate death may still become trapped in a “light sink,” unable to engage in behaviors vital to fitness (van Langevelde et al., 2017). The potential for individual deaths to compound into large-scale declines (Kokko and Sutherland, 2001) has been borne out by the results of a 30 year survey of Dutch macromoths (van Langevelde et al., 2018), during which time positively phototactic and nocturnal species underwent steeper declines than diurnal species not attracted to light. A similar survey of macromoths in the UK and Ireland found greater losses at light polluted sites (Wilson et al., 2018), even after controlling for urbanization (Bates et al., 2014), and that nocturnal species once again underwent disproportionate declines (Coulthard et al., 2019). However, a small number of studies have found disproportionate declines in day-active insect species instead (Franzén and Johannesson, 2007).

One complicating factor is the fact that temporal niche partitioning between diurnal and nocturnal species has become less extreme in response to human activity (Ditchkoff et al., 2006; Gaynor et al., 2018; Levy et al., 2019). At the same time, deforestation and habitat fragmentation have reduced the availability of dark refuges for all species (reviewed in Seymoure, 2018). If ALAN is contributing to a worldwide decline of entomofauna, insects that occupy open habitats should be more threatened than those that occupy closed habitats, and terrestrial and aquatic species more so than fossorial species—as indeed they are (Coulthard et al., 2019; Fox et al., 2014; Franzén and Johannesson, 2007; Guerra Alonso et al., 2019; Paukkunen et al., 2018; Potocký et al., 2018; Sánchez-Bayo and Wyckhuys, 2019; van Strien et al., 2019), although few have viewed these trends with light in mind.

We argue here that ALAN impacts the vital biological functions of nocturnal and diurnal insects alike in ways both related and unrelated to flight-to-light behavior (Fig. 1). ALAN can cause immediate behavioral change, or more complex behavioral expression of physiological changes induced by external timekeeping signals (*i.e.* Zeitgebers); both

Table 1

Examples of the effects of ALAN on vital fitness-related behaviors in diverse insect taxa. **RESPONSE to ALAN** adapted from Owens and Lewis (2018): positive and negative phototaxis refer to impulsive movement towards or away from a light source; spatial disorientation connotes an impaired ability to navigate due to altered environmental cues; temporal disorientation arises from the disruption of circadian rhythms; altered recognition refers to the impact of additional and/or spectrally unnatural illumination on the perception of visual cues; indirect effects are the bottom-up or top-down effects of ALAN on food plants, prey, hosts, or natural enemies. Citations followed by an asterisk have directly shown the described impact of ALAN on insect fitness; while other citations show a clear potential for the described impact, ALAN was not a focus of these studies.

BEHAVIOR	RESPONSE to ALAN	FITNESS COST	EXAMPLE TAXON	citation(s)
development movement	temporal disorientation positive phototaxis negative phototaxis spatial disorientation	juvenile insects exposed to ALAN experience accelerated, slowed, or impaired growth insects caught in the orbit of artificial lights are trapped, unable to advance or retreat insects that avoid moving through or around lit areas are unable to effectively disperse ALAN obscures orientation cues such as the moon or stars, and thus impedes navigation	field crickets macronoths aquatic insects sand hoppers	Durrant et al., 2018* Somers-Yeates et al., 2013* Perkin et al., 2014a,b* Ugolini et al., 2005
foraging	temporal disorientation positive phototaxis negative phototaxis temporal disorientation altered recognition	ambient illumination inhibits nocturnal activity, including locomotion, in night-active insects insects trapped around or under artificial lights do not engage in normal foraging behavior insects that avoid lit areas are unable to capitalize on the foraging opportunities within insects that shift to new temporal niches are physiologically unprepared to forage therein unnatural spectra obscure the visual signals insects use to identify food sources or hosts the impact of ALAN on plant growth decreases food availability for herbivorous insects disproportionate attraction to ALAN skews the effective sex ratio in insect populations physiological effects of ALAN lead to sterility or decreased fecundity of adult reproductives ALAN obscures or masks the visual signals that insects use to find and court potential mates	leafhoppers insect pollinators tree and cave weta dung beetles parasitoid wasps pea aphids winter moths fruit flies firefly beetles	Shi et al., 2017* Knop et al., 2017* Farnworth et al., 2018* Caveney et al., 1995 Cochard et al., 2017* Bennie et al., 2018a* van Geffen et al., 2015b* McLay et al., 2017* reviewed in Owens and Lewis, 2018*
reproduction	sex-biased phototaxis temporal disorientation altered recognition	insects trapped around or under artificial lights are vulnerable to exploitation by predators unnatural spectra obscure aposematic coloration and/or camouflage in prey insects increased illumination allows visually guided insectivores to hunt more effectively	giant water bugs <i>Heliconius</i> butterflies lady beetle prey	Yoon et al., 2010* Seymour, 2016* Miller et al., 2017*
predation	positive phototaxis altered recognition indirect effects			

changes may be triggered by certain wavelengths of light only. ALAN can also interact with other anthropogenic disturbances such as climate change or noise pollution in complex ways (McMahon et al., 2017; Miller et al., 2017; Walker et al., 2019). For example, pollinator insects pushed from agricultural fields to road verges by pesticides will be more exposed to streetlights and vehicle headlights (Phillips et al., 2019). Impacts on single species will have downstream effects on other members of the food web, the outcome of which can be extremely difficult to predict (Sanders and Gaston, 2018). To keep this review in scope, we focus here on the way in which ALAN impacts several vital fitness-related behaviors of insects on the individual level. We also discuss some of the potential consequences for insect populations, many of which are just now becoming apparent (Table 1)

2. Movement

Large-scale seasonal migration and small-scale daily movements in pursuit of food or habitat both play a crucial role in maintaining the fitness of insect species (Hammock and Wetzel, 2013; Rankin, 1985), and are necessary to the recovery of at-risk metapopulations (Schultz et al., 2019). The attractive and repulsive effects of discrete sources of artificial light are well known to prevent natural patterns of movement (Allema et al., 2012) and alter the distribution of insects in a landscape away from the evolved baseline (Degen et al., 2016; Macgregor et al., 2017; Manfrin et al., 2017; Manríquez et al., 2019; Šustek, 1999; but see Grenis et al., 2015; White, 2018). The fitness repercussions of “fatal attraction” are described above, and not covered in any more detail here. Lines of closely spaced streetlights, as are found along most major roads, can also act as a barrier to the movement of positively and negatively phototactic species alike (Degen et al., 2016; Eisenbeis, 2006), effectively fragmenting major swaths of otherwise suitable habitat. For example, the drift rates of negatively phototactic immature aquatic insects are significantly lower in the presence of riverside lighting (Henn et al., 2014; Perkin et al., 2014a), and their adult forms prevented from moving between streams or colonizing new streams (Perkin et al., 2014b).

Nocturnal light signals serve an important role in the orientation of many insect species (reviewed in Foster et al., 2018; Owens and Lewis, 2018). For example, *Scarabaeus satyrus* dung beetles use the stars and dim patterns of polarized starlight to efficiently navigate away from dung piles (Dacke et al., 2013), while *Talitrus saltator* sand hoppers maintain a route parallel to the shoreline on their nightly excursions by moving with respect to the moon (Ugolini et al., 2005). These signals can be partially or fully obscured in light polluted habitats (Davies et al., 2013b; Kyba et al., 2011a; 2011b); lunar signals also face competition from overhead sources of artificial light (e.g. streetlights; Sothibandhu and Baker, 1979). Upwelling light (e.g. path lighting) can further disorient flying insects such as wasps and dragonflies that maintain a horizontal position in the air by keeping the more illuminated half of their visual field always overhead (Berry et al., 2011; Goodman, 1965). In fact, both upwelling and downwelling artificial lights are intentionally used in agriculture to suppress the movement and abundance of pest insects (Loughlin, 2014; Miller et al., 2015; Shi et al., 2017; Shimoda and Honda, 2013), yet we wonder why more desirable species have stopped visiting our increasingly illuminated backyards.

3. Foraging

Artificial light at night can interfere with efficient acquisition of food, vital to the developmental and reproductive success of insects (Wenninger and Landolt, 2011), in several ways. Diurnal and crepuscular insects that move their foraging activity into the “night light niche” (Garber, 1978) must endure cold stress (Caveney et al., 1995; Urbanski et al., 2012), while nocturnal insects that continue to forage alongside may experience reduced rates of growth due to increased

competition and/or what is effectively a reduction in their spatial niche (Duarte et al., 2019). Insects avoid profitable foraging patches under illumination due to perceived (Skutelsky, 1996) or actual increases in their risk of predation by invertebrate (Heiling, 1999; Miller et al., 2017), avian (Dwyer et al., 2013), and mammalian insectivores (Rydell, 2006). For example, the reduced presence of tree (*Hemideina thoracica*) and cave (Rhaphidophoridae sp.) weta at artificially illuminated sites is thought to be in avoidance of geckos and other nocturnal predators (Farnworth et al., 2018).

Nocturnal insects that postpone foraging until their habitat is sufficiently dark (Dreisig, 1980) are likely to be negatively affected by a reduction in temporal niche (Tierney et al., 2017). For example, in laboratory environments exposure to dim ALAN is linked to less frequent feeding in several moth species (van Langevelde et al., 2017). *Orchestoidea tuberculata* sand hoppers consume less food under ALAN, and grow less (Luarte et al., 2016). Tasmanian cave glow-worms (*Archinocampa tasmaniensis*) extinguish their bioluminescent lures when exposed to artificial light (Merritt and Clarke, 2013), and could therefore starve under constant cave lighting. In the field, pollinators that delay their nightly forage due to the day lengthening effects of skyglow are likely to become desynchronized from their food plants, especially in cases where flower opening is cued by temperature instead of light (Seymour, 2018; Somanathan et al., 2008; van Doorn and Van Meeteren, 2003). Differences in the environmental cues used to guide development of insects and their food plants result in increasingly exaggerated desynchronization over the course of the growing season (Forrest and Thomson, 2011; Laube et al., 2014) and decrease pollinator effectiveness (Rafferty and Ives, 2012).

Artificial light at night might also cause unexpected trophic cascades through its effects on plants (Bennie et al., 2016; Schroer et al., 2019) or insect natural enemies (see Predation). For example, ALAN stunts the growth of larval cutworms (*Apamea sordens*) by increasing the cuticle toughness of their smooth brome host plants (Grenis and Murphy, 2018). By decreasing the flower abundance of pea plants (Bennie et al., 2018a, 2016), ALAN has also been shown to impact pea aphids (*Acyrtosiphon pisum*) (Bennie et al., 2018b) as well as the parasitoid wasps (*Aphidius megourae*; *Lysiphlebus fabarum* and *Aphidius ervi*) that prey upon them (Sanders et al., 2018, 2015). When food is available, and foraging insects present and active, ALAN can still impact foraging success. Unnatural spectra may obscure the particular visual cues that tobacco hornworm moths (*Manduca sexta*) and other insects use to identify flowers, plants, or prey (Cutler et al., 1995; Davies et al., 2013a; Streinzer et al., 2019). For example, monochromatic red illumination has been found to decrease the rate at which parasitoid wasps encounter their pea aphid hosts (Cochard et al., 2017; 2019a, 2019b). Finally, ALAN can incapacitate positively phototactic insects such as giant water bugs (*Lethocerus deyrollei*; Choi et al., 2009; Yoon et al., 2010) and macromoths (Somers-Yeates et al., 2013) that might otherwise spend the evening engaged in foraging activities, including nocturnal pollination (Knop et al., 2017; Macgregor et al., 2015).

4. Reproduction

ALAN can delay or eliminate the window of time during which night-active insects engage in courtship and mating (Dreisig, 1975; Lall, 1993; Li et al., 2019). The corn earworm moth (*Helioverpa zea*) never mates when ambient light levels are above that produced by a quarter moon (Agee, 1969), and other strictly nocturnal insects are likely similarly sensitive, but understudied. The insects that manage to maintain a nightly routine within light polluted habitats may still have difficulty locating suitable mates. Firefly beetles are one unique example: the courtship of most fireflies requires the exchange of bioluminescent signals, which are obscured or inhibited by artificial illumination (Firebaugh and Haynes, 2016; Owens et al., 2018) to the point that receptive *Lampyrus noctiluca* females perched underneath streetlights are never visited by male conspecifics (Ineichen and Rüttimann, 2012).

In certain cases, these females must compete with the streetlights to attract males (Bek, 2015). Other insects may see but be unable to recognize conspecifics: male crepuscular horned beetles (*Coprophanaeus laticifer*) have a coloration that reflects the purplish light of dusk, and will be less apparent to females when lit by artificial light of a different spectral composition (Davies et al., 2013a; Kelley et al., 2019; Théry et al., 2008).

ALAN can also impact the reproductive success of insects directly through its various effects on development and physiology (Honnen et al., 2016). Exposure to constant light is known to sterilize males (Bebas et al., 2001; Giebultowicz et al., 1990), suppress female sex pheromones (Fatzinger, 1973; van Geffen et al., 2015a), and interfere with oviposition in moths (Nemfc, 1971; Yamaoka and Hirao, 1981) – likely a result of its disruption of the circadian timing of reproductive development or behavior. Similarly, exposure to dim ALAN decreases the fecundity of *Drosophila melanogaster* (McLay et al., 2017). Exposure to different ratios of blue or red light at night significantly alters the sex ratio of parasitoid wasps (Cochard et al., 2019a, 2019b), and may impact other insect species as well. The effective sex ratio of surviving reproductives can be further altered by the differential impacts of ALAN on behavior: for example, male tree weta avoid illuminated areas but female tree weta do not (Farnworth et al., 2018), and female winter moths (*Operophtera brumata*) avoid illuminated tree trunks (van Geffen et al., 2015b). In general, female moths tend to be less strongly attracted to artificial lights than males of the same species (Altermatt et al., 2009; Garriss and Snyder, 2010; van Geffen et al., 2015b). Those that can be found at light traps are often gravid (Frank, 1988) and may be compelled to oviposit in the immediate area regardless of habitat suitability. Perhaps most dramatically, polarized light pollution frequently misleads aquatic insects into ovipositing on non-aquatic, impermeable surfaces (Szaz et al., 2015; Villalobos Jiménez and de, 2017), efficiently decimating subsequent generations.

5. Predation

Insects that become caught in the orbit of artificial lights can be readily exploited by insectivores. This may be why predatory arthropods tend to be disproportionately represented in illuminated habitats (Davies et al., 2017, 2012; Eccard et al., 2018; Manfrin et al., 2017), just as insectivorous bats (Jung and Kalko, 2010; Minnaar et al., 2015; Russo et al., 2019; Rydell, 2006), rats (Yoon et al., 2010), shorebirds (Dwyer et al., 2013), geckos (Zozaya et al., 2015) and cane toads (González-Bernal et al., 2016) are often found feeding around artificial lights. Orb-web spiders prefer to build their webs near artificial lights, where they net more prey (Czaczkas et al., 2018; Heiling, 1999; Yuen and Bonebrake, 2017). Diurnal predators such as jumping spiders (Frank, 2009; Wolff, 1982) and anoles (Garber, 1978) have also been described hunting for insects at lights at night (Manfrin et al., 2018), while birds are known to feed on aquatic insects trapped by polarized light pollution (Robertson et al., 2010). In general, prey insects do not appear able to defend against the increased predation pressure. To the contrary, a wide variety of moth species willingly approach streetlights monitored by foraging bats (Acharya and Fenton, 1999), where they are less able to execute their normal evasive flight behavior (Minnaar et al., 2015; Svensson and Rydell, 1998).

Predators do not only benefit from the dense aggregation of insect prey under artificial lights, but also the increased visibility, which is thought to benefit visually oriented vertebrate insectivores including some birds (Dwyer et al., 2013; Santos et al., 2010) and fish (Meyer and Sullivan, 2013). Other invertebrate predators may also benefit: pea aphids are more frequently predated by visually oriented lady beetles (*Coccinella septempunctata*) under ALAN, but not by lady beetles that use non-visual cues to hunt (Miller et al., 2017). When light levels are too bright, however, some predatory and parasitoid insects themselves succumb to its suppressive effects on foraging behavior (Eccard et al., 2018; Sanders et al., 2018, 2015). Finally, alterations to the intensity

and spectra of the nocturnal light environment can interfere with visual signals, which play an important role the predator-prey arms race. The aposomatic glows of larval fireflies (Branham and Wenzel, 2003; Leavell et al., 2018) and the aposomatic coloration of *Heliconius* butterflies (Seymour, 2016) are likely to become less apparent under ALAN, as these and other warning signals have evolved to maximize visibility within particular natural light environments. Camouflage has also evolved within environments illuminated solely by natural sources (Davies et al., 2013a; Delhey and Peters, 2017), and could become ineffectual when viewed under ALAN. In some cases, intelligent predators given the opportunity to observe insects perched beneath artificial lights may become better at recognizing them in natural light environments (Frank, 2006). Whenever evolutionary traps increase predation risk in this way, they are likely to cause the rapid extinction of affected species (Kokko and Sutherland, 2001; Robertson et al., 2018).

6. Development

Artificial light at night can interfere with the development of immature insects by directly inhibiting or promoting nocturnal or diurnal foraging activity (see **Foraging**), or by interfering with the production of a suite of endocrine hormones (Ouyang et al., 2018; Russart and Nelson, 2018a) and the processes that they regulate, including circadian rhythms (Aulsebrook et al., 2018; Dominoni et al., 2016) and metabolic function (Gaston et al., 2017; Marcheva et al., 2013). One insect hormone particularly affected by environmental light – especially short wavelength light (Aubé et al., 2013; Lampel et al., 2005) – is melatonin. Melatonin is an active antioxidant (Durrant et al., 2019; Jones et al., 2015; Tan et al., 2010) and key biological signal (Hardeland and Poeggeler, 2003), which is primarily produced in darkness and suppressed by blue light. Its daily oscillation helps to regulate circadian rhythms of activity as well as circannual photoperiodism (Desouhant et al., 2019; Evans et al., 2007; Tan et al., 2010).

Previous research into the circadian rhythms of insects has used regimes of constant darkness or light to elucidate the fitness costs of total arrhythmicity (Winfree, 1974), which include impaired immune function, reduced fecundity, and a shorter lifespan (Durrant et al., 2015; Kouser and Palaksha Shakunthala, 2014). Other subtler fitness costs may arise from the mistiming of crucial life history events. For example, many insect species synchronize certain developmental activities with particular times of day: for example, *Drosophila jambulina* fruit flies eclose before dawn when ambient temperature and humidity are optimal (Thakurdas et al., 2009), while intertidal midges (*Pontomyia oceana* and *Clunio* spp.) eclose during periods of low tide (Neumann, 1989; Soong et al., 2011); improper timing could cause fruit flies to desiccate and intertidal midges to drown.

Artificially lengthened photoperiods delay the development of insects that overwinter as juveniles, including locusts (*Locusta migratoria*; Tanaka et al., 1993) and thrips (*Megalurothrips sjostedti*; Ekesi et al., 1999), while accelerating the development of multivoltine lady beetles (*Coelophora saucia*; Omkar and Pathak, 2006), aphids (*Megoura viciae*; Kehoe et al., 2018) and flower bugs (*Orius sauteri*; Wang et al., 2013). By effectively lengthening photoperiod, and potentially suppressing melatonin production, ALAN prolongs juvenile development in black field crickets (*Teleogryllus commodus*; Durrant et al., 2018), but accelerates development in orb-web spiders (*Eriophora biapicata*; Willmott et al., 2018). Short-wavelength light speeds up the pupal development of cabbage moths (*Mamestra brassicae*; van Geffen et al., 2014), while red light has no effect. ALAN also causes aphids that exhibit seasonal polyphenism to maintain their summer form well into autumn (Sanders et al., 2015), and horse-chestnut leafminers (*Cameraria ohridella*) to undergo more generations per season (Schroer et al. 2019); both of these changes likely lead to cold stress. Whether ALAN slows or speeds development in a certain species is ultimately immaterial: whenever insects are desynchronized from their external climate, conspecifics, host plants, food sources, etc., the survival, reproduction and general

fitness consequences are catastrophic (Boggs and Inouye, 2012; Bosch et al., 2010; Buckley et al., 2017; Conrad et al., 2003; Konvička et al., 2016; Kudo and Ida, 2013; Miller-Rushing et al., 2010; Schenk et al., 2018).

7. Recommendations

We still have yet to fully understand how diverse insect taxa respond to artificial light of varying spectral composition, intensity, polarization, and flicker. To make matters more complicated, old fashioned bulb types often release large amounts of heat (Elvidge et al., 2010), while some modern LED fixtures emit ultrasonic frequencies that could have compounding effects on insect fitness (John Swaddle, *pers. comm.*). A combination of insect electroretinography and thoughtfully controlled behavioral studies (Cronin et al., 2014) may reveal ways of reducing the ecological consequences of ALAN on insects while still maintaining sufficient levels of nighttime illumination for human safety and enjoyment. In general, efforts to mitigate ALAN driven declines in insect diversity and biomass should take a spectral, spatial, and temporal approach (Bruce-White and Shardlow, 2011).

Monochromatic LEDs can be engineered to produce light of any desired spectral composition (Pimputkar et al., 2009). Therefore, once we know the specific wavelength affinities of insects, we can in theory design lights with minimal output in the wavelengths that most affect insect fitness. Many insects are capable of perceiving ultraviolet wavelengths, but are fairly insensitive to red, deep red, and infrared (Briscoe and Chittka, 2001; Lind et al., 2017). Long wavelength light (amber or red) tends to induce relatively low levels of flight-to-light behavior across insect groups (Donners et al., 2018; Longcore et al., 2018; Seymour et al., 2019; Spoelstra et al., 2015), and has the least suppressive effect on melatonin production (Dauchy et al., 2016; Do et al., 2009; Russart and Nelson, 2018b), which may reduce impacts on insect physiology and development (Desouhant et al., 2019; Do et al., 2009; Jones et al., 2015; Russart and Nelson, 2018b; Saunders, 2012). However, the spectral needs of certain insect (Bek, 2015; Pacheco et al., 2016; Spoelstra et al., 2015; van Langevelde et al., 2017) and non-insect taxa such as plants, fish, and birds (Bennie et al., 2016; Dominoni, 2015; Seymour et al., 2019) do not always align. Furthermore, many monochromatic LED fixtures on the market today are so bright, with such a broad full width at half maximum (FWHM, a measure of the proportion of photons emitted on either side of the peak wavelength), that their color as stated is not particularly relevant.

In many cases, it is far easier, quicker, and cheaper to shield, dim, or turn off a light source than it is to find the particular bulb type or narrow bandpass filter that makes its emissions visible to humans alone. Spatial mitigation of ALAN must involve the installation of proper shielding, but shielding alone is insufficient: it may block glare at human eye level and reduce atmospheric skyglow, but it will not prevent downwelling light from affecting insects in the immediate habitat; stationary insects, including pond-dwelling aquatic species and most female fireflies, may be completely incapacitated by a perfectly shielded streetlight. Rather than focusing overly much on shielding, insect conservation efforts should instead be directed towards the following methods of spatial mitigation: limiting illumination to desired areas such as sidewalks or roads; dimming light sources to the lowest acceptable intensity; and—perhaps most importantly—reducing the number of fixtures installed in and around ecologically vulnerable areas. In ecotourist hotspots, path lights might be shielded from the top and the bottom to minimize their impact on nearby biodiversity. Increased understanding of how insects are affected by “invisible” qualities of light including polarization (Egri et al., 2017; Száz et al., 2016) and flicker rate (Barroso et al., 2017; Inger et al., 2014; Shields, 1989) can further inform the design of low-impact fixtures as well as their surrounding surfaces. Finally, temporal approaches comprising motion activation and/or automatic timers that extinguish lights when they are not needed, or when vulnerable species are likely to be most

affected (e.g. during the two month long courtship season of the common glow-worm; (Gardiner, 2011), can greatly improve insect survivorship.

8. Conclusion

Some estimates predict that one million species, including up to 40% of insects, will go extinct within the next several decades (IPBES, 2019; Sánchez-Bayo and Wyckhuys, 2019). It is urgent therefore that we seek to identify the range of threats that insects face, and understand how to best address them. In light of the evidence presented above, we strongly believe that ALAN—in combination with habitat loss, chemical pollution, invasive species, and climate change—is driving insect declines. The relative lack of research into its ecological impact is likely a reflection of diurnal bias (Gaston, 2019), and not due to an inherent lack of importance. Quite the contrary: light is the source of all life on this planet, a fundamental part of the perceptive ability of most animal taxa, and an environmental cue of time of day and year that has been constant throughout all of evolutionary history. Anthropogenic changes to the natural light environment should be predicted to affect all life that has evolved within it—that is to say, almost all life on Earth.

In this paper we have summarized numerous studies demonstrating the ways in which ALAN impacts nocturnal and diurnal insects through effects on movement, foraging, reproduction, predation risk, and development. We would like to emphasize that ALAN is not merely a subcategory of urbanization: the ecological consequences of light pollution are not limited to urban and suburban centers, but widespread along roadways and around protected areas. Although there is obviously no single cause of insect declines, each threat identified is an opportunity for better informed management practices. Furthermore, unlike other potential drivers of insect declines, ALAN is relatively straightforward to reverse, and doing so could greatly reduce insect losses immediately. Our aim in sharing our perspective is thus to urge policy makers and land managers to incorporate the known consequences of ALAN into their insect conservation agendas. Meanwhile, more research is needed to further document the role of ALAN in insect declines, as well as to engineer more insect friendly lighting technology.

Declaration of Competing Interest

The authors have no conflicts of interest to declare. Furthermore, this manuscript has not been submitted to any other journals.

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Jeremiah Bebo <jbebo@arvada.org>

Second email Regarding Opposition to Maple Valley Park Annexation

Pamela Rose <[REDACTED]> Fri, Jan 29, 2021 at 2:32 PM
To: "jbebo@arvada.org" <jbebo@arvada.org>, "cokeefe@jeffco.us" <cokeefe@jeffco.us>, "lsimpson@arvada.org" <lsimpson@arvada.org>, "nford@arvada.org" <nford@arvada.org>, "jmarriott@arvada.org" <jmarriott@arvada.org>, "djones@arvada.org" <djones@arvada.org>, "dmiller@arvada.org" <dmiller@arvada.org>, "bfifer@arvada.org" <bfifer@arvada.org>, "mwilliams@arvada.org" <mwilliams@arvada.org>

January 29, 2021 - Dear Arvada City Councilmembers,

As a concerned neighbor of the proposed development Project Indiana (Application #DA2020-01117) Maple Valley Park Annexation (Application #DA2020-0118), and Amazon Project Indiana Plan (DA#2020-0132), I am opposed to the proposed development. I respectfully ask for no heavy industrial development use on this parcel, not because I am anti-growth, but because I am an enthusiastic supporter of smart, planned urban development. My most compelling reasons include:

- The Proposed property development is inconsistent with Arvada's Master Plan or Vision.
- The proposed property detention pond is annexing Jefferson County Open Space – AKA Maple Valley Park as a buffer. The developer is the only one to benefit from this allocation, it should be required to build a berm. This detention pond will filter the run-off of road chemicals used to de-ice roads, gasoline residue, rubber residue from vehicle tires, diesel, and oil residue, all from the 1500 parking space parking lot and equipment used there, which will end up in Ralston Creek. This is detrimental to wildlife and should be reconsidered as it is not the correct use for a buffer. The developer is using this land inappropriately, and this is in a 100 year FEMA Flood Plain.
- This development is not compatible with the surrounding residential properties. Article 1 General Provisions: 1.3. - PURPOSE AND INTENT; 1.3.4. Preserve and protect existing trees and vegetation, agricultural lands, floodplains, stream corridors, wildlife corridors, wetlands, lakes and other water bodies, significant ridgelines, and other sensitive environmental areas from adverse impacts of urban and suburban development.
- The proposed building height of 44 feet is not within the current building code of 35 feet and is inappropriate.
- For the foregoing reasons, I urge you to vote against this proposed development.

Respectfully submitted,

Pamela Rose

7114 Fig Street

Arvada, CO 80004



Jeremiah Bebo <jbebo@arvada.org>

Third email Regarding Opposition to Maple Valley Park Annexation

Pamela Rose [REDACTED]

Fri, Jan 29, 2021 at 2:38 PM

To: "jbebo@arvada.org" <jbebo@arvada.org>, "cokeefe@jeffco.us" <cokeefe@jeffco.us>, "lsimpson@arvada.org" <lsimpson@arvada.org>, "nford@arvada.org" <nford@arvada.org>, "jmarriott@arvada.org" <jmarriott@arvada.org>, "djones@arvada.org" <djones@arvada.org>, "dmiller@arvada.org" <dmiller@arvada.org>, "bfifer@arvada.org" <bfifer@arvada.org>, "mwilliams@arvada.org" <mwilliams@arvada.org>

January 29, 2021 - Dear Arvada City Councilmembers,

As a concerned neighbor of the proposed development Project Indiana (Application #DA2020-01117) Maple Valley Park Annexation (Application #DA2020-01118), and Amazon Project Indiana Plan (DA#2020-0132), I am opposed to the proposed development. I respectfully ask for no heavy industrial development use on this parcel, not because I am anti-growth, but because I am an enthusiastic supporter of smart, planned urban development. My most compelling reasons include:

- The Proposed property development is inconsistent with Arvada's Master Plan or Vision.
- If this is approved and the planned development completed, the residential neighborhoods, open space of Maple Valley Park, Shadow Mountain and the surrounding properties will witness a dramatic increase in traffic in an already heavily congested area, which will lead to more accidents, injuries, and fatalities. This will directly impact air quality, vehicle and equipment noise, and light pollution in a primarily residential neighborhood.
- Insufficient road infrastructure – Nearby intersections simply cannot handle the dramatic increase in traffic that will occur if the rezoning is permitted. Indiana Street does not have traffic lights that would allow safe turning from this proposed development. The residential areas surrounding this proposed development do not allow for heavy through traffic. Additionally, the surrounding streets are narrow and do not allow for turn lanes, notably limiting traffic flow.
- For the foregoing reasons, I urge you to vote against this proposed development.

Respectfully submitted,

Pamela Rose

7114 Fig Street

Arvada, CO 80004



Jeremiah Bebo <jbebo@arvada.org>

Opposition to Maple Valley Park Annexation

Pamela Rose <[REDACTED]>

Fri, Jan 29, 2021 at 2:20 PM

To: "jbebo@arvada.org" <jbebo@arvada.org>, "cokeefe@jeffco.us" <cokeefe@jeffco.us>, "lsimpson@arvada.org" <lsimpson@arvada.org>, "nford@arvada.org" <nford@arvada.org>, "jmarriott@arvada.org" <jmarriott@arvada.org>, "djones@arvada.org" <djones@arvada.org>, "dmiller@arvada.org" <dmiller@arvada.org>, "bfifer@arvada.org" <bfifer@arvada.org>, "mwilliams@arvada.org" <mwilliams@arvada.org>

January 29, 2021 - Dear Arvada City Councilmembers,

As a concerned neighbor of the proposed development Project Indiana (Application #DA2020-01117) Maple Valley Park Annexation (Application #DA2020-01118), and Amazon Project Indiana Plan (DA#2020-0132), I am opposed to the proposed development. I respectfully ask for no heavy industrial development use on this parcel, not because I am anti-growth, but because I am an enthusiastic supporter of smart, planned urban development. My most compelling reasons include:

- The Proposed property development is inconsistent with Arvada's Master Plan or Vision.
- The Proposal Does Not Meet the Criteria for the current light industrial allocation.
- Inappropriate use of large scale, heavy industrial 24/7 – 365 multi vehicle delivery operation, development and use of a property currently zoned for light industrial development.

(Code 1981, § 19-12; Ord. No. 2208, § 1, 9-16-1985; Ord. No. 3171, § 1, 3-20-1995; Ord. No. 3282, § 1, 11-25-1996; Ord. No. 3729, § 1, 12-3-2001; Ord. No. 4164, 4-20-2009 ; Ord. No. 4728 , § 10, 5-18-2020) Violation of Noise regulation: (5) Loading operations. Loading, unloading, opening, or otherwise handling boxes, crates, containers, garbage containers, or other objects in such a manner as to create a noise disturbance between the hours of 9:00 p.m. and 7:00 a.m.

- For the foregoing reasons, I urge you to vote against this proposed development.

Respectfully submitted,

Pamela Rose

7114 Fig Street

Arvada, CO 80004

NOTICE

A public hearing will be held virtually before the Arvada Planning Commission on April 20, 2021, at 6:15 p.m., when you may speak on the matter to consider the annexation and rezoning of Project Indiana, approximately located at 6730 Indiana St. Members of the public may join virtually by emailing jsuk@arvada.org for the log in information the email must mention this meeting date. To submit written public comment to be considered by the Commission, email comments to cedboardsandcommission@arvada.org by 5 p.m. on 4/20/2021. Members of the public may watch the meeting on Comcast channels 8 and 880 or on the live stream at arvada.org/live-stream. Additional information can be obtained from <https://www.arvadapermits.org/etrakit3/search/project.aspx?activityno=DA2020-0117>.

CITY OF ARVADA PLANNING COMMISSION
/s/ Patricia Connell,
Secretary

Published: 4/1/2021

Affidavit of Mailing

Name of Project: DA2020-0117, Project Indiana Annexation and Rezoning

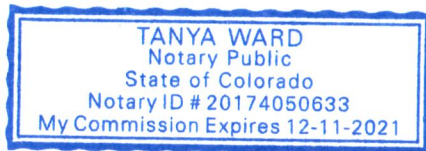
I, Sarah Seipp, certify that letters of notification were mailed in accordance with Division 8-2-4 of the Land Development Code for the public hearing to be held on 04/20/2021. A copy of the letter and list of recipients is attached and made a part of this Affidavit.

Said mailing was made on: 4.5.2021

Sarah Seipp
Signature

STATE OF COLORADO)
) ss
COUNTY OF Denver)

The above and foregoing Affidavit as subscribed before me this 8th day of April, 2021 personally by Sarah Seipp



Tanya Ward
Notary Public

My Commission expires: 12-11-2021

Name of Project: DA2020-0117 Project Indiana Annexation and Rezoning

I, Stephen Litras, certify that signs have been posted in
accordance with Division 8-2-4-3(C)(4) of the Land Development Code for the public
hearing to be held on 04/20/2021.

Said signs were posted on: 4/02/2021

[Signature]
Signature

STATE OF COLORADO)
) ss
COUNTY OF Denver)

The above and foregoing Affidavit as subscribed before me this 6 day of
April, 2021 personally by Stephen Litras



[Signature]
Notary Public

My Commission expires: 3.16.2025



POSTING LOG

Planning Commission

Signs to be posted on: April 5, 2021 **Mailing to be sent on:** April 5, 2021

In accordance with Division 8-2-4-3(C) of the Arvada Land Development Code, signs shall be posted on the property by the applicant, at least fifteen (15) consecutive days prior to and including the public hearing date. (See attached notice or Division 8-2-4-3(C) of Code for specific requirements as to the placement of such signs)

The applicant will be responsible for checking the signs each day of the required posting period and keeping an accurate log. If a sign has been moved, destroyed, or fallen, the sign must be replaced by the applicant within forty-eight (48) hours.

Applicants must sign the log which states he/she has checked the signs daily and followed the procedures outlined in Division 8-2-4-3(C) of the Land Development Code and present it at the time of the Public Hearing. Failure to comply with the required posting procedure shall require the Public Hearing to be rescheduled.

Posting Log for: DA2020-0117 Project Indiana, Annexation and Rezoning

DATE	TIME	CONDITION OF SIGN
4/5/2021	11:00 AM	All 5 Signs - Excellent (Same condition as originally placed)
4/6/2021	1:00 PM	All 5 Signs - Excellent
4/7/2021	3:30 PM	All 5 Signs - Excellent
4/8/2021	8:15 AM	All 5 Signs - Excellent
4/9/2021	9:30AM	All 5 Signs - Excellent
4/10/2021	3:00 PM	All 5 Signs - Excellent
4/11/2021	6:30PM	All 5 Signs - Excellent
4/12/2021	3:30PM	All 5 Signs - Excellent
4/13/2021	7:30PM	All 5 Signs - Excellent
4/14/2021	1:00 PM	All 5 Signs - Excellent
4/15/2021	6:15PM	All 5 Signs - Excellent
4/16/2021	11:25AM	All 5 Signs - Excellent
4/17/2021	7:00PM	All 5 Signs - Excellent
4/18/2021	2:30PM	All 5 Signs - Excellent
4/19/2021	6:35pm	All 5 Signs - Excellent
4/20/2021	3:15PM	All 5 Signs - Excellent

4/20/2021

Signature of Applicant

Date



REPORT TO PLANNING COMMISSION

AGENDA ITEM
8.C.

TO: PLANNING COMMISSION

DATE: April 20, 2021

SUBJECT: Project Indiana Annexation, generally located at 6730 Indiana St.

Report in Brief

MOTION:

MOVED BY: _____

That Project Indiana Annexation, generally located at 6730 Indiana St., be recommended to City Council for (approval) (denial).

This motion is based on the findings of fact and approval criteria on Page(s) 13 & 14 of the Staff Report.

This motion is based on the following findings of fact for denial: (Recite approval criteria you believe the evidence fails to satisfy and your reasons).

YES _____ NO _____ ABSENT _____

Prepared by:

Josie Suk, Development Systems and Administrative Manager

Reviewed by:

Approved by:

Jeremiah Bebo, Planner II

Robert Smetana, Manager of City Planning and Development

Ryan Stachelski, Director of Community and Economic Development

Enclosure, exhibits & attachments required to support the report

City of Arvada
Community and Economic Development Department
PUBLIC HEARING STAFF REPORT

Project Indiana
Annexation/Rezoning
DA2020-0117

NATURE OF REQUEST

Scannell Properties, LLC., is requesting approval of an annexation and rezoning application of approximately 24.93 acres of land and a rezoning of approximately 5.36 acres of land already within the limits of the city in order to develop an approximately 112,000 square-foot warehouse fulfillment and distribution center to be leased and operated by Amazon, Inc. The overall project involves the assembly of twelve parcels of land and a portion of land from the property located at 6720 Indiana. Four lots (Lot 1A-4A of the Parkway Center Filing No.6 subdivision) are located along W. 67th Avenue west of Fig Street, are zoned IL (Industrial, Light) and are not part of the annexation and rezoning request.

All of the land proposed to be annexed is currently zoned Jefferson County A-1 (Agricultural), is proposed to be rezoned to City of Arvada IL (Industrial, Light) and has a Comprehensive Plan Future Land Use map designation of Industrial/Office/Retail. Five parcels within the city are proposed to be rezoned from CG (Commercial, General) to IL, and have a Comprehensive Plan Future Land Use map designation of Neighborhood/Community Commercial.

The applicant proposes to construct the building and lease it as a warehouse fulfillment and distribution center for packages and deliveries ordered by customers and delivered via a van-fleet. The center would operate 24 hours per day, seven days per week, and would employ up to 460 workers annually and up to 1,000 seasonally. The operation of the site would include up to 42 semi-truck deliveries per day. A portion of the western footprint of the building would be used for office uses and for customer package drop offs and pick-ups and customer service. The rest of the building would be used by workers who would facilitate the organization and packaging of products. On the north side of the building where a canopy and drive is located, packages would then be loaded into various delivery vans and the vans would egress from the site delivering packages to the customers.



Two properties located at 14785 W. 66th Pl., and 14725 W. 66th Pl. are within the jurisdictional boundary of the City of Arvada and are currently zoned CG (Commercial, General). These properties (Lots 9 and 10 of the Indiana Business Center subdivision) were annexed into the city in 1980 with the Roske Rose Alderfer Annexation and platted in 1983. These two lots are currently undeveloped. One property containing three parcels located at 6730 Indiana St. was annexed into the city in 1979 with the Binder Annexation and has not been platted. This property is also zoned CG. Currently this property contains one single-family home and associated accessory buildings.



NEIGHBORHOOD MEETING

Division 8-2-2 of the Land Development Code requires that at least one neighborhood meeting be held for projects that require public hearings before the Planning Commission and City Council.

The required neighborhood meeting for this project took place on November 18th, 2020 and in conjunction with the Maple Valley Park annexation case (DA2020-0118). Due to the COVID-19 pandemic, a virtual neighborhood meeting was held. The applicant and staff were in attendance as well as 35 neighbors. Issues regarding plans for the park and ensuring that the park would not be developed on were discussed in addition to the various concerns for the Project Indiana Site. Concerns around traffic, lighting, noise, and potential impacts to wildlife habitat and the floodplain were also discussed. The applicant thoroughly explained the operations of the center in relation to time-of-day and off-peak hours and how all of their large truck trips occur at night.

A second virtual neighborhood meeting was held on March 11th, 2021 also in conjunction with Maple Valley annexation to address additional neighbor concerns that arose during the review cycle.

Approximately 300 residents were in attendance at the meeting. The applicant, Scannell Properties, along with the eventual end user, Amazon, gave a presentation regarding the project. Representatives from Amazon provided information about overall delivery logistics between various building types in the region, and their operations of this specific site. Amazon explained the three different types of distribution centers they build and operate based on the

scale of the site, building size, and employment, and explained that this site would be their smallest type. The developer then gave a presentation on the annexation and rezoning process and an overview of the construction of the site including details related to the building, access and parking, lighting, landscaping, drainage and stormwater, and other various site development details.

Several representatives from the Protect Maple Valley Park Committee were then allowed to present their concerns. Various issues related to compatibility with the existing neighborhoods, traffic, noise, lighting, drainage, and property values were discussed. Additionally, the Committee brought up concerns about potential negative impacts to the adjacent Maple Valley Park including noise and a desire to protect the wildlife that may live there.

Attendees submitted questions and expressed concerns related to the planned land-use of the site, the Comprehensive Plan, zoning, and the development review process.

Many questions and concerns were then raised regarding traffic. The applicant's traffic engineer was present to discuss the trip generation model used to estimate the trip counts for this project and showed various graphs to demonstrate that Amazon delivery vans would be making their trips to and from the site during off-peak hours. Additionally he showed attendees a comparison of the number of daily trips for this use compared to other uses such as other existing industrial uses, retail uses, grocery store, and community recreation center to show that their counts were lower. Various other questions were asked and answered regarding public improvements to Indiana Street, the proposed traffic signal at Indiana and W. 68th Avenue that the developer would construct, site circulation, Fig Street access, and semi-truck traffic.

Questions and concerns related to drainage, stormwater, and the Ralston Creek floodplain were discussed. The applicant's civil engineer discussed how a stormwater detention pond has been designed and sized to accommodate the impervious area of the site and capture other historic flows, treat the water according to State and local guidelines and eventually outfall to the City storm system in Fig Street. Additionally, himself and staff were able to respond to the floodplain concerns by stating that the City, Jefferson County, and the Mile High Flood District were in coordination with each other to prevent any negative impacts to the floodplain. Additionally, any area of the site that lies within the 100-year floodplain area would be dedicated to the City and made part of Maple Valley Park.

Issues and discussions around trees and landscaping on the site were brought up. The developer stated that over 700 new trees would be planted on-site. Included in that count would be a wide landscaped buffer along the northern boundary which would include deciduous and evergreen trees along with a masonry wall. The wall would be built to help mitigate negative impacts of noise and lighting.

This neighborhood meeting also included a discussion regarding the annexation and rezoning for Maple Valley Park, a City of Arvada park. The park is currently zoned Jefferson County A-2 and would be rezoned to Arvada OS (Open Space). The park is adjacent to the Project Indiana site described above but would not be part of the development.

The applicant prepared a summary of the meetings, which is attached.

PUBLIC NOTIFICATION

Division 8-2-4 of the Land Development Code requires public notification for all public hearings as follows:

Written Notice: At least 15 days prior to all public hearings, written notice must be mailed to all property owners within 500 feet of the subject property and to all homeowners associations and neighborhood associations with a known interest in the subject property. The applicant will provide an affidavit of mailing verifying this requirement has been met prior to the public hearing.

Posted Notice: At least 15 days prior to all public hearings, signs notifying the public of the hearing must be posted on the subject property. The applicant will provide a posting log verifying that this requirement has been met prior to the public hearing.

Published Notice: At least 15 days prior to all public hearings, notice of the hearing must be published in a newspaper of general circulation in the City. The required notice has been published.

SEVERED MINERAL RIGHTS

At least 30 days prior to the public hearing, written notice of the application must be mailed to any owner of mineral rights associated with the subject property. The applicant has provided the required Certification of Notice pursuant to Colorado Revised Statute 24-65.5-103.

DEVELOPMENT REVIEW TIMELINE

The application was accepted by the City for review on October 26, 2020. The standard review timeline allows for three reviews within a 20 week timeframe to reach a Planning Commission public hearing. This application required three reviews. Because an optional second neighborhood meeting was held prior to the Planning Commission hearing, the case is being heard over 25 weeks from the acceptance of the application.

ALIGNMENT WITH CITY COUNCIL STRATEGIC PLAN

This project aligns with the Community and Economic Development strategic goals.

ZONING AND LAND USE

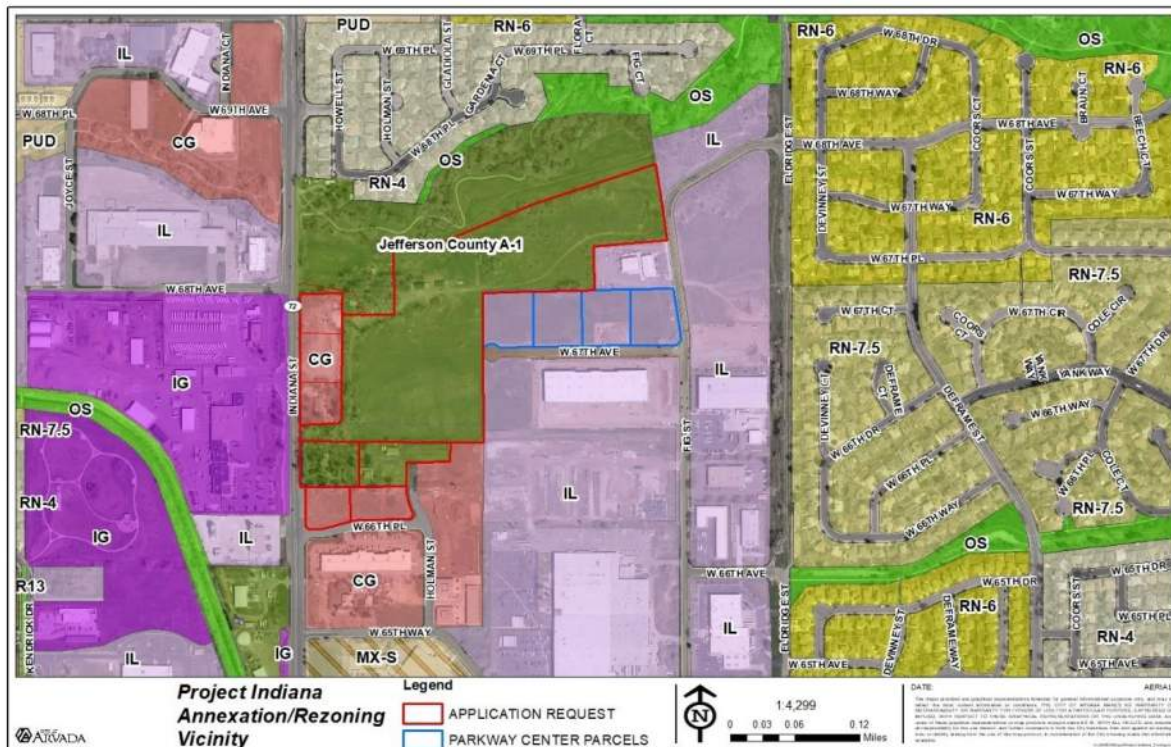
A portion of the subject property is currently zoned Jefferson County A-1. The properties located within the City are zoned CG. The total site area is approximately 30.29 acres in size.

Surrounding properties are zoned and utilized as follows:

Direction	Zoning	Actual Use
North	Jefferson County A-1	Maple Valley Park Single-Family Home
South (across W. 66 th Pl.)	CG	Inline Retail/Commercial Center
East (across Hollman St.) East Property Line	CG IL	Undeveloped Lots (future Phase II Microspaces) Undeveloped Lots Warehouse/Storage Facility
West (across Indiana St.)	IL IG (Industrial, General)	Manufacturing/Warehouse/Distribution Jefferson County School Bus Fleet City of Arvada Indiana Shops

The applicant is proposing to rezone the land to be annexed into the city from Jefferson County A-1 to City of Arvada IL. The intent of the IL district is to provide areas for light manufacturing, assembly, and fabrication uses, office, research, food and beverage processing, packaging or bottling, and compatible recreational activities. The IL zone district is intended to implement the Industrial/Office/Retail designation in the Comprehensive Plan. Light industrial uses are allowed in the IL district and are restricted to a maximum number of semi-truck trips of up to 50 per day.

The applicant is also proposing to rezone the five parcels of land currently within the City boundaries from CG (Commercial General) to IL. The rezoning of these parcels is consistent with the Comprehensive Plan as the uses that are being proposed on those parcels (office and parking) are uses that are allowed in both Industrial/Office/Retail and Neighborhood/Community Commercial designations. Additionally, if the applicant completes the consolidation of all of the properties into one, it is in the best interest of the City to have the entire property zoned as one district and not split-zoned.



PROJECT ANALYSIS

Annexation

The applicant desires to annex approximately 24.93 acres of land into the City in order to access City water and sanitary sewer service.

Annexation into the City requires conformance with the contiguity requirements in Colorado Revised Statutes §31-12-101 which requires at least one-sixth of the property perimeter to be contiguous with the City of Arvada. The property is effectively an enclave with continuity achieved in all directions. The south, west, and east property lines share a boundary with the City of Arvada and meets this requirement.

Compliance with the Comprehensive Plan

The project site is designated as Industrial/Office/Retail on the 2014 Comprehensive Plan Future Land Use map. The proposed annexation and rezoning is consistent with the following Comprehensive Plan Goals & Policies:

Goal L-2: Plan for a balanced mix of commercial and residential land uses in Arvada.

Policy L-2.1: Complete Community

The City will provide for a balanced mix of land uses by promoting redevelopment and continuing to reserve lands for future commercial and industrial development as well as a variety of housing choices.

Policy L-2.2: Allow Appropriate Expansion of City Boundaries

The City will consider the annexation of land that includes land uses that are consistent with the Comprehensive Plan goals, the long-term needs of the community and the City's service capacity.

Goal ED-1: Expand and diversify the City's economic base to create primary jobs to increase the City's fiscal capacity to meet the needs of its citizens.

Policy ED-1.1: New Commercial and Employment Development

The City, working with the Arvada Economic Development Association, will actively promote and support commercial and employment development by recruiting primary jobs and increasing the range of products and services available to Arvada citizens.

Goal ED-2: Plan for new employment centers that will provide primary jobs in Arvada.

Policy ED-2.1: Land for Employment Uses

The City will retain lands in strategic, transit supportive parts of the City for new employment centers to accommodate office, manufacturing, high tech, flexible space, and other primary employment uses. Targeted industries include medical, manufacturing, research and development, biomedical, energy, enabling technology, and professional services. Future employment centers are located at:

- Parkway Business Center (Indiana and 64th Avenue);
- Indiana Street and 86th Parkway;
- Indiana Street and 66th Avenue (Parkway Business Center and environs);
- Olde Town;
- Ralston Creek (Triangle area);
- Ward Road and I-70; and
- Southeast Arvada and the 60th and Sheridan/Arvada Gold Strike TOD Station.

Goal ED-4: Redevelop and revitalize existing commercial and industrial areas.

Goal ED-5: Improve the City's economic base and its financial strength

Policy ED-5.1: Strengthen and Diversify the City's Tax Base

In order to fund existing and future service commitments, the City will continue to monitor and support existing retail and employment uses, as well as promote opportunities to attract new retail uses, primary employers, tourism, and targeted entrepreneurial and technical industry clusters. The City will seek supplemental revenue sources in addition to sales tax, to allow city services to be less susceptible to retail market considerations.

Goal CC-1: Plan Arvada as a City of different development character districts.

Policy CC-1.1: Variety of Development Types

The City will include a variety of development types including rural areas, suburban residential neighborhoods, historic districts, redevelopment areas, and mixed-use communities that contain services, employment, and higher density housing.



Setbacks will be reviewed as part of a Site Plan application. Currently the proposal more than exceeds all the setback requirements.

The maximum building height allowed in the IL zoning district is 40 feet. Building height will be reviewed as part of a Site Plan application. Currently, the proposal shows the building at 37.7 feet in height as measured from finished grade to the roof deck. Parapet walls may extend beyond the height restriction.

The IL zoning district requires a minimum of 15 percent of the site be landscape surface area. Open space and landscaping will be reviewed as part of a Site Plan application. Currently the proposal shows 29.68 percent of the site as being landscaped open space.

Landscaping, Buffering and Fencing

Specific details of the landscape plan will be reviewed as part of a Site Plan application. The site contains a large quantity of existing mature trees. An arborist report and mitigation plan was required as part of the Site Plan application and the applicant will be required to provide an equal number of caliper inches on the project site as well as pay fees in-lieu in order to quantify the caliper inches lost. Fencing is also being reviewed as part of the Site Plan application. Although a buffer is not required by the LDC, a wide landscaped buffer containing a mix of deciduous and columnar trees and a masonry wall along the northern boundary of the project site and Maple Valley Park is being recommended as a condition of approval of the annexation application.

Building Design

The building design will be reviewed as part of a Site Plan application. The building is proposed to be approximately 112,000 square feet in size and contain an attached 56,867 square-foot canopy which will cover the area of the site dedicated for delivery van loading. Currently, the building design is proposed to consist of tilt-up concrete panels on all four facades with a storefront on the façade facing Indiana Street. The storefront wraps around the south elevation of the building providing additional transparency to Indiana Street and the employee and customer parking lot. This portion of the building is where the primary office use is to be located as well as customer pick-up. Techniques utilizing texture, color, scoring, and “column” projects are used in order to help break up the building. Fifteen overhead doors are proposed to be located on the east elevation which will be used for semi-truck deliveries. The final design of the buildings will be reviewed as part of a Site Plan application.

Circulation and Connectivity

There are a total of eight points of vehicular access to the site that are proposed off of City and CDOT right-of-way. Two points of access onto Indiana Street are proposed on the west-side of the site. The access on the southernmost part of the site will be restricted to right-in/right-out movements only and will provide access to the employee/customer parking lot. A second access to Indiana Street is proposed that will align with W. 68th Avenue. The applicant will be required to pay for and construct a new traffic signal at this intersection where full movements in all directions will be allowed with the signal.

An access to W. 66th Place is proposed that provides access to a delivery van surface parking lot and a point of access onto Holman Street is proposed which will provide additional circulation options to the employee and customer parking lot. The intersection of Indiana Street and W. 66th Place will be required to be restricted to a 3/4 movements with left hand turns onto Indiana being eliminated.

Two point of access are proposed onto W. 67th Avenue. One access point is proposed where a cul-de-sac currently exists. This access point will provide ingress and egress for van deliveries to the east of the site after they have been loaded. Additionally the second point of access will provide access to a delivery van surface parking lot.

Lastly, one access onto Fig Street is proposed at the northeastern portion of the site which provides access to another van surface parking lot. This access will also provide access to the private property owner of 6720 Indiana Street. This property will have a private access

easement running from west to east which is currently being negotiated between the private parties.

Semi-truck deliveries to the site will be restricted to using W. 66th Place from Indiana Street and traversing north onto Hollman Street where a cul-de-sac will be constructed and one access point at the end of will be proposed.

An east/west internal drive connecting from the signaled intersection of Indiana Street and W. 68th Avenue to W. 67th Avenue will serve as a private through connection. Pedestrian connectivity is proposed throughout the site from the various parking lots to the building.

Additional traffic related public improvements will include the construction of the entire property frontage of Indiana Street. This will include dedication of right-of-way and the construction of the remaining width of Indiana including: two northbound through lanes, deceleration and auxiliary lanes to and from the site, a detached eight-foot-wide sidewalk with tree lawn, curb and gutter. Additional curb, gutter, and sidewalk will be constructed along W. 66th Place and Holman Street where needed along the property frontage.

A traffic study was required as part of the annexation and rezoning application. The report indicates that this project will generate an average of 1,352 weekday trips, with 283 morning and 91 evening peak hour trips. In all, the study estimates a total of 906 automobile trips, 404 van trips, and 42 semi-truck trips within a 24 hour period.

The traffic study is also a part of the Site Plan application and will continue to be analyzed as that application progresses.

Grading and Drainage

Grading on-site generally flows from the southwest to the northeast. Grading will convey runoff towards multiple private inlets within the site, eventually outfalling into a private detention pond on the northeast corner of the site. This pond will provide above ground water quality and detention. The detention pond outfalls to the public storm line located in Fig Street which then eventually outfalls into Ralston Creek.

Parking and Loading

Parking and loading will be reviewed as part of a Site Plan application. Minimum parking requirements compared to what is currently being proposed are as follows:

	Required	Proposed
Office	3 spaces per 1,000 GFA (35)	115
Light Industry	1.75 spaces per 1,000 GFA (176)	1,050
Total	211 (8 ADA)	1,165 (8 ADA)

The proposed parking plan for the site is segregated across the property based on the type of vehicle and use. One parking lot to the south of the building will provide approximately 291 spaces reserved for employees and customers. Twelve parking spaces for semi-trucks are provided at the southeast portion of the site where the trucks will be routed for deliveries. One additional parking lot at the south-end of the site will contain approximately 97 delivery van spaces in addition to the 765 van spaces throughout the northern portion of the site. The total

number of parking spaces may change as the Site Plan application progresses. However, the minimum required 211 spaces will be provided.

Utility Services

Water and sanitary sewer service are provided by the City and are available. One City water main and two sanitary sewer mains run through the property and provide services to other various properties in the area.

Police and Fire Protection

Police and Fire protection are both provided for the site and Arvada Fire has reviewed the conceptual plans.

LAND DEVELOPMENT CODE APPROVAL CRITERIA

It is the responsibility of the applicant to justify the requested land use application. The Planning Commission should make a recommendation to the City Council based on its findings regarding the approval criteria shown in the table(s) below and upon testimony heard during the public hearing as it applied to the criteria.

Staff performed an analysis of the proposal, based on the approval criteria listed in Section 3 of the Land Development Code, and presents the following findings:

Div. 8-3-3 Annexation and Disconnection Approval Criteria	Finding	Rationale
1. The annexation is in accord with the Comprehensive Plan and the best interests of the City would be served by annexation of such property.	Complies	The annexation is in accord with the Comprehensive Plan. The Comprehensive Plan Future Land Use map designation for the area proposed to be annexed is Industrial/Office/Retail. The proposal aligns with that designation.
2. The property is capable of being integrated into the City and developed in compliance with all applicable provisions of this Code and the Arvada City Code.	Complies	The property is an enclave surrounded by the City and can be integrated into the City and developed in compliance with all provisions of the LDC and other City codes.
3. At the time any development of the area proposed to be annexed is completed, there will be capacity to adequately serve residents of such area with all necessary utilities, facilities and public services.	Complies	Existing utilities are available in and around the site and the City has capacity to service it.

Div. 8-3-4 Zoning and Rezoning Approval	Finding	Rationale
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Criteria		
1. The rezoning is consistent with the Arvada Comprehensive Plan, or an adopted sub-area plan, corridor plan, or urban renewal plan, or reflects conditions that have changed since the adoption of the Comprehensive Plan.	Complies	The Comprehensive Plan Future Land Use map designation for the area proposed to be annexed is Industrial/Office/Retail. The proposed rezoning to IL (Industrial, Light) aligns with that designation and is intended to implement this designation in the Comprehensive Plan. The five parcels proposed to be rezoned from CG (Commercial General) to IL is also consistent.
2. The intended land use is consistent with the stated intent of the proposed zoning district.	Complies	The proposed warehouse and distribution center, use which is defined in the LDC as Light Industry, is consistent with the intent of the IL zone district.
3. Facilities and services (including sewage and waste disposal, water, gas, electricity, police and fire protection, and roads and transportation, as applicable) will, prior to development, be available to serve the subject property while maintaining adequate levels of service to existing development.	Complies	Facilities and services are available to service the development and will be built out with the construction of the site.
4. The intended land use for which the rezoning is sought will not result in significant adverse impacts upon the natural environment, including air, water, noise, stormwater management, wildlife, and vegetation, or such impacts will be substantially mitigated.	Complies	The intended land use will not result in significant adverse impacts. Efforts to mitigate negative traffic, lighting, noise, and visual impacts will be reviewed with the Site Plan application. A buffer will be required along the northern boundary which will add a wall and large trees to reduce noise and lighting impacts. Additional mitigation efforts will be dealt with in the Site Plan application.
5. The rezoning is consistent with the character of existing or planned development on adjacent properties and in the surrounding area or neighborhood, or measures will be taken to substantially buffer or otherwise substantially mitigate any negative impacts.	Complies	The rezoning is consistent with the character of the existing neighborhood to the west, east, and south which are zoned as either IL or IG (Industrial, General) and contain industrial uses. The northern boundary will be buffered in order to mitigate negative impacts to the park.

STAFF RECOMMENDATION

Based upon project analysis and review of the Land Development Code approval criteria, staff recommends approval of the project.

If the Planning Commission finds that a recommendation to approve the Annexation is supported by the approval criteria, then staff recommends that the following conditions be made part of the approval:

1. In order to substantially mitigate negative impacts to Maple Valley Park and nearby residential neighborhoods, a landscaped buffer with a six-foot-tall masonry wall shall be built along the northern boundary with the park. The width of the buffer, design of the wall, and number, size, and species of trees shall be at the discretion of the Community and Economic Development Director.

The Planning Commission may recommend denial of the request(s) if it cannot make affirmative findings of the approval criteria stated above.

Neighborhood Meeting Summary

Meeting #1: November 18, 2020



MEMORANDUM

To: Jeremiah Bebo, City of Arvada

From: Stephen Litsas, PE
Kimley-Horn and Associates, Inc.

Date: November 18, 2020

Subject: Project Indiana Annexation – Neighborhood Meeting Summary

A neighborhood meeting was held on November 18, 2020 at 6 pm, to discuss the annexation submission with the public. This annexation meeting included two annexations within the same discussion: DA2020-0117 (Project Indiana) and DA2020-0118 (Maple Valley Park). Due to the on-going COVID situation, this meeting was held via Microsoft Teams. Members of the public were provided a link to log in prior to the meeting and were able to ask questions via the platform. No known technical issues were reported by any of the attendees.

A link to the full recording of the meeting can be found here:
<https://web.microsoftstream.com/video/786024da-00fd-406d-8967-ac2d0b5c5da9>

The meeting first discussed the annexation process for both the Project Site and the Park. It then followed into a high-level proposal of the future site development submission. It was noted that this application was not for the site development; however, to be transparent to the public of the intended annexation this was discussed. The site development discussion included a conceptual site layout, conceptual building elevations, traffic management, and high-level discussions of how the facility would operate.

The following issues were raised by the public:

1. Public: The timing of the extension of Eldridge St.
 - a. City Response: The extension of Eldridge St will occur as future properties along Eldridge St develop.
 - b. Follow-Up: This annexation has no impact on that. No further follow-up was required for this as part of this application.
2. Public: Questions related to traffic, including volume and timing.
 - a. Applicant Response: It was clarified that a majority of van traffic would be directed towards Indiana St, with most entering Indiana St at 68th Ave and most trucks entering Indiana St at 66th Ave. It was discussed that the facility operates 24 hours a day, with truck traffic occurring during the nighttime, and van traffic happening during the daytime.

- b. Follow-Up: This response was accepted by the members of the public, and the traffic pattern could not otherwise be altered.
- 3. Public: Concerns with the parking lot being too bright for residences or impacting wildlife in the Park.
 - a. Applicant Response: The lighting level in the parking lot is designed to a "safe level" using the City's standard, not as bright as a standard retail parking lot. In addition, the site will use cutoff lenses that allow light to be controlled to only fall on the site.
 - b. Follow-Up: The Applicant will provide a photometric analysis as part of the Site Plan application that shows lighting levels do not spill onto the neighboring residential properties.
- 4. Public: Concerns that the floodplain for Ralston Creek will be negatively impacted.
 - a. Applicant Response: The site is intentionally staying out of the floodplain, and there will be no impacts to the floodplain.
 - b. Follow-Up: This response was considered adequate by the questioner, and no follow-up is required.
- 5. Public: Concerns on wildlife impacts, and if there have been studies done on the wildlife in the park. Including the noise as it impacts the wildlife.
 - a. Applicant Response: An environment due diligence was undertaken for the site, including a critical species, and it came back with no concerns. In terms of noise, the building was put as far south as possible on the site, and the trucks were concentrated in the existing industrial parts of the site. The parking lot adjacent to the Park operates like a standard parking lot, and the noise should be minimal.
 - b. Follow-Up: The environmental study was submitted as part of the annexation and is public. No further follow-up required by the applicant as part of the annexation.
- 6. Public: Concerns on the amount of parking:
 - a. Applicant Response: It is for the function of the facility, to park the fleet of vans.
 - b. Follow-Up: This amount of parking is critical for the operation of the facility, and cannot be altered.
- 7. Public: Concerns with stormwater drainage / runoff negatively impacting Maple Valley Park
 - a. Applicant Response: The facility will include detention and stormwater quality treatment measures in accordance with City of Arvada standards. This will clean pollutants out of the water prior to it discharging to Maple Valley Park.
 - b. Follow-Up: This was accepted by the questioner.

Meeting #2: March 11, 2021
Provided in the packet

PROJECT INDIANA

Frequently Asked Questions

1. What is Project Indiana?

- A. Project Indiana is the proposed development of a new Amazon “last-mile” Delivery Station in Arvada. The proposed development will include a 112,485 sq. ft. warehouse facility, 862 van parking spaces, 291 employee parking spaces, and large areas of landscaping and buffering on approximately 33 acres.

2. Where is Project Indiana located?

- A. The proposed Amazon Delivery Station is located at approximately 6730 Indiana St. between Indiana Street to the west, Fig Street to the east, 68th Avenue to the north and 66th Place to the south.



3. Why is the Delivery Station needed?

- A. The primary purpose of the last-mile Delivery Station is to service the end customer and more specifically, to expedite deliveries to the customer. Over the past few years, there has been a dramatic shift towards e-commerce, with customers expecting increasingly fast delivery for items ordered online. The pandemic has increased online shopping and accelerated the demand for expedited delivery.

4. Is the project compatible with the surrounding area?

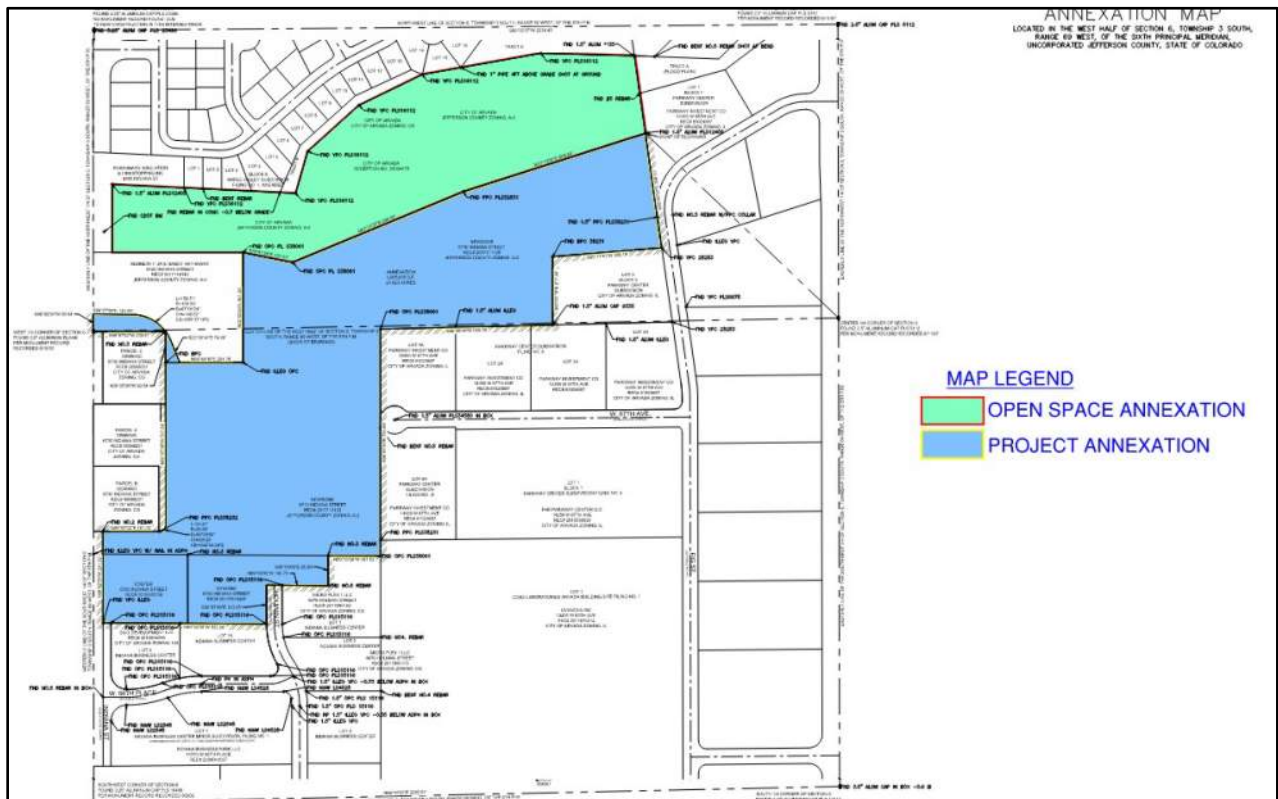
- A. Yes. The project is compatible with the surrounding area. The property on which the project is to be located is adjacent to other existing commercial and light industrial uses and is of comparable massing and intensity. Further, between the project location and existing residences to the north is Maple Valley Park, which serves as a natural transition area that is not a part of the project.

5. Does this project fit within the City's Comprehensive Plan?

- A. Yes. The proposed Delivery Station aligns with Arvada's vision for the area as set forth in the 2020 Comprehensive Plan. The distribution facility is in an area the City identifies as an "Office/light industrial/retail opportunity" area. *Comp Plan p. 2-4.*

6. Why is it necessary to annex property into Arvada?

- A. Though many parcels comprising the subject property are already in the City of Arvada, three parcels and a portion of a fourth parcel are proposed to be annexed into the City for the development. Additionally, at the City's request, we are proposing to annex Maple Valley Park into the City (under separate annexation and zoning application). The property is within the City's Three Mile Plan, which includes unincorporated properties anticipated for annexation into the City limits.



7. Why is it necessary to rezone certain parcels?

- A. The parcels of the subject property that are to be annexed into the City, as well as select parcels already within the limits of the City that are within the proposed project boundaries, but currently zoned General Commercial are proposed to be rezoned Light Industrial to create a single, consistent zone district for the entire project. Additionally, Maple Valley Park is proposed to be zoned Open Space when annexed into the City.

8. What is being done to buffer nearby residential neighborhoods from the development?

- A. The planned building is intentionally placed at the southwest corner of the subject property to distance it from any existing residences. The closest existing residence is over 800 feet from the planned building. Additional buffering measures planned for the project include:
- The proposed dedication of +/- 1.1 acres as park land. (The planned park dedication is nearly the size of a regulation football field.)

- Significant perimeter landscaping.
- A 6-foot-high masonry screen wall, incorporated at the City/public's request, to further separate the proposed development from the closest existing residences.



9. Will Maple Valley Park be disturbed by the project?

- A. No. There are no plans to disturb any portions of Maple Valley Park as part of the project. On the contrary, an additional +/- 1.1 acres will be dedicated to the City to further separate the development from the closest existing residences and a pedestrian pathway will be installed along Fig Street at the northeast corner of the property to the park boundary.

10. Will trees be removed from the park?

- A. No.

11. Will trees be removed from the property?

- A. Yes, trees will be removed from the subject property. A tree survey of the existing trees has been performed and as many trees as practical will be preserved. Those trees that cannot be preserved will be handled in accordance with the City's Tree Removal and Replacement criteria. Additional trees will be planted on-site to mitigate the removed trees. A fee-in-lieu may be determined that considers the size and value of any tree(s) that are not planted on-site. The applicant will pay into a tree replacement fund as required by the City for tree replacement mitigation. The total number of trees to be planted on the project is approximately 830 trees.

12. Will anything be constructed in the floodplain?

- A. No.

13. How will the parking spaces and detention pond impact stormwater drainage and the health of Ralston Creek?

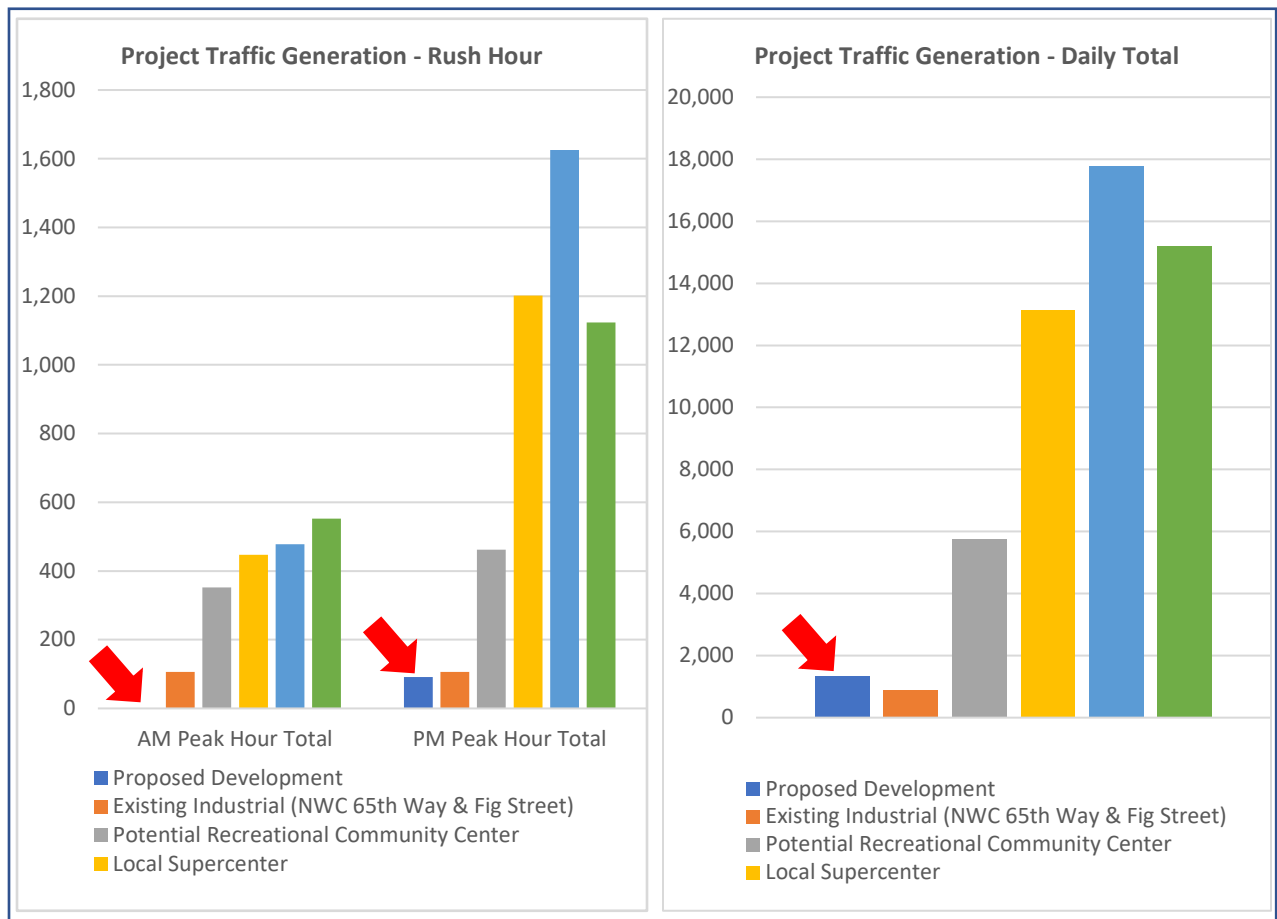
- A. The Delivery Station will comply with all stormwater management requirements of the State of Colorado, City of Arvada and Mile High Flood District. The developer will install required permanent stormwater quality and quantity control measures. Runoff will be detained on-site in a detention basin in the northeast corner of the site and will discharge to the public storm sewer within Fig Street. The detention pond will meet 100-year flood design standard.

14. How tall will the warehouse building be?

A. The building will be a maximum height of 40' to the roof plane in compliance with City code.

15. Can the roads handle the traffic?

A. Yes. The proposed Delivery Station is less intensive than other potential uses and will generate less traffic than other uses that could be constructed at this location. According to a traffic study prepared by Kimley-Horn, the facility will generate approximately 1,352 trips per day. Fewer than 100 trips will fall within normal morning and afternoon rush hours. Amazon intentionally distributes traffic outside of rush hours with its associate shift times and delivery schedules. The project is anticipated to increase total traffic volumes by approximately three percent (3%) along Indiana Street, five percent (5%) along Fig Street, and six percent (6%) along 66th Place.



16. How will employee and van traffic from the Delivery Station impact my daily commute?

A. The site's Delivery Station operations are designed to work within the traffic framework of Arvada. Delivery vans typically leave the station at 10 a.m. and return between 7 p.m. and 8 p.m., intentionally avoiding morning and evening community rush hours.

17. What road/right of way improvements will be made?

A. Improvements to Indiana Street will include road widening with a dedicated right turn lane into the project and an acceleration lane (northbound) as well a detached sidewalk and street trees along the frontage of the development. A traffic signal is proposed at the planned driveway at 68th Ave. and

Indiana Street, allowing for a safe and controlled left turn out of the site onto Indiana Street southbound.

18. How many semi-trucks will be coming and going from the Delivery Station?

- A. During normal operations, only 14 semi-trucks will deliver packages to the Delivery Station in a 24-hour period.

19. How will these trucks enter and exit the property?

- A. Trucks will enter and exit from the south, away from any existing residential neighborhoods. Trucks will enter from Indiana Street at 66th Place and leave via Holman Street and use Gardenia Street to access 64th Avenue.

20. What about truck noise?

- A. The truck dock and associated truck trailer parking spaces would be located on the east side of the building and would face out to a recently constructed industrial building. Also, the building is planned at the far southwest corner of the property away from any existing residences. The facility will operate within the applicable noise limits of the City Code.

21. The 24/7 lighting will disturb residents and wildlife.

- A. The lighting plan for the Delivery Station will comply with City Code requirements. Low impact lighting will be utilized (through the use of “cut-off” fixtures) to eliminate light trespass and reduce glare. Additionally, the pole height of any light poles planned onsite is a maximum of 22 feet, whereas City Code allows the height of exterior light fixtures, whether mounted on poles, walls or by other means to be 35 feet in the light industrial zoning district.

22. Noise generated by the facility will disturb residents and wildlife.

- A. The Delivery Station will operate within the applicable noise limits of the City Code. As with any other business, and all of the existing industrial and commercial businesses within the area, in the event of a violation, the City has code enforcement authority and powers to ensure compliance.

23. Is the City providing financial incentives to Amazon?

- A. No, nor did Amazon pursue any incentives for this site.

24. How many people will the Delivery Station employ?

- A. The Delivery Station will create a number of jobs for construction workers, drivers, and office support. Total employment will be about 325 during normal operations and 750 during holiday operations. Amazon offers competitive wages and benefits, as well as career growth opportunities.

25. When will hiring begin?

- A. Amazon typically starts the hiring process three months before the Delivery Station opens.

26. What economic benefits does the Amazon Delivery Station bring to Arvada?

- A. The project will be investing \$30 million into the City of Arvada, in addition to providing 325 plus employment opportunities. The project will also generate local property, use, and other taxes, as well as registration fees for its van purchases.

LOCATED IN THE WEST 1/2 OF SECTION 6, TOWNSHIP 3 SOUTH,
RANGE 69 WEST, OF THE SIXTH PRINCIPAL MERIDIAN,
COUNTY OF JEFFERSON, STATE OF COLORADO

A TRACT OR PARCEL OF LAND LOCATED IN THE WEST ONE-HALF OF SECTION 6, TOWNSHIP 3 SOUTH, RANGE 69 WEST, OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF JEFFERSON, STATE OF COLORADO, BEING ALL OF THOSE PARCELS OF LAND DESCRIBED BY DEED RECORDED WITH THE JEFFERSON COUNTY CLERK AND RECORDER UNDER RECEPTION NO. 2017111129, 2014706997, AND 2015126759 AND A PORTION OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 2017119140, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THENCE S08°06'50"E, 368.50 FEET TO THE NORTHEASTERLY CORNER OF LOT 5, BLOCK 5, PARKWAY CENTER SUBDIVISION,
FINAL PLAT AND REPLAT OF A PORTION OF COBE LABORATORIES ARVADA BUILDING SITE, RECEPTION NUMBER 81024687;

THENCE S85°17'41"W, 349.19 FEET TO THE NORTHWESTERLY CORNER OF LOT 5, BLOCK 5, PARKWAY CENTER SUBDIVISION,
FINAL PLAT AND REPLAT OF A PORTION OF COBE LABORATORIES ARVADA BUILDING SITE, RECEPTION NUMBER 81024687;

THENCE S00°01'19"E, 217.46 FEET TO THE SOUTHWESTERLY CORNER OF LOT 5, BLOCK 5, PARKWAY CENTER SUBDIVISION,
FINAL PLAT AND REPLAT OF A PORTION OF COBE LABORATORIES ARVADA BUILDING SITE, RECEPTION NUMBER 81024687;

THENCE S00°01'35"E, 724.00 FEET TO THE NORTHEASTERLY CORNER OF LOT 1, INDIANA BUSINESS CENTER, MINOR SUBDIVISION, RECEPTION NUMBER 83023441;

THENCE S00°03'05"E, 95.39 FEET TO A CORNER OF LOT 1, INDIANA BUSINESS CENTER, RECEPTION NUMBER 83023441;

THENCE S00°07'46"E, 123.85 FEET TO THE NORTHEASTERLY CORNER OF LOT 10 INDIANA BUSINESS CENTER, RECEPTION NUMBER 83023441;

THENCE N00°02'58"W, 291.32 FEET TO A POINT ON THE SOUTHERLY LINE OF THAT PARCEL DESCRIBED UNDER RECEPTION NO. 90066231;

THENCE NORTHEASTERLY ALONG THE EXTERIOR OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 90066231, A DISTANCE OF 31.42 FEET ALONG SAID NON-TANGENT CURVE TO THE LEFT THROUGH A CENTRAL ANGLE OF 90°00'00";

THENCE ALONG THE EXTERIOR OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 90066231, N00°05'36"W, 517.89 FEET TO A NORTHWESTERLY CORNER OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 2017111129;

THENCE CONTINUE NORTHERLY ALONG THE EXTERIOR OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 90066231, A DISTANCE OF 99.54 FEET TO THE NORTHEASTERLY CORNER OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 90066231;

THENCE N89°57'02"W, 230.51 FEET TO THE SOUTHWESTERLY CORNER OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 2017119140;

THENCE ALONG THE WESTERLY LINE OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 2017119140, N00°02'36"W, 56.64 FEET;

THENCE S89°07'58"E, 124.28 FEET TO A CURVE TO THE RIGHT HAVING A RADIUS OF 135.50 FEET AND A LONG CHORD OF S55°37'16"E, 149.62 FEET;

THENCE SOUTHEASTERLY, A DISTANCE OF 158.51 FEET ALONG SAID CURVE TO THE RIGHT THROUGH A CENTRAL ANGLE OF 67°01'24";

THENCE S22°06'34"E, 74.99 FEET TO A POINT ON THE NORTHERLY LINE OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 2017111129;

THENCE ALONG THE NORTHERLY LINE OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 2017111129, N89°49'10"E, 201.76 FEET;

THENCE ALONG THE NORTHERLY LINE OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 2017111129, N00°00'55"E, 351.26 FEET;

THENCE ALONG THE NORTHERLY LINE OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 2017111129, S78°41'24"E, 161.57 FEET;

THENCE ALONG THE NORTHERLY LINE OF THE PARCEL DESCRIBED UNDER RECEIPTION NO. 2017111129, N67°31'37"E, 590.00 FEET;

THENCE ALONG THE NORTHERLY LINE OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 2017111129, N72°13'57"E, 609.63 FEET TO THE POINT OF BEGINNING.

CONTAINING 1,085,635 SQUARE FEET OR 24.923 ACRES, MORE OR LESS.



1. NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU DISCOVER SUCH DEFECT. IN NO EVENT MAY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE CERTIFICATION SHOWN HEREON.

2. THIS SURVEY DOES NOT CONSTITUTE A TITLE SEARCH BY WILSON AND COMPANY TO DETERMINE TITLE OR EASEMENTS OF RECORD. RESEARCH FOR THIS SURVEY WAS PERFORMED IN ACCORDANCE WITH CRS 38-51-106 AND THE RULES OF PROCEDURE AND BOARD POLICY STATEMENTS OF THE STATE BOARD OF LANDSUSE FOR PROFESSIONAL ENGINEERS AND PROFESSIONAL LAND SURVEYORS, SPECIFICALLY THOSE BOARD RULES AND POLICY STATEMENTS RELATING TO THE DEPICTION OF EASEMENTS AND RIGHTS OF WAY ON SUBDIVISION PLATS. THE FOLLOWING TITLE COMMITMENTS WERE PREPARED BY FIRST AMERICAN TITLE INSURANCE COMPANY AND WERE RELIED UPON FOR ALL INFORMATION REGARDING EASEMENTS OF RECORD, RIGHTS OF WAY, TITLE OF RECORD AND CIVIL COURT ACTIONS OF RECORD.

COMMITMENT NO. NCS-1005589-5-CH2, DATED 11-30-2020 (DYMOND PROPERTY - 6702 INDIANA STREET)
COMMITMENT NO. NCS-1005589-1-CH2, DATED 11-30-2020 (NEWSOME PROPERTY - 6710 INDIANA STREET)
COMMITMENT NO. NCS-1005589-3-CH2, DATED 11-30-2020 (FOSTER PROPERTY - 6700 INDIANA STREET)

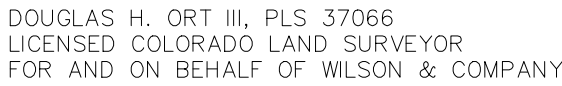
3. BASIS OF BEARINGS: BEARINGS USED HEREIN ARE BASED ON THE EAST-WEST CENTERLINE OF THE WEST HALF OF SECTION 6, TOWNSHIP 3 SOUTH, RANGE 69 WEST, OF THE 6TH P.M., BEING N88°58'53"E USING THE COLORADO STATE PLANE COORDINATES - CENTRAL ZONE, AS MONUMENTED ON THE WEST BY A FOUND ILLEGIBLE 2.0" ALUMINUM CAP, ACCEPTED AS THE WEST 1/4 CORNER OF SECTION 6, PER MONUMENT RECORD BY PLS 12405 DATED 8/16/00, AND AS MONUMENTED ON THE EAST BY A FOUND 2.5" ALUMINUM CAP PLS 5112, ACCEPTED AS THE CENTER CORNER OF SECTION 6, PER MONUMENT RECORD BY PLS 5112, DATED 6/11/97.

I, DOUGLAS H. ORT III, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, ON THE BASIS OF MY KNOWLEDGE, INFORMATION AND BELIEF, DO HEREBY CERTIFY THAT IN JUNE 2020, A ANNEXATION MAP WAS MADE UNDER MY SUPERVISION, IN ACCORDANCE WITH THE STANDARD OF CARE FOR THE STATE OF COLORADO, AND THAT THIS ANNEXATION MAP AND ALL NOTES SHOWN HEREON IS AN ACCURATE REPRESENTATION OF THE PROPERTY AS DETERMINED BY THIS SURVEY. ENCROACHMENTS, EASEMENTS, RIGHTS OF WAY OR PASSAGEWAYS ACROSS SAID PROPERTY THAT ARE IN EVIDENCE OR KNOWN TO ME, ARE AS SHOWN TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF. THIS SURVEY, AND THE INFORMATION SHOWN HEREON ARE NOT A GUARANTY OR WARRANTY, EITHER EXPRESSED OR IMPLIED.

THE ABOVE DESCRIBED LAND IS CONTIGUOUS TO THE CITY OF ARVADA AND MEETS THE REQUIREMENTS SET FORTH IN COLORADO REVISED STATUTES 1973, 31-12-104-(1)(A) THAT ONE-SIXTH OR MORE OF THE PERIMETER TO BE ANNEXED IS CONTIGUOUS WITH THE ANNEXING MUNICIPALITY.

CONTIGUITY STATEMENT:

- TOTAL PERIMETER OF AREA CONSIDERED FOR ANNEXATION=6994.83'
- ONE-SIXTH OF TOTAL PERIMETER OF AREA=1165.81'
- PERIMETER OF THE AREA CONTIGUOUS WITH EXISTING CITY LIMITS=4722.83'
- THE TOTAL CONTIGUOUS PERIMETER IS 67.5%, WHICH EXCEEDS THE 1/6 AREA REQUIRED



APPROVED FOR FILING BY THE CITY OF ARVADA THIS _____ DAY OF _____, 20____

MAYOR CITY CLERK

ORDINANCE NUMBER(S) _____

RECEPTION NUMBER

ACCEPTED FOR FILING IN THE OFFICE OF THE CLERK AND RECORDER OF JEFFERSON COUNTY, AT GOLDEN COLORADO ON THE _____ DAY OF _____, 20____ AT _____ O'CLOCK

BY: _____
JEFFERSON COUNTY CLERK AND RECORDER

DEPUTY CLERK

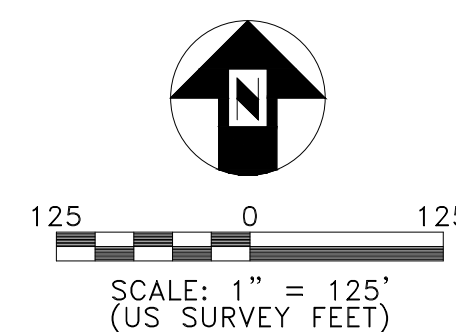
20-300-075

						SHT. NO.	1 OF 2	 1675 Broadway Suite 200 Denver, CO 80202 Phone: 303-297-2976 Fax: 303-297-2693
						SCALE	NTS	
						DWN. BY	DATE	
						TJB	6-2-2020	
02	CITY COMMENTS	DHO	01/22/21			CHK. BY		
01	CITY COMMENTS	DHO	12/08/20			PROJ. MGR. DHO	6-2-2020	
NO.	REVISION DESCRIPTION	BY	DATE	CHKD	APP'D	CLIENT APP'D	ANNEXATION MAP INDIANA & FIG ARVADA SITE CITY OF ARVADA COUNTY OF JEFFERSON STATE OF COLORADO	

LOCATED IN THE WEST 1/2 OF SECTION 6, TOWNSHIP 3 SOUTH,
RANGE 69 WEST, OF THE SIXTH PRINCIPAL MERIDIAN,
COUNTY OF JEFFERSON, STATE OF COLORADO



- OPC = ORANGE PLASTIC CAP
 PPC = PURPLE PLASTIC CAP
 YPC = YELLOW PLASTIC CAP
 N&W = NAIL & WASHER
 FND = FOUND
 ALUM = ALUMINUM
 ILLEG = ILLEGIBLE
 R.O.W. = RIGHT OF WAY
 _____ = BOUNDARY LINE
 - - - - - = EASEMENT LINE
 _____ = LOT LINE
 _____ = SECTION LINE
 _____ = ROAD CENTERLINE
 / / / / / = LIMITS OF ANNEXATION



20-300-075

					SHT. NO.: 2 OF 2		 1675 Broadway Suite 200 Denver, CO 80202 Phone: 303-737-7016 Fax: 303-297-2693
					SCALE: 1"=125'		
					DWN. BY: TJB CHK. BY: DHO 6-2-2020		
					ANNEXATION MAP INDIANA & FIG ARVADA SITE CITY OF ARVADA COUNTY OF JEFFERSON STATE OF COLORADO		
					PROJ. MGR: DHO 6-2-2020 CLIENT APP:		
02	CITY COMMENTS	DHO	01/22/21				
01	CITY COMMENTS	DHO	12/08/20				
NO.	REVISION DESCRIPTION	BY	DATE	CHK'D	APP'D		

TO: THE CITY OF ARVADA, COLORADO.

RE: PETITION FOR ANNEXATION

DATE: December 11, 2020

The undersigned landowners (collectively, the “**Petitioner**”), in accordance with the Municipal Annexation Act of 1965 as set forth in Article 12, Title 31, Colorado Revised Statutes (the “**Act**”), as amended and as in effect on the submission date set forth below, hereby petitions the City Council of the City of Arvada for annexation to the City of Arvada (the “**City**”) of the following unincorporated properties located at 6700 Indiana Street, 6702 Indiana Street, 6710 Indiana Street, and a portion of 6720 Indiana Street in the County of Jefferson and State of Colorado (collectively, the “**Property**”), the Property being more particularly described by their legal description in “Exhibit A,” which is attached hereto and incorporated herein by reference.

In support of this petition for annexation (the “**Petition**”), Petitioner further alleges to the City Council of the City that:

1. It is desirable and necessary that the areas described above be annexed to the City.
2. The requirements of C.R.S. §§ 31-12-104 and 31-12-105, as amended, exist or have been met in that:
 - a) Not less than one-sixth of the perimeter of the areas proposed to be annexed are contiguous with the City or will be contiguous with the City within such time as required by C.R.S. § 31-12-104.
 - b) A community of interest exists between the areas proposed to be annexed and the City.
 - c) The areas proposed to be annexed are urban or will be urbanized in the near future.
 - d) The areas proposed to be annexed are integrated with or are capable of being integrated with the City.
 - e) No land within the boundary of the areas proposed to be annexed which is held in identical ownership, whether consisting of one (1) tract or parcel of real estate or two (2) or more contiguous tracts or parcels of real estate, has been divided into separate parts or parcels without the written consent of the landowner or landowners thereof, unless such tracts or parcels were separated by a dedicated street, road or other public way.
 - f) No land within the boundary of the areas proposed to be annexed which is held in identical ownership, comprises twenty (20) acres or more, and which, together with the buildings and improvements situated thereon has an assessed value in excess of two hundred thousand dollars and 00/100 (\$200,000.00) for ad valorem tax purposes for the year next preceding the annexation, has been included within the area proposed to be annexed without the written consent of the landowner or landowners.

- g) The Property are not presently a part of any incorporated city, city and county, or the City; nor have any proceedings been commenced for incorporation or annexation in an area that is part or all of the Property; nor has any election for annexation of the Property or substantially the same areas to the City been held within the twelve (12) months immediately preceding the filing of this Petition.
 - h) The annexation of the areas proposed to be annexed will not result in the detachment of area from any school district or attachment of same to another school district.
 - i) Except to the extent necessary to avoid dividing parcels within the Property held in identical ownership, at least fifty percent (50%) of which are within the three (3)-mile limit, the proposed annexation will not extend the municipal boundary of the City more than three (3) miles in any direction from any point of the current municipal boundary in any one (1) year.
 - j) Prior to completion of the annexation of the areas proposed to be annexed, the City will have in place a plan for those areas, which generally describes the proposed: location, character, and extent of streets, subways, bridges, waterways, waterfronts, parkways, playgrounds, squares, parks, aviation fields, other public ways, grounds, open spaces, public utilities, and terminals for water, light, sanitation, transportation, and power to be provided by the City; and the proposed land uses for the areas; such plan to be updated at least once annually.
 - k) In establishing the boundary of the areas proposed to be annexed, if a portion of a platted street or alley is to be annexed, the entire width of the street or alley has been included within the areas to be annexed.
 - l) The City will not deny reasonable access to any landowners, owners of any easement, or the owners of any franchise adjoining any platted street or alley which is to be annexed to the City but is not bounded on both sides by the City.
3. Petitioner comprises more than fifty percent (50%) of the landowners in the Property owning more than fifty percent (50%) of the Property, excluding public streets, alleys and any land owned by the annexing municipality, and the Petitioner hereby consents to the establishment of the boundaries of the Property as shown in the annexation maps submitted herewith. The legal description of the lands owned by the Petitioner is set forth in "Exhibit A" attached hereto and incorporated herein by reference.
4. Accompanying this Petition are four (4) copies of an annexation map containing the following information:
- a) A written legal description of the boundaries of the areas proposed to be annexed;
 - b) A map showing the boundary or the areas proposed to be annexed, said

map prepared and containing the seal of a registered engineer;

- c) Within the annexation boundary maps, a showing of the location of each ownership tract in unplatted land and, if part or all of the areas are platted, the boundaries and the plat numbers of plots or of lots and blocks;
 - d) Next to the boundary of the areas proposed to be annexed, a drawing of the contiguous boundary of the City and the contiguous boundary of any other municipality abutting the areas proposed to be annexed, and a showing of the dimensions of such contiguous boundaries.
- 5. The affidavit of the circulator of this Petition certifying that the signature on this Petition is the signature of each person whose name it purports to be certifying the accuracy of the date of such signatures is attached hereto as "Exhibit B" and is incorporated herein by this reference.
 - 6. The proposed annexation of the Property complies with § 30(1)(b) of Article II of the Colorado Constitution.
 - 7. Upon the annexation ordinance becoming effective, the Property proposed to be annexed will become subject to all ordinances, rules and regulations of the City, except for general property taxes of the City which shall become effective as the January 1 next ensuing following the adoption of the annexation ordinance.
 - 8. This Petition is conditioned upon the approval of Light Industrial zoning classification for the entire Property and approval by the Petitioner of one or more annexation agreements for the Property that are acceptable to the Petitioner and the City.

WHEREFORE, the following Petitioner respectfully requests that the City, acting through its City Council, approve the annexation of the Property pursuant to the provisions of the Act.

[Signature Pages to Follow]

Respectfully submitted this 22nd day of October, 2020. By this acknowledgment, the undersigned hereby certify that the above information is complete and true.

6700 INDIANA STREET PROPERTY OWNER:

Name of Owner:

Scannell Properties #456, LLC

an Indiana limited liability company

By:

Marc D. Pflieger
Marc D. Pflieger

Title: Manager

Date of Signature: 10-22-20

Mailing Address:

c/o Scannell Properties

8801 River Crossing Blvd.,

Suite 300

Indianapolis, IN 46240

Resident of the Property: _____

STATE OF INDIANA)
) ss.

COUNTY OF MARION

The foregoing instrument was acknowledged before me this 22nd day of October, 2020, by Jane Ellen Butler by Marc D. Pflieger, Manager of Owner

My commission expires:

7-9-2027

Witness My hand and official seal.

Notary Public



Respectfully submitted this 21st day of October, 2020. By this acknowledgment, the undersigned hereby certify that the above information is complete and true.

6702 INDIANA STREET PROPERTY OWNER:

By: Gary Edward Dymond
Gary Edward Dymond

By: Michelle Avienne Dymond
Michelle Avienne Dymond

Date of Signature: 10-21-20

Date of Signature: October 21, 2020

Mailing Address:

6702 INDIANA ST
ARVADA CO 80007

Mailing Address:

6702 Indiana St.
Arvada, CO 80007

Resident of the Property: YES

Resident of the Property: yes

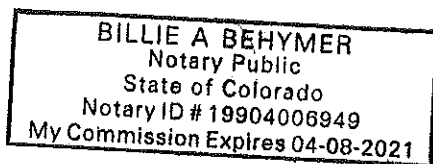
STATE OF COLORADO)
) ss.
COUNTY OF JEFFERSON

The foregoing instrument was acknowledged before me this 21 day of OCTOBER 2020,
by Billie A. Behymer

My commission expires: 4-21-2021

Witness My hand and official seal.

Notary Public



Respectfully submitted this 15 day of October, 2020. By this acknowledgment, the undersigned hereby certify that the above information is complete and true.

6710 INDIANA STREET PROPERTY OWNER:

By: [Signature]
Troy Newsome

Date of Signature: 16.15.2020

Mailing Address:

995 S. Gaylord St.
Denver, CO 80209

Resident of the Property: _____

STATE OF COLORADO)
) ss.
COUNTY OF Adams)

The foregoing instrument was acknowledged before me this 15 day of October, 2020,
by Troy Newsome.

My commission expires: 01/07/2023

Witness My hand and official seal.

VICKI L. WEISS
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20104052605
MY COMMISSION EXPIRES 01/07/2023
Notary Public [Signature]

Respectfully submitted this 16 day of OCTOBER, 2020. By this acknowledgment, the undersigned hereby certify that the above information is complete and true.

6720 INDIANA STREET PROPERTY OWNER:

By: [Signature]
Kenneth F. Hathaway Jr.

Date of Signature: 10-16-20

By: [Signature]
Nancy J. Hathaway

Date of Signature: 10-16-20

Mailing Address:
6720 INDIANA ST
ARVADA CO 80007

Resident of the Property: _____

Mailing Address:
6720 INDIANA ST
ARVADA CO 80007

Resident of the Property: _____

STATE OF COLORADO)
) ss.
COUNTY OF Jefferson)

The foregoing instrument was acknowledged before me this 16 day of October, 2020,
by Kenneth F. Hathaway and Nancy J. Hathaway.

My commission expires: February 21ST, 2024

Witness My hand and official seal.



[Signature]
Notary Public

EXHIBIT A

6700 Indiana Street

That part of the Northwest $\frac{1}{4}$ Southwest $\frac{1}{4}$ of Section 6, Township 3 South, Range 69 West, described as follows:

Beginning at a point from which the West Quarter corner of said Section 6 bears North 01 degree 10 minutes East 710.2 feet; Thence South 88 degrees 23 minutes East 749.0 feet; Thence South 01 degree 10 minutes West 95.6 feet; Thence North 88 degrees 23 minutes West 448.4 feet; thence South 01 degree 10 minutes West 69.4 feet; Thence North 88 Degrees 23 minutes west 300.6 feet; Thence North 01 degree 10 minutes East 165 feet to the Point of Beginning, (Except the West 30 feet thereof, and except that part described in Book 2266 at Page 960, which was conveyed to William L. Hart III and Nevae L. Hart).

also;

A part of the Northwest Quarter of the Southwest Quarter of Section 6 in Township 3 South in Range 69 West of the Sixth Principal Meridian, described as follows: Beginning at a point on the West line of said Northwest Quarter of the Southwest Quarter which is 875.2 feet South of the West Quarter corner of said Section 6, Thence South 88°23' East 300.6 feet; Thence North 01°10' East 69.4 feet; Thence South 88°23' East 251.4 Feet; Thence South 01°10' 123.7 Feet, Thence North 88°23' West 552 feet to a point on the West line of said Northwest Quarter of the Southwest Quarter; Thence North 01°10' East along said West line 54.3 feet to the Point of Beginning,

Except:

A tract of land in the Northwest One-Quarter of the Southwest One-Quarter of Section 6, Township 3 South, Range 69 West of the 6th P.M., more particularly described as follows: Beginning at a point on the West line of said Northwest One-Quarter of the Southwest One-Quarter, whence the West One-Quarter corner of said Section bears North 1° 10' East, 710.2 feet, Thence South 88°23' East, 300.6 feet to the True Point of Beginning, Thence continuing South 88°23' East 448.4 feet to a point; Thence South 1°10' West, 95.6 feet to a point; Thence North 88°23' West, 197.0 feet to a point; Thence South 1° 10' West, 123.7 feet to a point; Thence North 88° 23' West, 251.4 feet to a point; Thence North 1° 10' East, 219.3 feet to the True Point of Beginning,

County of Jefferson,
State of Colorado.

6702 Indiana Street

Parcel 1:

A tract of land in the Northwest One-Quarter of the Southwest One-Quarter of Section 6, Township 3 South, Range 69 West of the 6th P.M., more particularly described as follows:

Beginning at a point on the West line of said Northwest One-Quarter of the Southwest One-Quarter, whence the West One-Quarter corner of said Section bears North 01°10'00" East, 710.2 feet; Thence South 88°23'00" East, 300.6 feet to the True Point of Beginning; Thence continuing South 88°23'00" East 448.4 feet to a point; Thence South 01°10'00" West, 95.6 feet to a point; Thence North 88°23'00" West, 197.0 feet to a point; Thence South 01°10'00" West, 123.7 feet to a point; Thence North 88°23'00" West, 251.4 feet to a point; Thence North 01°10'00" East, 219.3 feet to the True Point of Beginning,

County of Jefferson,
State of Colorado.

Parcel 2:

A non-exclusive easement for Private Road purposes over the Northerly 15.0 feet of the West 300.6 feet of that property described in Book 1083 at Page 145 of the Jefferson County records, as set forth and described in Warranty Deed recorded June 8, 1971 in Book 2266 at Page 960 of the Jefferson County records.

6710 Indiana Street

THAT PORTION OF THE SOUTHWEST 1/4 AND THE SOUTH 1/2 OF THE NORTHWEST 1/4 OF SECTION 6, TOWNSHIP 3 SOUTH, RANGE 69 WEST OF THE 6TH P.M., COUNTY OF JEFFERSON, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE WEST 1/4 CORNER OF SECTION 6; THENCE SOUTH 01°10' WEST ALONG THE WEST LINE OF SAID SECTION 6, 710.2 FEET;
THENCE SOUTH 88°23' EAST 916.5 FEET;
THENCE NORTH 1°10' EAST, 724.0 FEET;
THENCE NORTH 89°49' EAST, 550.0 FEET;
THENCE NORTH 1°07' EAST, 217.7 FEET;
THENCE NORTH 86°32' EAST, 349.6 FEET;
THENCE NORTH 6°55' WEST, 617.5 FEET;
THENCE NORTH 87°22' WEST, 298.0 FEET;
THENCE SOUTH 81°9' WEST, 384.5 FEET;
THENCE SOUTH 65°22' WEST, 225.4 FEET;
THENCE SOUTH 49°17' WEST, 219.9 FEET;
THENCE SOUTH 17°27' WEST, 138.7 FEET;
THENCE NORTH 85°58' WEST, A DISTANCE OF 646.3 FEET, MORE OR LESS, TO A POINT O THE WEST LINE OF SAID SECTION 6;
THENCE SOUTH 1°12' WEST ALONG SAID WEST LINE A DISTANCE OF 471.9 FEET, MORE OR LESS TO THE POINT OF BEGINNING.

EXCEPT THOSE PORTIONS OF THE ABOVE DESCRIBED PROPERTY DESCRIBED IN DEEDS RECORDED OCTOBER 7, 1869 IN BOOK P AT PAGE 224 AND 225, APRIL 5, 1870 IN BOOK P AT PAGE 405 AND 406, JUNE 6, 1873 IN BOOK 4 AT PAGE 83; MARCH 15, 1887 IN BOOK 46 AT PAGE 184; DECEMBER 18, 1920 IN BOOK 226 AT PAGE 30; MAY 4, 1943 IN BOOK 471 AT PAGE 261; MARCH 19, 1970 IN BOOK 2168 AT PAGE 423; JANUARY 6, 1970 IN BOOK 2153 AT PAGE 738 AND DECEMBER 28, 1992 UNDER RECEPTION NO. 92167755, RE-RECORDED JANUARY 11, 1993 UNDER RECEPTION NO. 93004477; AND EXCEPT THAT PART LYING WITHIN INDIANA STREET.

THE ABOVE PARCEL IS ALSO DESCRIBED AS:

A parcel of land situated in the North half of the Southwest quarter and the South half of the Northwest quarter of Section 6, Township 3 South, Range 69 West of the Sixth Principal Meridian, City of Arvada, County of Jefferson, State of Colorado, more particularly described as follows:

Commencing at the West quarter corner of said Section 6;

Thence South 00°04'37" East, for 710.20 feet to the POINT OF BEGINNING;
Thence South 89°37'37" East, for 916.50 feet;
Thence North 00°04'37" West, for 724.00 feet;
Thence North 88°34'23" East, for 550.00 feet;
Thence North 00°07'37" West, for 217.70 feet;
Thence North 85°17'23" East, for 349.60 feet;
Thence North 08°09'37" West, for 368.91 feet;
Thence South 72°10'40" West, for 610.00 feet;
Thence South 67°28'20" West, for 590.00 feet;
Thence North 78°44'41" West, for 161.57 feet;
Thence South 00°02'37" West, for 351.20 feet;
Thence South 89°57'23" West, for 246.83 feet;
Thence South 00°04'37" East, for 518.04 feet;
Thence along a curve to the right, having a radius of 20.00 feet, a central angle of 90°02'01", along a curve length of 31.43 feet;
Thence South 89°57'23" West, for 210.99 feet;
21155208.2

Thence South 00°04'37" West, for 72.48 feet, to the POINT OF BEGINNING,

County of Jefferson,
State of Colorado.

A portion of 6720 Indiana Street

A TRACT OR PARCEL OF LAND LOCATED IN THE WEST 1/2 OF SECTION 6, TOWNSHIP 3 SOUTH, RANGE 69 WEST, OF THE 6TH PRINCIPAL MERIDIAN, CITY OF ARVADA, STATE OF COLORADO, BEING A PORTION OF THAT PARCEL OF LAND DESCRIBED BY DEED RECORDED WITH THE JEFFERSON COUNTY CLERK AND RECORDER UNDER RECEPTION NO. 2017119140, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWESTERLY CORNER OF SAID PARCEL DESCRIBED UNDER RECEPTION NO. 2017119140, WHENCE THE WEST QUARTER CORNER OF SAID SECTION 6 BEARS N00°02'35"W, 1.17 FEET;

THENCE ALONG THE WESTERLY LINE OF SAID PARCEL, N00°02'36"W, 56.64 FEET;

THENCE S89°07'58"E, 124.28 FEET TO A CURVE TO THE RIGHT HAVING A RADIUS OF 135.50 FEET AND A LONG CHORD OF S55°37'16"E, 149.62 FEET;

THENCE SOUTHEASTERLY, A DISTANCE OF 158.51 FEET ALONG SAID CURVE TO THE RIGHT THROUGH A CENTRAL ANGLE OF 67°01'24";

THENCE S22°06'34"E, 74.99 FEET TO A POINT ON THE SOUTHERLY LINE OF SAID PARCEL;

THENCE S89°49'10"W, 45.26 FEET TO A SOUTHWESTERLY CORNER OF SAID PARCEL;

THENCE N00°05'36"W, 99.54 FEET TO A CORNER OF SAID PARCEL;

THENCE S89°57'02"W, 230.51 FEET TO THE POINT OF BEGINNING.

CONTAINING 13,413 SQUARE FEET OR 0.308 ACRES, MORE OR LESS.

BASIS OF BEARINGS: BEARINGS USED HEREIN ARE BASED ON THE CENTER LINE OF THE WEST HALF OF SECTION 6, TOWNSHIP 3 SOUTH, RANGE 69 WEST, OF THE 6TH P.M., BEING N88°58'53"E USING THE COLORADO STATE PLANE COORDINATES - CENTRAL ZONE, AS MONUMENTED AT THE WEST 1/4 CORNER OF SECTION 6, FOUND ILLEGIBLE 2.0" ALUMINUM CAP, PER MONUMENT RECORD BY PLS 12405 DATED 8/16/00, AND AS MONUMENTED AT THE CENTER 1/4 CORNER OF SECTION 6, BY A FOUND 2.5" ALUMINUM CAP PLS 5112, PER MONUMENT RECORD BY PLS 5112, DATED 6/11/97.

PREPARED UNDER THE SUPERVISION OF:
DOUGLAS H. ORT III, PLS 37066
(303) 501-1221
1675 BROADWAY, SUITE 200
DENVER, CO 80202

EXHIBIT B

Affidavit of Circulator

STATE OF COLORADO)
) ss.
COUNTY OF _____)

_____, being first duly sworn upon oath, deposes and says that he was the circulator of this Petition for Annexation of lands to the City of Arvada, Colorado, consisting of _____ (__) pages including this page and that each signature hereon was witnessed by your affiant and is the signature of the person whose name it purports to be.

CIRCULATOR

By: _____

Name: _____

STATE OF COLORADO)
) ss.
COUNTY OF _____)

The foregoing instrument was acknowledged before me this ____ day of _____, 2020,
by _____.

My commission expires:

Witness My hand and official seal.

Notary Public

EXHIBIT A

A TRACT OR PARCEL OF LAND LOCATED IN THE WEST ONE-HALF OF SECTION 6, TOWNSHIP 3 SOUTH, RANGE 69 WEST, OF THE 6TH/ PRINCIPAL MERIDIAN, COUNTY OF JEFFERSON, STATE OF COLORADO, BEING ALL OF THOSE PARCELS OF LAND DESCRIBED BY DEED RECORDED WITH THE JEFFERSON COUNTY CLERK AND RECORDER UNDER RECEPTION NO. 2017111129, 20147016997, AND 2015126759 AND A PORTION OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 2017119140, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEASTERLY MOST CORNER OF A PARCEL OF LAND DESCRIBED IN RECEPTION NUMBER 2017111129, AS RECORDED WITH THE CLERK AND RECORDER OF JEFFERSON COUNTY, COLORADO, WHENCE THE CENTER OF SAID SECTION 6 BEARS S46°18'37"E, 852.84 FEET;

THENCE S08°06'50"E, 368.50 FEET TO THE NORTHEASTERLY CORNER OF LOT 5, BLOCK 5, PARKWAY CENTER SUBDIVISION, FINAL PLAT AND REPLAT OF A PORTION OF COBE LABORATORIES ARVADA BUILDING SITE, RECEPTION NUMBER 81024687;

THENCE S85°17'41"W, 349.19 FEET TO THE NORTHWESTERLY CORNER OF LOT 5, BLOCK 5, PARKWAY CENTER SUBDIVISION, FINAL PLAT AND REPLAT OF A PORTION OF COBE LABORATORIES ARVADA BUILDING SITE, RECEPTION NUMBER 81024687;

THENCE S00°01'19"E, 217.46 FEET TO THE SOUTHWESTERLY CORNER OF LOT 5, BLOCK 5, PARKWAY CENTER SUBDIVISION, FINAL PLAT AND REPLAT OF A PORTION OF COBE LABORATORIES ARVADA BUILDING SITE, RECEPTION NUMBER 81024687;

THENCE S88°36'14"W, 549.78 FEET TO THE NORTHWESTERLY CORNER OF LOT 1A, PARKWAY CENTER SUBDIVISION FILING NO. 6, MINOR SUBDIVISION, RECEPTION NUMBER 2019043406;

THENCE S00°01'35"E, 724.00 FEET TO THE NORTHEASTERLY CORNER OF LOT 1, INDIANA BUSINESS CENTER, MINOR SUBDIVISION, RECEPTION NUMBER 83023441;

THENCE N89°35'58"W, 167.53 FEET TO A CORNER OF LOT 1, INDIANA BUSINESS CENTER, RECEPTION NUMBER 83023441;

THENCE S00°03'05"E, 95.39 FEET TO A CORNER OF LOT 1, INDIANA BUSINESS CENTER, RECEPTION NUMBER 83023441;

THENCE N89°36'05"W, 196.75 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF HOLMAN STREET;



THENCE S00°07'46"E, 123.85 FEET TO THE NORTHEASTERLY CORNER OF LOT 10 INDIANA BUSINESS CENTER, RECEPTION NUMBER 83023441;

THENCE N89°35'35"W, 522.06 FEET TO THE SOUTHWESTERLY CORNER OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 2015126759;

THENCE N00°02'58"W, 291.32 FEET TO A POINT ON THE SOUTHERLY LINE OF THAT PARCEL DESCRIBED UNDER RECEPTION NO. 90066231;

THENCE ALONG THE EXTERIOR OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 90066231, N89°57'02"E, 181.00 FEET TO A NON-TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 20.00 FEET, AND A LONG CHORD OF N44°54'24"E, 28.28 FEET;

THENCE NORTHEASTERLY ALONG THE EXTERIOR OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 90066231, A DISTANCE OF 31.42 FEET ALONG SAID NON-TANGENT CURVE TO THE LEFT THROUGH A CENTRAL ANGLE OF 90°00'00";

THENCE ALONG THE EXTERIOR OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 90066231, N00°05'36"W, 517.89 FEET TO A NORTHWESTERLY CORNER OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 2017111129;

THENCE CONTINUE NORTHERLY ALONG THE EXTERIOR OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 90066231, A DISTANCE OF 99.54 FEET TO THE NORTHEASTERLY CORNER OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 90066231;

THENCE N89°57'02"W, 230.51 FEET TO THE SOUTHWESTERLY CORNER OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 2017119140;

THENCE ALONG THE WESTERLY LINE OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 2017119140, N00°02'36"W, 56.64 FEET;

THENCE S89°07'58"E, 124.28 FEET TO A CURVE TO THE RIGHT HAVING A RADIUS OF 135.50 FEET AND A LONG CHORD OF S55°37'16"E, 149.62 FEET;

THENCE SOUTHEASTERLY, A DISTANCE OF 158.51 FEET ALONG SAID CURVE TO THE RIGHT THROUGH A CENTRAL ANGLE OF 67°01'24";

THENCE S22°06'34"E, 74.99 FEET TO A POINT ON THE NORTHERLY LINE OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 2017111129;

THENCE ALONG THE NORTHERLY LINE OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 2017111129, N89°49'10"E, 201.76 FEET;



THENCE ALONG THE NORTHERLY LINE OF THE PARCEL DESCRIBED UNDER
RECEPTION NO. 2017111129, N00°00'55"E, 351.26 FEET;

THENCE ALONG THE NORTHERLY LINE OF THE PARCEL DESCRIBED UNDER
RECEPTION NO. 2017111129, S78°41'24"E, 161.57 FEET;

THENCE ALONG THE NORTHERLY LINE OF THE PARCEL DESCRIBED UNDER
RECEPTION NO. 2017111129, N67°31'37"E, 590.00 FEET;

THENCE ALONG THE NORTHERLY LINE OF THE PARCEL DESCRIBED UNDER
RECEPTION NO. 2017111129, N72°13'57"E, 609.63 FEET TO THE POINT OF BEGINNING.

CONTAINING 1,085,635 SQUARE FEET OR 24.923 ACRES, MORE OR LESS.

BASIS OF BEARINGS: BEARINGS USED HEREIN ARE BASED ON THE EAST-WEST
CENTER LINE OF THE WEST HALF OF SECTION 6, TOWNSHIP 3 SOUTH, RANGE 69
WEST, OF THE 6TH P.M., BEING N88°58'53"E USING THE COLORADO STATE PLANE
COORDINATES - CENTRAL ZONE, AS MONUMENTED AT THE WEST 1/4 CORNER OF
SECTION 6, FOUND ILLEGIBLE 2.0" ALUMINUM CAP, PER MONUMENT RECORD BY PLS
12405 DATED 8/16/00, AND AS MONUMENTED AT THE CENTER 1/4 CORNER OF
SECTION 6, BY A FOUND 2.5" ALUMINUM CAP PLS 5112, PER MONUMENT RECORD BY
PLS 5112, DATED 6/11/97.

PREPARED UNDER THE SUPERVISION OF:
DOUGLAS H. ORT III, PLS 37066
(303) 501-1221
1675 BROADWAY, SUITE 200
DENVER, CO 80202





REPORT TO PLANNING COMMISSION

AGENDA ITEM
8.D.

TO: PLANNING COMMISSION

DATE: April 20, 2021

SUBJECT: Project Indiana Rezoning from Jefferson County A-1 to City of Arvada IL, generally located at 6730 Indiana St.

Report in Brief

MOTION:

MOVED BY: _____

That Project Indiana Rezoning from Jefferson County A-1 to City of Arvada IL, generally located at 6730 Indiana St., be recommended to City Council for (approval) (denial).

This motion is based on the findings of fact and approval criteria on Page(s) 13 & 14 of the Staff Report.

This motion is based on the following findings of fact for denial: (Recite approval criteria you believe the evidence fails to satisfy and your reasons).

YES _____ NO _____ ABSENT _____

Prepared by:

Josie Suk, Development Systems and Administrative Manager

Reviewed by:

Approved by:

Jeremiah Bebo, Planner II

Robert Smetana, Manager of City Planning and Development

Ryan Stachelski, Director of Community and Economic Development

Enclosure, exhibits & attachments required to support the report

EXHIBIT A
PAGE 1 OF 2

LAND DESCRIPTION

A TRACT OR PARCEL OF LAND LOCATED IN THE SOUTHWEST $\frac{1}{4}$ OF SECTION 6, TOWNSHIP 3 SOUTH, RANGE 69 WEST, OF THE 6TH PRINCIPAL MERIDIAN, CITY OF ARVADA, COUNTY OF JEFFERSON, STATE OF COLORADO, BEING ALL OF THAT PARCEL OF LAND DESCRIBED BY DEED RECORDED WITH THE JEFFERSON COUNTY CLERK AND RECORDER UNDER RECEPTION NO. 90066231, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE WEST QUARTER CORNER OF SAID SECTION 6;

THENCE S88°20'17"E, 30.01 FEET TO THE POINT OF BEGINNING, BEING THE NORTHWESTERLY CORNER OF SAID PARCEL;

THENCE ALONG THE EXTERIOR OF SAID PARCEL, N89°58'20"E, 200.51 FEET;

THENCE ALONG THE EXTERIOR OF SAID PARCEL, S00°05'36"E, 617.43 FEET TO A CURVE TO THE RIGHT HAVING A RADIUS OF 20.00 FEET AND A LONG CHORD OF S44°54'24"W, 28.28 FEET;

THENCE SOUTHWESTERLY ALONG THE EXTERIOR OF SAID PARCEL, A DISTANCE OF 31.42 FEET ALONG SAID CURVE TO THE RIGHT THROUGH A CENTRAL ANGLE OF 90°00'00";

THENCE ALONG THE EXTERIOR OF SAID PARCEL, S89°57'02"W, 211.00 FEET;

THENCE ALONG THE EXTERIOR OF SAID PARCEL, N00°02'58"W, 406.72 FEET;

THENCE ALONG THE EXTERIOR OF SAID PARCEL, N89°57'02"E, 30.00 FEET;

THENCE ALONG THE EXTERIOR OF SAID PARCEL, N00°02'58"W, 231.00 FEET TO THE POINT OF BEGINNING.

CONTAINING 140,086 SQUARE FEET OR 3.216 ACRES, MORE OR LESS.

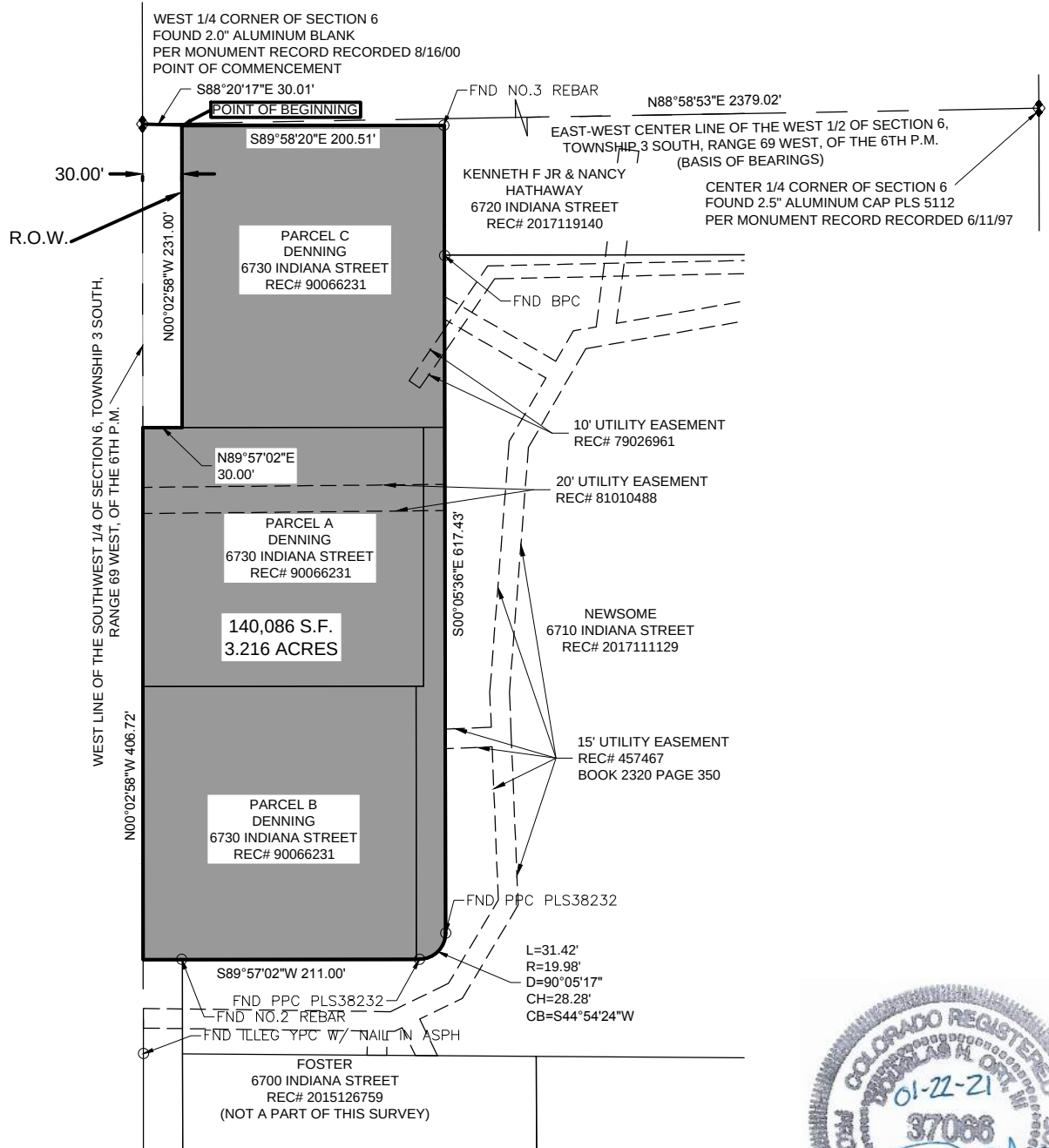
BASIS OF BEARINGS: BEARINGS USED HEREIN ARE BASED ON THE EAST-WEST CENTER LINE OF THE WEST HALF OF SECTION 6, TOWNSHIP 3 SOUTH, RANGE 69 WEST, OF THE 6TH P.M., BEING N88°58'53"E USING THE COLORADO STATE PLANE COORDINATES - CENTRAL ZONE, AS MONUMENTED AT THE WEST $\frac{1}{4}$ CORNER OF SECTION 6, FOUND ILLEGIBLE 2.0" ALUMINUM CAP, PER MONUMENT RECORD BY PLS 12405 DATED 8/16/00, AND AS MONUMENTED AT THE CENTER $\frac{1}{4}$ CORNER OF SECTION 6, BY A FOUND 2.5" ALUMINUM CAP PLS 5112, PER MONUMENT RECORD BY PLS 5112, DATED 6/11/97.

PREPARED UNDER THE SUPERVISION OF:
DOUGLAS H. ORT III, PLS 37066
(303) 501-1221
1675 BROADWAY, SUITE 200
DENVER, CO 80202



EXHIBIT "A"

LOCATED IN THE SOUTHWEST QUARTER OF SECTION 6, TOWNSHIP 3 SOUTH,
RANGE 69 WEST, OF THE SIXTH PRINCIPAL MERIDIAN,
CITY OF ARVADA, COUNTY OF JEFFERSON, STATE OF COLORADO



SCALE: 1" = 125'
(US SURVEY FEET)

BASIS OF BEARINGS: BEARINGS USED HEREIN ARE BASED ON THE EAST-WEST CENTERLINE OF THE WEST HALF OF SECTION 6, TOWNSHIP 3 SOUTH, RANGE 69 WEST, OF THE 6TH P.M., BEING N88°58'53"E USING THE COLORADO STATE PLANE COORDINATES - CENTRAL ZONE, AS MONUMENTED ON THE WEST BY A FOUND ILLEGIBLE 2.0" ALUMINUM CAP, ACCEPTED AS THE WEST 1/4 CORNER OF SECTION 6, PER MONUMENT RECORD BY PLS 12405 DATED 8/16/00, AND AS MONUMENTED ON THE EAST BY A FOUND 2.5" ALUMINUM CAP PLS 5112, ACCEPTED AS THE CENTER CORNER OF SECTION 6, PER MONUMENT RECORD BY PLS 5112, DATED 6/11/97.



20-300-75

SHT. NO:	2 OF 2	WILSON & COMPANY 1675 Broadway Suite 200 Denver, CO 80202 Phone: 303-297-2976 Fax: 303-297-2693
SCALE:	1" = 125'	
DWN. BY:	TJB	
CHK. BY:		
PROJ. MGR:	DHO	6730 INDIANA STREET ARVADA, CO 80007 COUNTY OF JEFFERSON STATE OF COLORADO
CLIENT APP:		

EXHIBIT C
PAGE 1 OF 3

LAND DESCRIPTION

A TRACT OR PARCEL OF LAND LOCATED IN THE SOUTHWEST $\frac{1}{4}$ OF SECTION 6, TOWNSHIP 3 SOUTH, RANGE 69 WEST, OF THE 6TH PRINCIPAL MERIDIAN, CITY OF ARVADA, COUNTY OF JEFFERSON, STATE OF COLORADO, BEING ALL OF LOT 10, INDIANA BUSINESS CENTER, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE WEST QUARTER CORNER OF SAID SECTION 6;

THENCE ALONG THE WESTERLY LINE OF THE SOUTHWEST ONE-QUARTER OF SAID SECTION 6, S00°02'58"E, 930.13 FEET;

THENCE S89°35'35"E, 275.85 FEET TO THE POINT OF BEGINNING, BEING THE NORTHWESTERLY CORNER OF SAID LOT 10;

THENCE ALONG THE EXTERIOR OF SAID LOT 10, S89°35'35"E, 276.22 FEET TO A NON-TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 253.09 FEET, AND A LONG CHORD OF S14°48'54"E, 132.95 FEET;

THENCE SOUTHERLY ALONG THE EXTERIOR OF SAID LOT 10, A DISTANCE OF 134.52 FEET ALONG SAID NON-TANGENT CURVE TO THE LEFT THROUGH A CENTRAL ANGLE OF 30°27'15" TO A NON-TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 25.00 FEET, AND A LONG CHORD OF S29°59'57"W, 43.28 FEET;

THENCE SOUTHWESTERLY ALONG THE EXTERIOR OF SAID LOT 10, A DISTANCE OF 52.32 FEET ALONG SAID NON-TANGENT CURVE TO THE RIGHT THROUGH A CENTRAL ANGLE OF 119°53'55";

THENCE ALONG THE EXTERIOR OF SAID LOT 10, S89°56'55"W, 219.98 FEET TO A NON-TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 365.00 FEET, AND A LONG CHORD OF S84°26'07"W, 70.13 FEET;

THENCE WESTERLY ALONG THE EXTERIOR OF SAID LOT 10, A DISTANCE OF 70.23 FEET ALONG SAID NON-TANGENT CURVE TO THE LEFT THROUGH A CENTRAL ANGLE OF 11°01'30";

THENCE ALONG THE EXTERIOR OF SAID LOT 10, N00°23'55"E, 174.97 FEET TO THE POINT OF BEGINNING.

CONTAINING 49,062 SQUARE FEET OR 1.126 ACRES, MORE OR LESS.



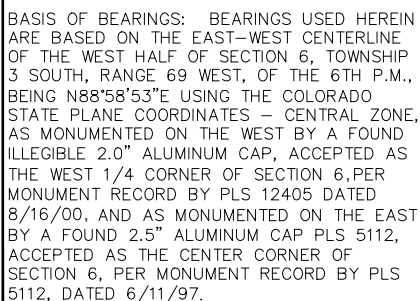
EXHIBIT C
PAGE 2 OF 3

BASIS OF BEARINGS: BEARINGS USED HEREIN ARE BASED ON THE EAST-WEST CENTER LINE OF THE WEST HALF OF SECTION 6, TOWNSHIP 3 SOUTH, RANGE 69 WEST, OF THE 6TH P.M., BEING N88°58'53"E USING THE COLORADO STATE PLANE COORDINATES - CENTRAL ZONE, AS MONUMENTED AT THE WEST 1/4 CORNER OF SECTION 6, FOUND ILLEGIBLE 2.0" ALUMINUM CAP, PER MONUMENT RECORD BY PLS 12405 DATED 8/16/00, AND AS MONUMENTED AT THE CENTER 1/4 CORNER OF SECTION 6, BY A FOUND 2.5" ALUMINUM CAP PLS 5112, PER MONUMENT RECORD BY PLS 5112, DATED 6/11/97.

PREPARED UNDER THE SUPERVISION OF:
DOUGLAS H. ORT III, PLS 37066
(303) 501-1221
1675 BROADWAY, SUITE 200
DENVER, CO 80202



LOCATED IN THE SOUTHWEST QUARTER OF SECTION 6, TOWNSHIP 3 SOUTH,
RANGE 69 WEST, OF THE SIXTH PRINCIPAL MERIDIAN,
CITY OF ARVADA, COUNTY OF JEFFERSON, STATE OF COLORADO



SHT. NO: 3 OF 3		 1675 Broadway Suite 200 Denver, CO 80202 Phone: 303-297-2976 Fax: 303-297-2693
SCALE: 1" = 125'		
DWN. BY: TJB	DATE: 6-10-2020	
CHK. BY:		
PROJ. MGR: DHO	6-10-2020	
CLIENT APP:		LOT 10 INDIANA BUSINESS CENTER CITY OF ARVADA COUNTY OF JEFFERSON STATE OF COLORADO

EXHIBIT B
PAGE 1 OF 3

LAND DESCRIPTION

A TRACT OR PARCEL OF LAND LOCATED IN THE SOUTHWEST $\frac{1}{4}$ OF SECTION 6, TOWNSHIP 3 SOUTH, RANGE 69 WEST, OF THE 6TH PRINCIPAL MERIDIAN, CITY OF ARVADA, COUNTY OF JEFFERSON, STATE OF COLORADO, BEING ALL OF LOT 9, INDIANA BUSINESS CENTER, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE WEST QUARTER CORNER OF SAID SECTION 6;

THENCE ALONG THE WESTERLY LINE OF THE SOUTHWEST ONE-QUARTER OF SAID SECTION 6, S00°02'58"E, 930.13 FEET;

THENCE S89°35'35"E, 54.85 FEET TO THE POINT OF BEGINNING, BEING THE NORTHWESTERLY CORNER OF SAID LOT 9;

THENCE ALONG THE EXTERIOR OF SAID LOT 9, S89°35'35"E, 221.00 FEET;

THENCE ALONG THE EXTERIOR OF SAID LOT 9, S00°23'55"W, 174.97 FEET TO A NON-TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 365.00 FEET, AND A LONG CHORD OF S74°26'07"W, 57.12 FEET;

THENCE WESTERLY ALONG THE EXTERIOR OF SAID LOT 9, A DISTANCE OF 57.17 FEET ALONG SAID NON-TANGENT CURVE TO THE LEFT THROUGH A CENTRAL ANGLE OF 08°58'30" TO A REVERSE CURVE TO THE RIGHT HAVING A RADIUS OF 335.00 FEET, AND A LONG CHORD OF S79°56'54"W, 116.35 FEET;

THENCE WESTERLY ALONG THE EXTERIOR OF SAID LOT 9, A DISTANCE OF 116.94 FEET ALONG A REVERSE CURVE TO THE RIGHT THROUGH A CENTRAL ANGLE OF 20°00'02" HAVING A RADIUS OF 50.00 FEET, AND A LONG CHORD OF N45°03'05"W, 70.71 FEET;

THENCE NORTHWESTERLY ALONG THE EXTERIOR OF SAID LOT 9, A DISTANCE OF 78.54 FEET ALONG A COMPOUND CURVE TO THE RIGHT HAVING A RADIUS OF 50.00 FEET AND A CENTRAL ANGLE OF 90°00'00";

THENCE ALONG THE EXTERIOR OF SAID LOT 9, N00°03'05"W, 162.22 FEET TO THE POINT OF BEGINNING.

CONTAINING 43,659 SQUARE FEET OR 1.002 ACRES, MORE OR LESS.



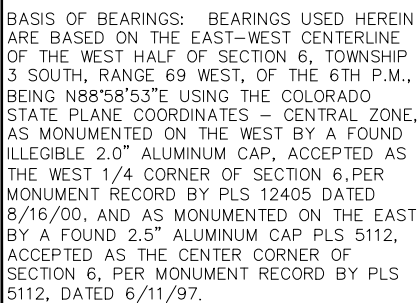
EXHIBIT B
PAGE 2 OF 3

BASIS OF BEARINGS: BEARINGS USED HEREIN ARE BASED ON THE EAST-WEST CENTER LINE OF THE WEST HALF OF SECTION 6, TOWNSHIP 3 SOUTH, RANGE 69 WEST, OF THE 6TH P.M., BEING N88°58'53"E USING THE COLORADO STATE PLANE COORDINATES - CENTRAL ZONE, AS MONUMENTED AT THE WEST 1/4 CORNER OF SECTION 6, FOUND ILLEGIBLE 2.0" ALUMINUM CAP, PER MONUMENT RECORD BY PLS 12405 DATED 8/16/00, AND AS MONUMENTED AT THE CENTER 1/4 CORNER OF SECTION 6, BY A FOUND 2.5" ALUMINUM CAP PLS 5112, PER MONUMENT RECORD BY PLS 5112, DATED 6/11/97.

PREPARED UNDER THE SUPERVISION OF:
DOUGLAS H. ORT III, PLS 37066
(303) 501-1221
1675 BROADWAY, SUITE 200
DENVER, CO 80202



LOCATED IN THE SOUTHWEST QUARTER OF SECTION 6, TOWNSHIP 3 SOUTH,
RANGE 69 WEST, OF THE SIXTH PRINCIPAL MERIDIAN,
CITY OF ARVADA, COUNTY OF JEFFERSON, STATE OF COLORADO



SHT. NO:		 1675 Broadway Suite 200 Denver, CO 80202 Phone: 303-297-2976 Fax: 303-297-2693
3 OF 3		
SCALE:		LOT 9 INDIANA BUSINESS CENTER CITY OF ARVADA COUNTY OF JEFFERSON STATE OF COLORADO
1" = 125'		
DWN. BY:	DATE:	
TJB	6-10-2020	
CHK. BY:		
PROJ. MGR:		
DHO	6-10-2020	
CLIENT APP:		

EXHIBIT A

A TRACT OR PARCEL OF LAND LOCATED IN THE WEST ONE-HALF OF SECTION 6, TOWNSHIP 3 SOUTH, RANGE 69 WEST, OF THE 6TH/ PRINCIPAL MERIDIAN, COUNTY OF JEFFERSON, STATE OF COLORADO, BEING ALL OF THOSE PARCELS OF LAND DESCRIBED BY DEED RECORDED WITH THE JEFFERSON COUNTY CLERK AND RECORDER UNDER RECEPTION NO. 2017111129, 20147016997, AND 2015126759 AND A PORTION OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 2017119140, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEASTERLY MOST CORNER OF A PARCEL OF LAND DESCRIBED IN RECEPTION NUMBER 2017111129, AS RECORDED WITH THE CLERK AND RECORDER OF JEFFERSON COUNTY, COLORADO, WHENCE THE CENTER OF SAID SECTION 6 BEARS S46°18'37"E, 852.84 FEET;

THENCE S08°06'50"E, 368.50 FEET TO THE NORTHEASTERLY CORNER OF LOT 5, BLOCK 5, PARKWAY CENTER SUBDIVISION, FINAL PLAT AND REPLAT OF A PORTION OF COBE LABORATORIES ARVADA BUILDING SITE, RECEPTION NUMBER 81024687;

THENCE S85°17'41"W, 349.19 FEET TO THE NORTHWESTERLY CORNER OF LOT 5, BLOCK 5, PARKWAY CENTER SUBDIVISION, FINAL PLAT AND REPLAT OF A PORTION OF COBE LABORATORIES ARVADA BUILDING SITE, RECEPTION NUMBER 81024687;

THENCE S00°01'19"E, 217.46 FEET TO THE SOUTHWESTERLY CORNER OF LOT 5, BLOCK 5, PARKWAY CENTER SUBDIVISION, FINAL PLAT AND REPLAT OF A PORTION OF COBE LABORATORIES ARVADA BUILDING SITE, RECEPTION NUMBER 81024687;

THENCE S88°36'14"W, 549.78 FEET TO THE NORTHWESTERLY CORNER OF LOT 1A, PARKWAY CENTER SUBDIVISION FILING NO. 6, MINOR SUBDIVISION, RECEPTION NUMBER 2019043406;

THENCE S00°01'35"E, 724.00 FEET TO THE NORTHEASTERLY CORNER OF LOT 1, INDIANA BUSINESS CENTER, MINOR SUBDIVISION, RECEPTION NUMBER 83023441;

THENCE N89°35'58"W, 167.53 FEET TO A CORNER OF LOT 1, INDIANA BUSINESS CENTER, RECEPTION NUMBER 83023441;

THENCE S00°03'05"E, 95.39 FEET TO A CORNER OF LOT 1, INDIANA BUSINESS CENTER, RECEPTION NUMBER 83023441;

THENCE N89°36'05"W, 196.75 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF HOLMAN STREET;



THENCE S00°07'46"E, 123.85 FEET TO THE NORTHEASTERLY CORNER OF LOT 10 INDIANA BUSINESS CENTER, RECEPTION NUMBER 83023441;

THENCE N89°35'35"W, 522.06 FEET TO THE SOUTHWESTERLY CORNER OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 2015126759;

THENCE N00°02'58"W, 291.32 FEET TO A POINT ON THE SOUTHERLY LINE OF THAT PARCEL DESCRIBED UNDER RECEPTION NO. 90066231;

THENCE ALONG THE EXTERIOR OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 90066231, N89°57'02"E, 181.00 FEET TO A NON-TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 20.00 FEET, AND A LONG CHORD OF N44°54'24"E, 28.28 FEET;

THENCE NORTHEASTERLY ALONG THE EXTERIOR OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 90066231, A DISTANCE OF 31.42 FEET ALONG SAID NON-TANGENT CURVE TO THE LEFT THROUGH A CENTRAL ANGLE OF 90°00'00";

THENCE ALONG THE EXTERIOR OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 90066231, N00°05'36"W, 517.89 FEET TO A NORTHWESTERLY CORNER OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 2017111129;

THENCE CONTINUE NORTHERLY ALONG THE EXTERIOR OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 90066231, A DISTANCE OF 99.54 FEET TO THE NORTHEASTERLY CORNER OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 90066231;

THENCE N89°57'02"W, 230.51 FEET TO THE SOUTHWESTERLY CORNER OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 2017119140;

THENCE ALONG THE WESTERLY LINE OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 2017119140, N00°02'36"W, 56.64 FEET;

THENCE S89°07'58"E, 124.28 FEET TO A CURVE TO THE RIGHT HAVING A RADIUS OF 135.50 FEET AND A LONG CHORD OF S55°37'16"E, 149.62 FEET;

THENCE SOUTHEASTERLY, A DISTANCE OF 158.51 FEET ALONG SAID CURVE TO THE RIGHT THROUGH A CENTRAL ANGLE OF 67°01'24";

THENCE S22°06'34"E, 74.99 FEET TO A POINT ON THE NORTHERLY LINE OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 2017111129;

THENCE ALONG THE NORTHERLY LINE OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 2017111129, N89°49'10"E, 201.76 FEET;



THENCE ALONG THE NORTHERLY LINE OF THE PARCEL DESCRIBED UNDER
RECEPTION NO. 2017111129, N00°00'55"E, 351.26 FEET;

THENCE ALONG THE NORTHERLY LINE OF THE PARCEL DESCRIBED UNDER
RECEPTION NO. 2017111129, S78°41'24"E, 161.57 FEET;

THENCE ALONG THE NORTHERLY LINE OF THE PARCEL DESCRIBED UNDER
RECEPTION NO. 2017111129, N67°31'37"E, 590.00 FEET;

THENCE ALONG THE NORTHERLY LINE OF THE PARCEL DESCRIBED UNDER
RECEPTION NO. 2017111129, N72°13'57"E, 609.63 FEET TO THE POINT OF BEGINNING.

CONTAINING 1,085,635 SQUARE FEET OR 24.923 ACRES, MORE OR LESS.

BASIS OF BEARINGS: BEARINGS USED HEREIN ARE BASED ON THE EAST-WEST
CENTER LINE OF THE WEST HALF OF SECTION 6, TOWNSHIP 3 SOUTH, RANGE 69
WEST, OF THE 6TH P.M., BEING N88°58'53"E USING THE COLORADO STATE PLANE
COORDINATES - CENTRAL ZONE, AS MONUMENTED AT THE WEST 1/4 CORNER OF
SECTION 6, FOUND ILLEGIBLE 2.0" ALUMINUM CAP, PER MONUMENT RECORD BY PLS
12405 DATED 8/16/00, AND AS MONUMENTED AT THE CENTER 1/4 CORNER OF
SECTION 6, BY A FOUND 2.5" ALUMINUM CAP PLS 5112, PER MONUMENT RECORD BY
PLS 5112, DATED 6/11/97.

PREPARED UNDER THE SUPERVISION OF:
DOUGLAS H. ORT III, PLS 37066
(303) 501-1221
1675 BROADWAY, SUITE 200
DENVER, CO 80202



PROJECT INDIANA ANNEXATION
TO THE CITY OF ARVADA

LOCATED IN THE WEST 1/2 OF SECTION 6, TOWNSHIP 3 SOUTH,
RANGE 69 WEST, OF THE SIXTH PRINCIPAL MERIDIAN,
COUNTY OF JEFFERSON, STATE OF COLORADO

LEGAL DESCRIPTION

A TRACT OR PARCEL OF LAND LOCATED IN THE WEST ONE-HALF OF SECTION 6, TOWNSHIP 3 SOUTH, RANGE 69 WEST, OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF JEFFERSON, STATE OF COLORADO, BEING ALL OF THOSE PARCELS OF LAND DESCRIBED BY DEED RECORDED WITH THE JEFFERSON COUNTY CLERK AND RECORDER UNDER RECEPTION NO. 2017111129, 20147016997, AND 2015126759 AND A PORTION OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 2017119140, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEASTERLY MOST CORNER OF A PARCEL OF LAND DESCRIBED IN RECEPTION NUMBER 2017111129, AS RECORDED WITH THE CLERK AND RECORDER OF JEFFERSON COUNTY, COLORADO, WHENCE THE CENTER OF SAID SECTION 6 BEARS S46°18'37"E, 852.84 FEET;

THENCE S08°06'50"E, 368.50 FEET TO THE NORTHEASTERLY CORNER OF LOT 5, BLOCK 5, PARKWAY CENTER SUBDIVISION, FINAL PLAT AND REPLAT OF A PORTION OF COBE LABORATORIES ARVADA BUILDING SITE, RECEPTION NUMBER 81024687;

THENCE S85°17'41"W, 349.19 FEET TO THE NORTHWESTERLY CORNER OF LOT 5, BLOCK 5, PARKWAY CENTER SUBDIVISION, FINAL PLAT AND REPLAT OF A PORTION OF COBE LABORATORIES ARVADA BUILDING SITE, RECEPTION NUMBER 81024687;

THENCE S00°01'19"E, 217.46 FEET TO THE SOUTHWESTERLY CORNER OF LOT 5, BLOCK 5, PARKWAY CENTER SUBDIVISION, FINAL PLAT AND REPLAT OF A PORTION OF COBE LABORATORIES ARVADA BUILDING SITE, RECEPTION NUMBER 81024687;

THENCE S88°36'14"W, 549.78 FEET TO THE NORTHWESTERLY CORNER OF LOT 1A, PARKWAY CENTER SUBDIVISION FILING NO. 6, MINOR SUBDIVISION, RECEPTION NUMBER 2019043406;

THENCE S00°01'35"E, 724.00 FEET TO THE NORTHEASTERLY CORNER OF LOT 1, INDIANA BUSINESS CENTER, MINOR SUBDIVISION, RECEPTION NUMBER 83023441;

THENCE N89°35'58"W, 167.53 FEET TO A CORNER OF LOT 1, INDIANA BUSINESS CENTER, RECEPTION NUMBER 83023441;

THENCE S00°03'05"E, 95.39 FEET TO A CORNER OF LOT 1, INDIANA BUSINESS CENTER, RECEPTION NUMBER 83023441;

THENCE N89°36'05"W, 196.75 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF HOLMAN STREET;

THENCE S00°07'46"E, 123.85 FEET TO THE NORTHEASTERLY CORNER OF LOT 10 INDIANA BUSINESS CENTER, RECEPTION NUMBER 83023441;

THENCE N89°35'35"W, 522.06 FEET TO THE SOUTHWESTERLY CORNER OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 2015126759;

THENCE N00°02'58"W, 291.32 FEET TO A POINT ON THE SOUTHERLY LINE OF THAT PARCEL DESCRIBED UNDER RECEPTION NO. 90066231;

THENCE ALONG THE EXTERIOR OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 90066231, N89°57'02"E, 181.00 FEET TO A NON-TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 20.00 FEET, AND A LONG CHORD OF N44°54'24"E, 28.28 FEET;

THENCE NORTHEASTERLY ALONG THE EXTERIOR OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 90066231, A DISTANCE OF 31.42 FEET ALONG SAID NON-TANGENT CURVE TO THE LEFT THROUGH A CENTRAL ANGLE OF 90°00'00";

THENCE ALONG THE EXTERIOR OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 90066231, N00°05'36"W, 517.89 FEET TO A NORTHWESTERLY CORNER OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 2017111129;

THENCE CONTINUE NORTHERLY ALONG THE EXTERIOR OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 90066231, A DISTANCE OF 99.54 FEET TO THE NORTHEASTERLY CORNER OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 90066231;

THENCE N89°57'02"W, 230.51 FEET TO THE SOUTHWESTERLY CORNER OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 2017119140;

THENCE ALONG THE WESTERLY LINE OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 2017119140, N00°02'36"W, 56.64 FEET;

THENCE S89°07'58"E, 124.28 FEET TO A CURVE TO THE RIGHT HAVING A RADIUS OF 135.50 FEET AND A LONG CHORD OF S55°37'16"E, 149.62 FEET;

THENCE SOUTHEASTERLY, A DISTANCE OF 158.51 FEET ALONG SAID CURVE TO THE RIGHT THROUGH A CENTRAL ANGLE OF 67°01'24";

THENCE S22°06'34"E, 74.99 FEET TO A POINT ON THE NORTHERLY LINE OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 2017111129;

THENCE ALONG THE NORTHERLY LINE OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 2017111129, N89°49'10"E, 201.76 FEET;

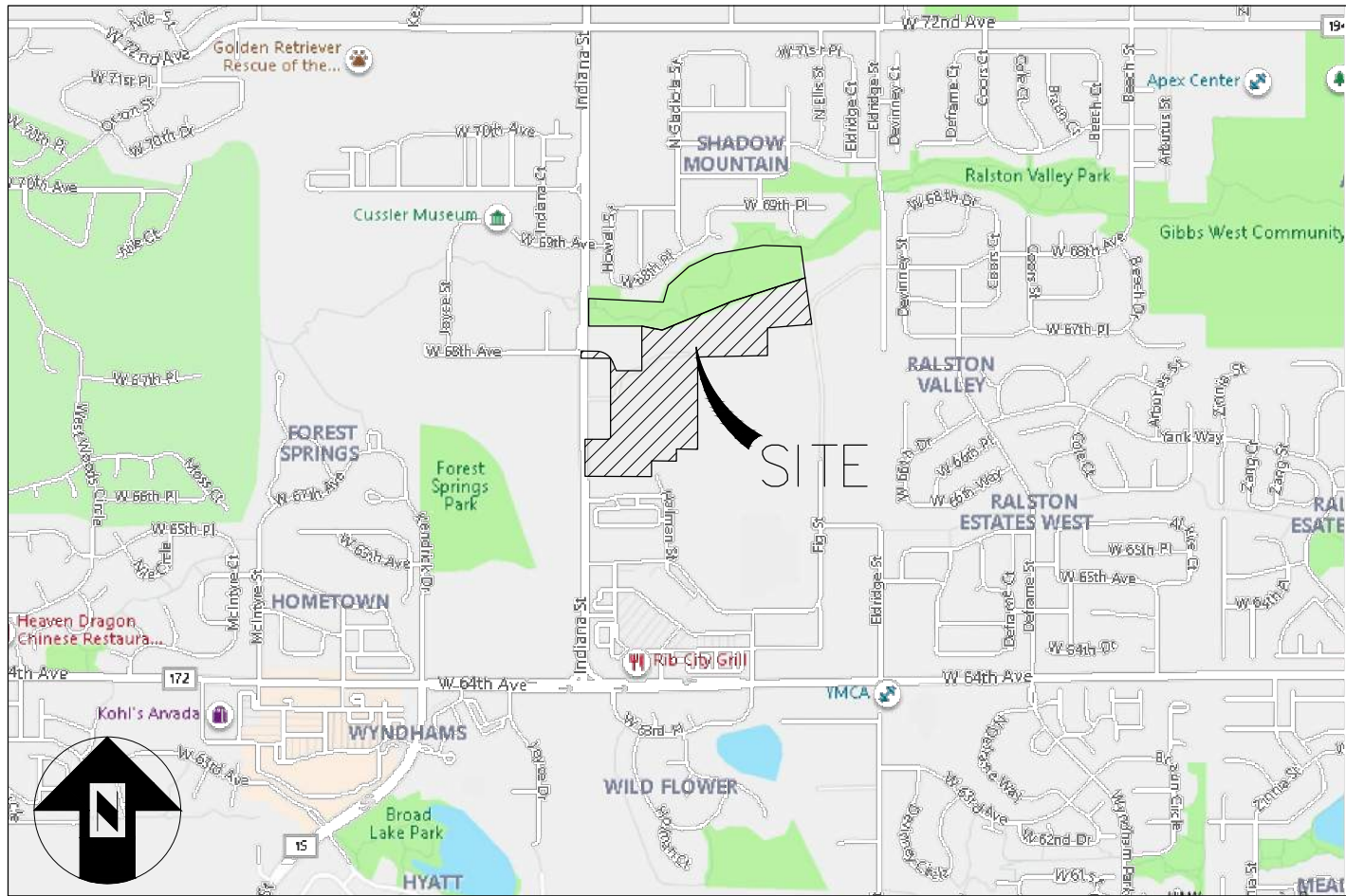
THENCE ALONG THE NORTHERLY LINE OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 2017111129, N00°00'55"E, 351.26 FEET;

THENCE ALONG THE NORTHERLY LINE OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 2017111129, S78°41'24"E, 161.57 FEET;

THENCE ALONG THE NORTHERLY LINE OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 2017111129, N67°31'37"E, 590.00 FEET;

THENCE ALONG THE NORTHERLY LINE OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 2017111129, N72°13'57"E, 609.63 FEET TO THE POINT OF BEGINNING.

CONTAINING 1,085,635 SQUARE FEET OR 24.923 ACRES, MORE OR LESS.



VICINITY MAP
NOT TO SCALE

GENERAL NOTES

1. NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU DISCOVER SUCH DEFECT. IN NO EVENT MAY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE CERTIFICATION SHOWN HEREON.
2. THIS SURVEY DOES NOT CONSTITUTE A TITLE SEARCH BY WILSON AND COMPANY TO DETERMINE TITLE OR EASEMENTS OF RECORD. RESEARCH FOR THIS SURVEY WAS PERFORMED IN ACCORDANCE WITH CRS 38-51-106 AND THE RULES OF PROCEDURE AND BOARD POLICY STATEMENTS OF THE STATE BOARD OF LICENSURE FOR PROFESSIONAL ENGINEERS AND PROFESSIONAL LAND SURVEYORS. SPECIFICALLY THOSE BOARD RULES AND POLICY STATEMENTS RELATING TO THE DEPICTION OF EASEMENTS AND RIGHTS OF WAY ON SUBDIVISION PLATS. THE FOLLOWING TITLE COMMITMENTS WERE PREPARED BY FIRST AMERICAN TITLE INSURANCE COMPANY AND WERE RELIED UPON FOR ALL INFORMATION REGARDING EASEMENTS OF RECORD, RIGHTS OF WAY, TITLE OF RECORD AND CIVIL COURT ACTIONS OF RECORD.
- COMMITMENT NO. NCS-10055889-5-CH12, DATED 11-30-2020 (DYMOND PROPERTY - 6702 INDIANA STREET)
COMMITMENT NO. NCS-10055889-1-CH12, DATED 11-30-2020 (NEWSOME PROPERTY - 6710 INDIANA STREET)
COMMITMENT NO. NCS-10055889-3-CH12, DATED 11-30-2020 (FOSTER PROPERTY - 6700 INDIANA STREET)
3. BASIS OF BEARINGS: BEARINGS USED HEREIN ARE BASED ON THE EAST-WEST CENTERLINE OF THE WEST HALF OF SECTION 6, TOWNSHIP 3 SOUTH, RANGE 69 WEST, OF THE 6TH P.M., BEING N88°58'53"E USING THE COLORADO STATE PLANE COORDINATES - CENTRAL ZONE, AS MONUMENTED ON THE WEST BY A FOUND ILLEGIBLE 2.0" ALUMINUM CAP, ACCEPTED AS THE WEST 1/4 CORNER OF SECTION 6, PER MONUMENT RECORD BY PLS 12405 DATED 8/16/00, AND AS MONUMENTED ON THE EAST BY A FOUND 2.5" ALUMINUM CAP PLS 5112, ACCEPTED AS THE CENTER CORNER OF SECTION 6, PER MONUMENT RECORD BY PLS 5112, DATED 6/11/97.

SURVEYOR'S CERTIFICATE:

I, DOUGLAS H. ORT III, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, ON THE BASIS OF MY KNOWLEDGE, INFORMATION AND BELIEF, DO HEREBY CERTIFY THAT IN JUNE 2020, A ANNEXATION MAP WAS MADE UNDER MY SUPERVISION, IN ACCORDANCE WITH THE STANDARD OF CARE FOR THE STATE OF COLORADO, AND THAT THIS ANNEXATION MAP AND ALL NOTES SHOWN HEREON IS AN ACCURATE REPRESENTATION OF THE PROPERTY AS DETERMINED BY THIS SURVEY. ENCROACHMENTS, EASEMENTS, RIGHTS OF WAY OR PASSAGEWAYS ACROSS SAID PROPERTY THAT ARE IN EVIDENCE OR KNOWN TO ME, ARE AS SHOWN TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF. THIS SURVEY, AND THE INFORMATION SHOWN HEREON ARE NOT A GUARANTY OR WARRANTY, EITHER EXPRESSED OR IMPLIED.

THE ABOVE DESCRIBED LAND IS CONTIGUOUS TO THE CITY OF ARVADA AND MEETS THE REQUIREMENTS SET FORTH IN COLORADO REVISED STATUTES 1973, 31-12-104-(1)(A) THAT ONE-SIXTH OR MORE OF THE PERIMETER TO BE ANNEXED IS CONTIGUOUS WITH THE ANNEXING MUNICIPALITY.

CONTIGUITY STATEMENT:

- TOTAL PERIMETER OF AREA CONSIDERED FOR ANNEXATION=6994.83'
- ONE-SIXTH OF TOTAL PERIMETER OF AREA=1165.81'
- PERIMETER OF THE AREA CONTIGUOUS WITH EXISTING CITY LIMITS=4722.83'
- THE TOTAL CONTIGUOUS PERIMETER IS 67.5%, WHICH EXCEEDS THE 1/6 AREA REQUIRED

DOUGLAS H. ORT III, PLS 37066
LICENSED COLORADO LAND SURVEYOR
FOR AND ON BEHALF OF WILSON & COMPANY



APPROVAL CERTIFICATE:

APPROVED FOR FILING BY THE CITY OF ARVADA THIS _____ DAY OF _____, 20__

MAYOR
ATTEST: _____
CITY CLERK

ORDINANCE NUMBER(S) _____

CLERK AND RECORDER: _____

RECEPTION NUMBER

ACCEPTED FOR FILING IN THE OFFICE OF THE CLERK AND RECORDER OF JEFFERSON COUNTY, AT GOLDEN COLORADO ON THIS _____ DAY OF _____, 20__ AT _____ O'CLOCK

BY: _____
JEFFERSON COUNTY CLERK AND RECORDER
DEPUTY CLERK

20-300-075

						SHT. NO.: 1 OF 2		
						SCALE: NTS		
						DWN. BY: TJB	DATE: 6-2-2020	
						CHK. BY:		
02	CITY COMMENTS	DHO	01/22/21			PROJ. MGR: DHO	6-2-2020	
01	CITY COMMENTS	DHO	12/08/20			CLIENT APP:		
NO.	REVISION-DESCRIPTION	BY	DATE	CHKD	APP'D			

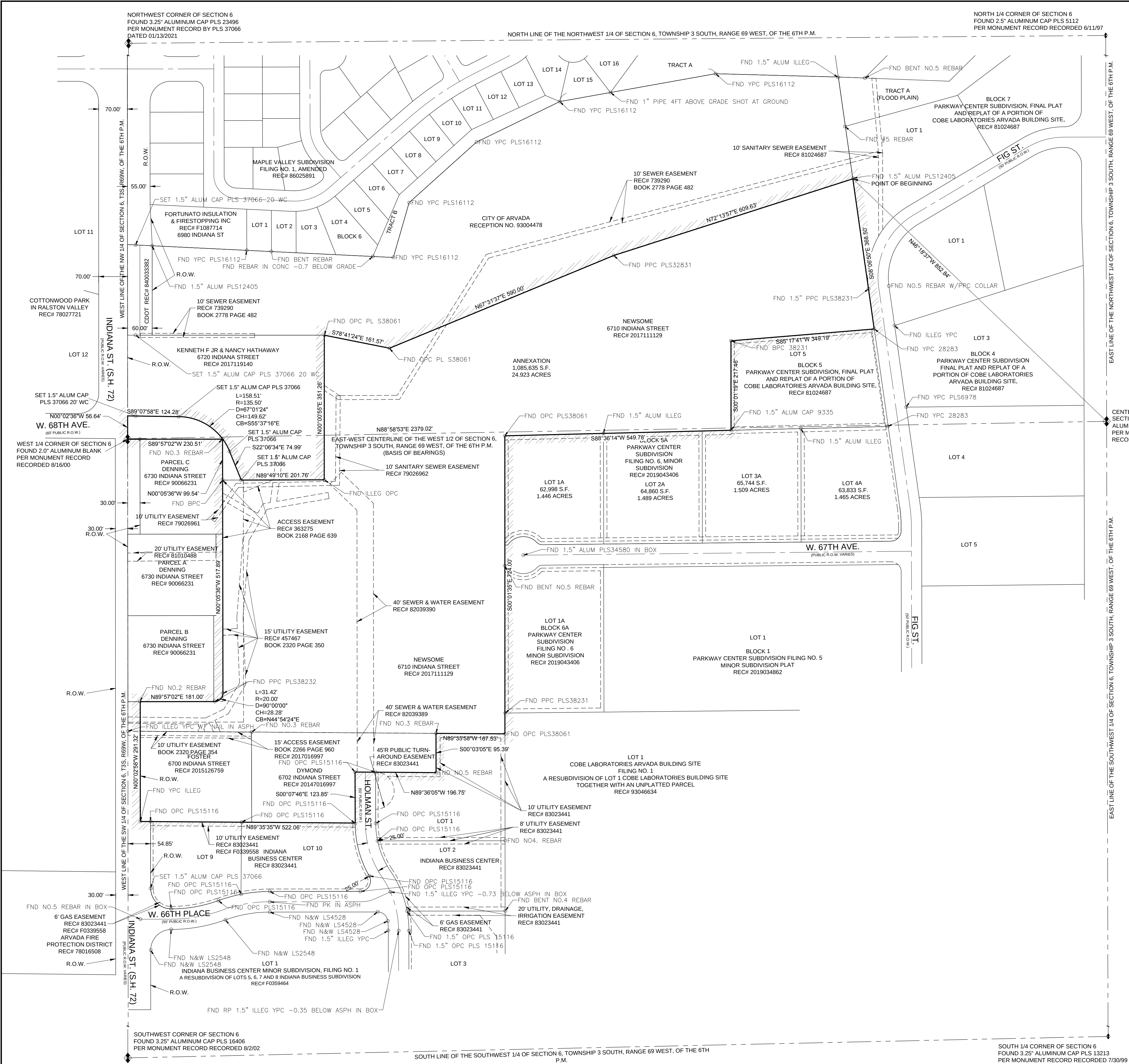
WILSON & COMPANY

1675 Broadway Suite 200
Denver, CO 80202
Phone: 303-297-2976
Fax: 303-297-2693

ANNEXATION MAP
INDIANA & FIG ARVADA SITE
CITY OF ARVADA
COUNTY OF JEFFERSON
STATE OF COLORADO

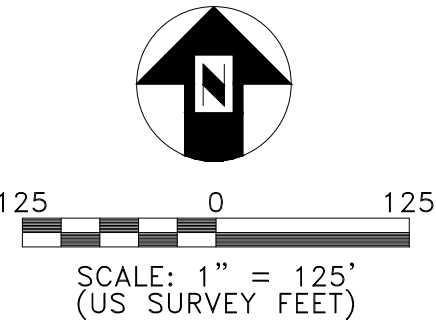
PROJECT INDIANA ANNEXATION
TO THE CITY OF ARVADA

LOCATED IN THE WEST 1/2 OF SECTION 6, TOWNSHIP 3 SOUTH,
RANGE 69 WEST, OF THE SIXTH PRINCIPAL MERIDIAN,
COUNTY OF JEFFERSON, STATE OF COLORADO



LEGEND

- OPC = ORANGE PLASTIC CAP
- PPC = PURPLE PLASTIC CAP
- YPC = YELLOW PLASTIC CAP
- N&W = NAIL & WASHER
- FND = FOUND
- ALUM = ALUMINUM
- ILLEG = ILLEGIBLE
- R.O.W. = RIGHT OF WAY
- = BOUNDARY LINE
- - - = EASEMENT LINE
- = LOT LINE
- - - = SECTION LINE
- = ROAD CENTERLINE
- /// = LIMITS OF ANNEXATION



20-300-075

				SHT. NO.	2 OF 2
				SCALE:	1"=125'
				DWN. BY:	TJB
				DATE:	6-2-2020
				CHK. BY:	DHO
				PROJ. MGR:	DHO
				DATE:	6-2-2020
				CLIENT APP:	
02	CITY COMMENTS	DHO	01/22/21		
01	CITY COMMENTS	DHO	12/08/20		
NO.	REVISION-DESCRIPTION	BY	DATE	CHKD	APPD

WILSON & COMPANY
1675 Broadway Suite 200
Denver, CO 80202
Phone: 303-297-2976
Fax: 303-297-2693
ANNEXATION MAP
INDIANA & FIG ARVADA SITE
CITY OF ARVADA
COUNTY OF JEFFERSON
STATE OF COLORADO

K:\DEN_Civil\096441010_PlanSheets_PDP\096441010_CSP_CV_Cdwg_Litoss Stephen 3/30/2021 12:18 PM

BEGINNING AT THE NORTHEASTERLY MOST CORNER OF A PARCEL OF LAND DESCRIBED IN RECEPTION NUMBER 2017111129, AS RECORDED WITH THE CLERK AND RECORDER OF JEFFERSON COUNTY, COLORADO, HENCE THE CENTER $\frac{1}{4}$ CORNER OF SAID SECTION 6 BEARS S46°18'37"E, 852.84 FEET;
THENCE ALONG THE EASTERLY LINE OF THE PARCEL RECORDED UNDER RECEPTION NO. 2017111129, S08°06'50"E, 368.50 FEET TO THE NORTHEASTERLY CORNER OF LOT 5, BLOCK 5, PARKWAY CENTER SUBDIVISION, FINAL PLAT AND REPLAT OF PORTION OF COBE LABORATORIES ARVADA BUILDING SITE RECORDED UNDER RECEPTION NO. 81024687;
THENCE S85°17'41"W, 349.19 FEET TO THE NORTHWESTERLY CORNER OF SAID LOT 5, BLOCK 5, PARKWAY CENTER SUBDIVISION, FINAL PLAT AND REPLAT OF A PORTION OF COBE LABORATORIES ARVADA BUILDING SITE RECORDED UNDER RECEPTION NO. 81024687;
THENCE S00°01'19"E, 217.46 FEET TO THE SOUTHWESTERLY CORNER OF SAID LOT 5, BLOCK 5, PARKWAY CENTER SUBDIVISION, FINAL PLAT AND REPLAT OF A PORTION OF COBE LABORATORIES ARVADA BUILDING SITE RECORDED UNDER RECEPTION NO. 81024687;
THENCE ALONG THE EXTERIOR OF BLOCK A, PARKWAY CENTER SUBDIVISION, FILING NO. 6, MINOR SUBDIVISION RECORDED UNDER RECEPTION NO. 2019043406, FOR THE NEXT NINE (9) COURSES;

1. THENCE N88°36'14"E, 382.03 FEET;
2. THENCE S08°06'50"E, 197.34 FEET TO A NON-TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 350.00 FEET, AND A LONG CHORD OF S04°07'28"E, 48.93 FEET;
3. THENCE SOUTHERLY, A DISTANCE OF 48.97 FEET ALONG SAID NON-TANGENT CURVE TO THE RIGHT THROUGH A CENTRAL ANGLE OF 08°01'00";
4. THENCE SOUTHERLY, S00°06'58"E, 9.37 FEET TO A CURVE TO THE RIGHT HAVING A RADIUS OF 25.00 FEET AND A LONG CHORD OF S44°39'17"W, 35.21 FEET;
5. THENCE SOUTHWESTERLY, A DISTANCE OF 39.07 FEET ALONG SAID CURVE TO THE RIGHT THROUGH A CENTRAL ANGLE OF 89°32'30";
6. THENCE S89°25'32"W, 848.77 FEET TO A CURVE TO THE RIGHT HAVING A RADIUS OF 15.00 FEET AND A LONG CHORD OF N66°28'46"W, 12.25 FEET;
7. THENCE NORTHWESTERLY, A DISTANCE OF 12.62 FEET ALONG SAID CURVE TO THE RIGHT THROUGH A CENTRAL ANGLE OF 48°11'23" TO A REVERSE CURVE TO THE LEFT HAVING A RADIUS OF 45.00 FEET, AND A LONG CHORD OF S85°23'42"W, 71.13 FEET;
8. THENCE WESTERLY, A DISTANCE OF 82.03 FEET ALONG A REVERSE CURVE TO THE LEFT THROUGH A CENTRAL ANGLE OF 104°26'27";

9. THENCE S89°25'32"W, 7.19 FEET;
THENCE ALONG AN EASTERLY LINE OF THE PARCEL OF LAND RECORDED UNDER RECEPTION NO. 2017111129, S00°01'34"E,
485.71 FEET TO THE NORTHEASTERLY CORNER OF LOT 1, INDIANA BUSINESS CENTER RECORDED UNDER RECEPTION NO.
88023441;
THENCE ALONG A NORTHERLY LINE OF SAID LOT 1, INDIANA BUSINESS CENTER RECORDED UNDER RECEPTION NO. 88023441,
N89°35'58"W, 167.53 FEET;
THENCE ALONG A WESTERLY LINE OF SAID LOT 1, INDIANA BUSINESS CENTER RECORDED UNDER RECEPTION NO. 88023441,
S00°03'05"E, 95.39 FEET;
THENCE ALONG A SOUTHERLY LINE OF SAID LOT 1, INDIANA BUSINESS CENTER RECORDED UNDER RECEPTION NO. 88023441,
N89°36°05"W, 196.75 FEET TO THE NORTHWESTERLY CORNER OF HOLMAN STREET, AS DEDICATED ON THE PLAT OF INDIANA
BUSINESS CENTER RECORDED UNDER RECEPTION NO. 88023.441;
THENCE ALONG THE EXTERIOR OF LOT 9 AND 10, INDIANA BUSINESS CENTER RECORDED UNDER RECEPTION NO. 88023441,
FOR THE NEXT SEVEN (7) COURSES;

1. THENCE SOUTHERLY, A DISTANCE OF 132.93 FEET ALONG SAID NON-TANGENT CURVE TO THE LEFT THROUGH A CENTRAL ANGLE OF 29°43'58" TO A CURVE TO THE RIGHT HAVING A RADIUS OF 25.00 FEET, AND A LONG CHORD OF S30°02'35"W, 43.26 FEET;
2. THENCE SOUTHWESTERLY, A DISTANCE OF 52.28 FEET ALONG SAID CURVE TO THE RIGHT THROUGH A CENTRAL ANGLE OF 11°48'38";
3. THENCE S89°56'55"W, 219.96 FEET TO A CURVE TO THE LEFT HAVING A RADIUS OF 365.00 FEET, AND A LONG CHORD OF S79°56'53"W, 126.76 FEET;
4. THENCE WESTERLY, A DISTANCE OF 127.41 FEET ALONG SAID CURVE TO THE LEFT THROUGH A CENTRAL ANGLE OF 20°00'00" TO A COMPOUND CURVE TO THE RIGHT HAVING A RADIUS OF 50.00 FEET, AND A LONG CHORD OF N44°59'14"W, 116.35 FEET;

5. THENCE WESTERLY, A DISTANCE OF 116.94 FEET ALONG A REVERSE CURVE TO THE RIGHT THROUGH A CENTRAL ANGLE OF 20°00'02" TO A COMPOUND CURVE TO THE RIGHT HAVING A RADIUS OF 50.00 FEET, AND A LONG CHORD OF N44°59'14"W, 70.65 FEET;

6. THENCE NORTHWESTERLY, A DISTANCE OF 78.46 FEET ALONG A COMPOUND CURVE TO THE RIGHT THROUGH A CENTRAL ANGLE OF 89°54'31";

7. THENCE N00°02'01"W, 162.20 FEET TO THE NORTHWESTERLY CORNER OF SAID LOT 9, INDIANA BUSINESS CENTER
RECORDED UNDER RECEPTION NO. 88023441;
THENCE N89°35'35"W, 25.00 FEET TO THE SOUTHWESTERLY CORNER OF THE PARCEL OF LAND RECORDED UNDER RECEPTION
NO. 2015126759;
THENCE ALONG THE WESTERLY LINE OF THE PARCELS OF LAND DESCRIBED UNDER RECEPTION NO. 2015126759 AND
2017111129, N00°02'58"W, 219.19 FEET TO THE SOUTHWESTERLY CORNER OF THE PARCEL OF LAND DESCRIBED UNDER
RECEPTION NO. 2017111129;
THENCE N00°02'58"W, 72.13 FEET TO A POINT ON THE SOUTHERLY LINE OF THE PARCEL OF LAND DESCRIBED UNDER
RECEPTION NO. 90066231;
THENCE N89°57'02"W, 30.00 FEET TO THE SOUTHWESTERLY CORNER OF THE PARCEL OF LAND DESCRIBED UNDER RECEPTION
NO. 90066231;
THENCE ALONG THE EXTERIOR OF THE PARCEL OF LAND DESCRIBED UNDER RECEPTION NO. 90066231 FOR THE NEXT THREE
(3) COURSES;

1. THENCE N00°02'58"W, 406.72 FEET;
2. THENCE N89°57'02"E, 30.00 FEET;
3. THENCE N00°02'58"W, 230.00 FEET TO THE NORTHWESTERLY CORNER OF SAID PARCEL DESCRIBED UNDER RECEPTION NO. 90066231;
- THENCE N89°57'02"E, 30.00 FEET TO THE SOUTHWESTERLY CORNER OF A PARCEL OF LAND DESCRIBED UNDER RECEPTION NO. 2017119140;
- THENCE ALONG THE WESTERLY LINE OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 2017119140, N00°02'36"W, 56.64 FEET;
- THENCE S89°07'58"E, 124.28 FEET TO A CURVE TO THE RIGHT HAVING A RADIUS OF 135.50 FEET AND A LONG CHORD OF S55°37'16"E, 149.62 FEET;
- THENCE S22°06'34"E, 74.99 FEET TO A POINT ON THE NORTHERLY LINE OF THE PARCEL DESCRIBED UNDER RECEPTION NO. 2017119140;
- THENCE ALONG THE EXTERIOR OF THE PARCEL OF LAND DESCRIBED UNDER RECEPTION NO. 2017111129 FOR THE NEXT FIVE (5) COURSES;

1. THENCE N89°49'10"E, 201.76 FEET;
2. THENCE N00°00'55"E, 351.26 FEET;
3. THENCE S78°41'24"E, 161.57 FEET;
4. THENCE N67°31'57"E, 590.00 FEET
5. THENCE N72°13'57"E, 609.63 FEET TO THE POINT OF BEGINNING.

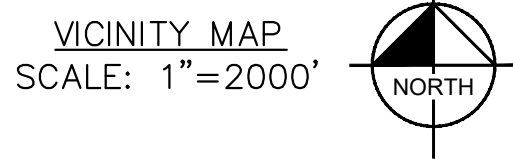
CONTAINING 1,575,846 SQUARE FEET OR 36.176 ACRES, MORE OR LESS.

BEARINGS USED HEREIN ARE BASED ON THE EAST-WEST CENTER LINE OF THE WEST HALF OF SECTION 6, TOWNSHIP 3 SOUTH, RANGE 69 WEST, OF THE 6TH P.M., BEING N88°58'53"E USING THE COLORADO STATE PLANE COORDINATES - CENTRAL ZONE, AS MONUMENTED AT THE WEST $\frac{1}{4}$ CORNER OF SECTION 6, FOUND ILLEGIBLE 2.0" ALUMINUM CAP, PER MONUMENT RECORD BY PLS 12405 DATED 8/16/00, AND AS MONUMENTED AT THE CENTER $\frac{1}{4}$ CORNER OF SECTION 6, BY A FOUND 2.5" ALUMINUM CAP PLS 5112, PER MONUMENT RECORD BY PLS 5112, DATED 6/11/97.

NGS DOVER WAS USED AS THE REFERENCE BENCHMARK FOR THIS PROJECT, BEING A SURFACE DISK SET IN A 12 - INCH MOUND OF CONCRETE STAMPED "DOVER 1977" 44 FEET NORTH OF THE CENTERLINE OF 68TH PLACE AND 36 FEET WEST OF THE CURB OF DOVER WAY.

ELEVATION 6666.6 FEET (1941.55 METER)

A PORTION OF THE WEST HALF OF SECTION 6, TOWNSHIP 3 SOUTH,
RANGE 69 WEST, OF THE SIXTH PRINCIPAL MERIDIAN,
CITY OF ARVADA, JEFFERSON COUNTY, STATE OF COLORADO



SHEET NO.	SHEET TITLE
1	COVER SHEET
2 – 5	SITE PLAN
6 –13	LANDSCAPE PLAN
14 – 15	LANDSCAPE NOTES
16	LANDSCAPE DETAILS
TM1.0 – TM1.6	TREE MITIGATION PLAN
TM2.0 – TM2.1	TREE MITIGATION NOTES
A 4.1 – A 4.2	BUILDING ELEVATION
E1.0 – E1.1	PHOTOMETRIC PLAN

SCANNELL PROPERTIES
100 FILLMORE ST, SUITE 500
DENVER, CO 80206
PHONE: 303.385.8546
CONTACT: MATT BOONE

KIMLEY-HORN AND ASSOC., INC.
4582 S. ULSTER STREET, SUITE 1500
DENVER, CO 80237
PHONE: 303.228.2300
CONTACT: STEPHEN LITSAS, PE

WARE MALCOLMB
900 S BROADWAY, SUITE 320
DENVER, CO 80209
PHONE: 303.689.1517 EXT 1510
CONTACT: STEVE SMITH

WILSON & COMPANY, INC.
1675 BROADWAY, SUITE 200
DENVER, CO 80202
PHONE: 303.297.2976
CONTACT: DOUGLAS ORT III, PLS

THE SITE IS LOCATED WITHIN MULTIPLE FLOOD ZONE AREAS PER FEMA FLOOD INSURANCE RATE MAP NO. 08059C0183G, WITH A REVISED DATE OF DECEMBER 20, 2019. THE LIMITS OF THE FLOODZONE AREAS, AS DEPICTED, ARE APPROXIMATE.

PROJECT NARRATIVE:

THIS PROJECT PROPOSES TO DEVELOP A ±112,000 SF WAREHOUSE DISTRIBUTION BUILDING ON A 36.17-AC SITE. THE SITE IS CURRENTLY A MIX OF RESIDENTIAL PROPERTIES OR UNDEVELOPED AGRICULTURAL LAND. THE SITE WILL INCLUDE APPROXIMATELY 867 VAN SPACES AND 290 PARKING STALLS TO SERVICE THE FACILITY.

[illegible]

Kimley»»Horn

2021 KIMLEY-HORN AND ASSOCIATES, INC.
4852 South Ulster Street, Suite 1500
Denver, Colorado 80237 (303) 228-2300

DESIGNED BY: SAL
DRAWN BY: JRB
CHECKED BY: SAL
DATE: 11/20/2020

PROJECT INDIANA

ARVADA, COLORADO

SITE PLAN

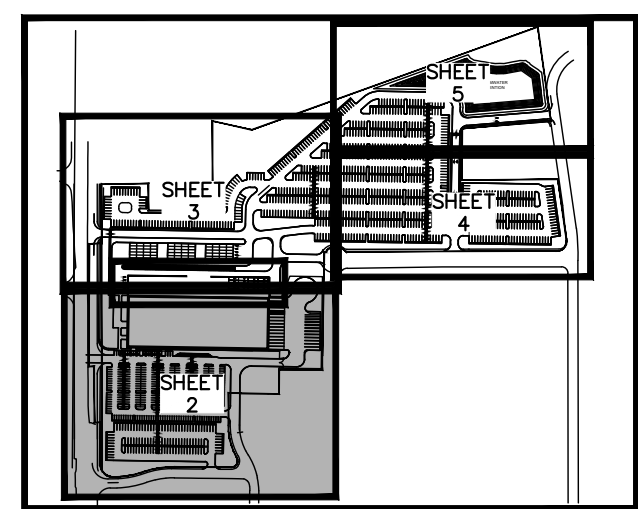
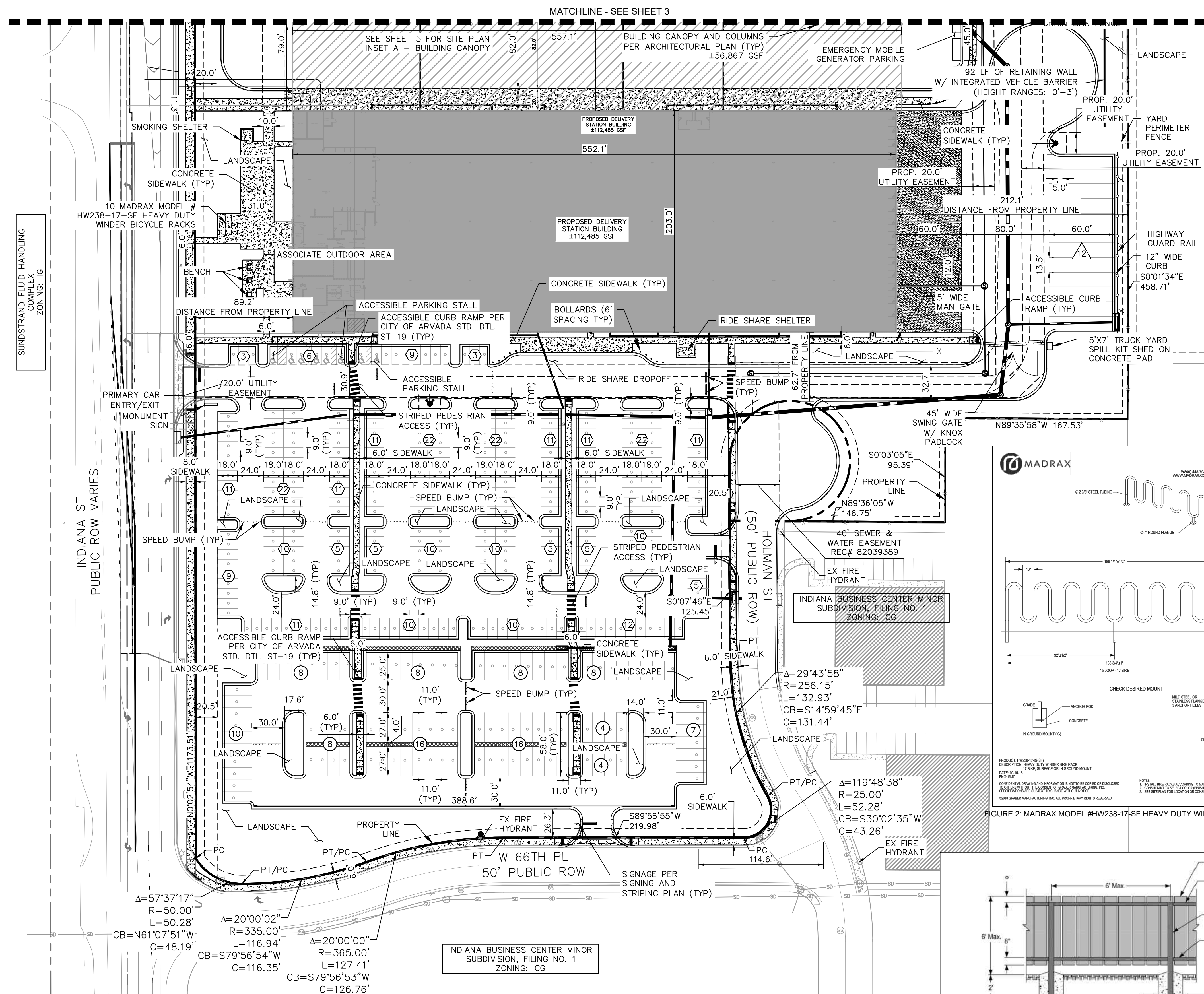
COVER SHEET

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

PROJECT NO.
096441010

DRAWING NAME
096441010_CSP_CV.dwg

1



LEGEND

KEY MAP

- | | |
|--|---|
| | PROPERTY LINE |
| | EXISTING EASEMENT LINES |
| | PROPOSED EASEMENT LINES |
| | PERIMETER FENCE |
| | BUFFER / SCREENING WALL |
| | CURB AND GUTTER |
| | LANDSCAPED AREA |
| | CONCRETE SIDEWALK |
| | 4' CONCRETE PAD, FLUSH WITH ADJACENT ASPHALT OR PLACED ON TOP OF CURB |
| | PROPOSED BUILDING |
| | GRAVEL ACCESS PATH |
| | RELOCATED/EXISTING FIRE HYDRANT |
| | PROPOSED STORM SEWER INFRASTRUCTURE |
| | EXISTING STORM SEWER INFRASTRUCTURE |
| | EXISTING SANITARY SEWER MANHOLE |
| | 25' X 11' VAN PARKING STALL COUNT |
| | 9' X 18' PASSENGER PARKING STALL COUNT |
| | 60'X 13.5' TRAILER PARKING STALL COUNT |

GENERAL NOTES

1. DRIVE AISLE DIMENSIONS SHOWN ARE MEASURED FROM FACE OF CURB TO FACE OF CURB, OR BACK OF PARKING STALL TO BACK OF PARKING STALL.
2. SITE PLAN LAYOUT TO GRAPHICALLY ILLUSTRATE INTENT ONLY. DEVELOPERS AND DESIGN TEAMS ARE RESPONSIBLE FOR RECONCILING WITH SITE SPECIFIC CONSTRAINTS AND JURISDICTIONAL REQUIREMENTS.
3. ANY PROPOSED FENCES, WALLS, SIGNS AND ACCESSORY STRUCTURES SHOWN ON THIS PLAN ARE ILLUSTRATIVE ONLY AND SUBJECT TO SEPARATE REVIEWS AND PERMITS.
4. FIRE APPARATUS ROADS SHALL BE PROVIDED WITH AN APPROVED ALL-WEATHER SURFACE (CONCRETE OR ASPHALT) AND SHALL BE CAPABLE OF SUPPORTING AN IMPOSED LOAD OF 85,000 POUNDS.
5. THE APPROVED FIRE APPARATUS ACCESS ROADS SHALL BE PROVIDED DURING CONSTRUCTION UNLESS OTHERWISE APPROVED BY THE APFD. THE FIRE APPARATUS ACCESS ROADS SHALL CONSIST OF THE FIRST LIFT OF ASPHALT OR CONCRETE AND SHALL BE PROVIDED PRIOR TO COMMENCING VERTICAL CONSTRUCTION. ALTERNATIVE TEMPORARY FIRE APPARATUS ACCESS ROAD MATERIALS AND/OR DESIGNS SHALL BE APPROVED AND PERMITTED BY THE APFD. THE PRIVATE ROADS THROUGH THE SITE SHALL BE DEDICATED ON THE FINAL PLAT AS "FIRE APPARATUS ACCESS ROADS" OR OTHER SIMILAR LANGUAGE AS REQUIRED BY THE CITY OF ARVADA.
6. A 3'-0" CLEAR SPACE SHALL BE MAINTAINED AROUND ALL FIRE HYDRANTS AND NOT OBSTRUCTED.
7. TREES AND LANDSCAPING WITHIN DEVELOPMENTS, WHEN FULLY MATURE, SHALL PROVIDE AN UNOBSTRUCTED VERTICAL CLEARANCE OF 13'-6" AND PROVIDE THE MINIMUM UNOBSTRUCTED FIRE APPARATUS ACCESS ROAD WIDTH AS REQUIRED BASED ON THE HEIGHT OF THE BUILDING.
8. FIRE HYDRANTS SHALL BE INSTALLED AND OPERATIONAL TO PROVIDE THE MINIMUM REQUIRED FIRE FLOW PRIOR TO COMMENCING VERTICAL CONSTRUCTION.
9. DURING CONSTRUCTION AND UPON COMPLETION THERE SHALL BE BUILDING SIGNAGE PROVIDED, A MINIMUM OF 0'-4" HIGH WITH A 0.5" STROKE AND VISIBLE FROM THE STREET OR ROAD FRONTING THAT BUILDING.
10. SITE(S) SHALL BE LANDSCAPED PRIOR TO ISSUANCE OF FINAL CERTIFICATE OF OCCUPANCY (CO) DURING THE GROWING SEASON OF APRIL 1ST TO OCTOBER 1ST, AT ALL OTHER TIMES THE INDIVIDUAL SITES SHALL BE LANDSCAPED WITHIN 45 (FORTY-FIVE) DAYS OF THE START OF THE FOLLOWING GROWING SEASON.
11. AS PER THE ARVADA LAND DEVELOPMENT CODE, THE NUMBER OF LARGE TRUCK TRIPS PER DAY SHALL BE FEWER THAN 50.

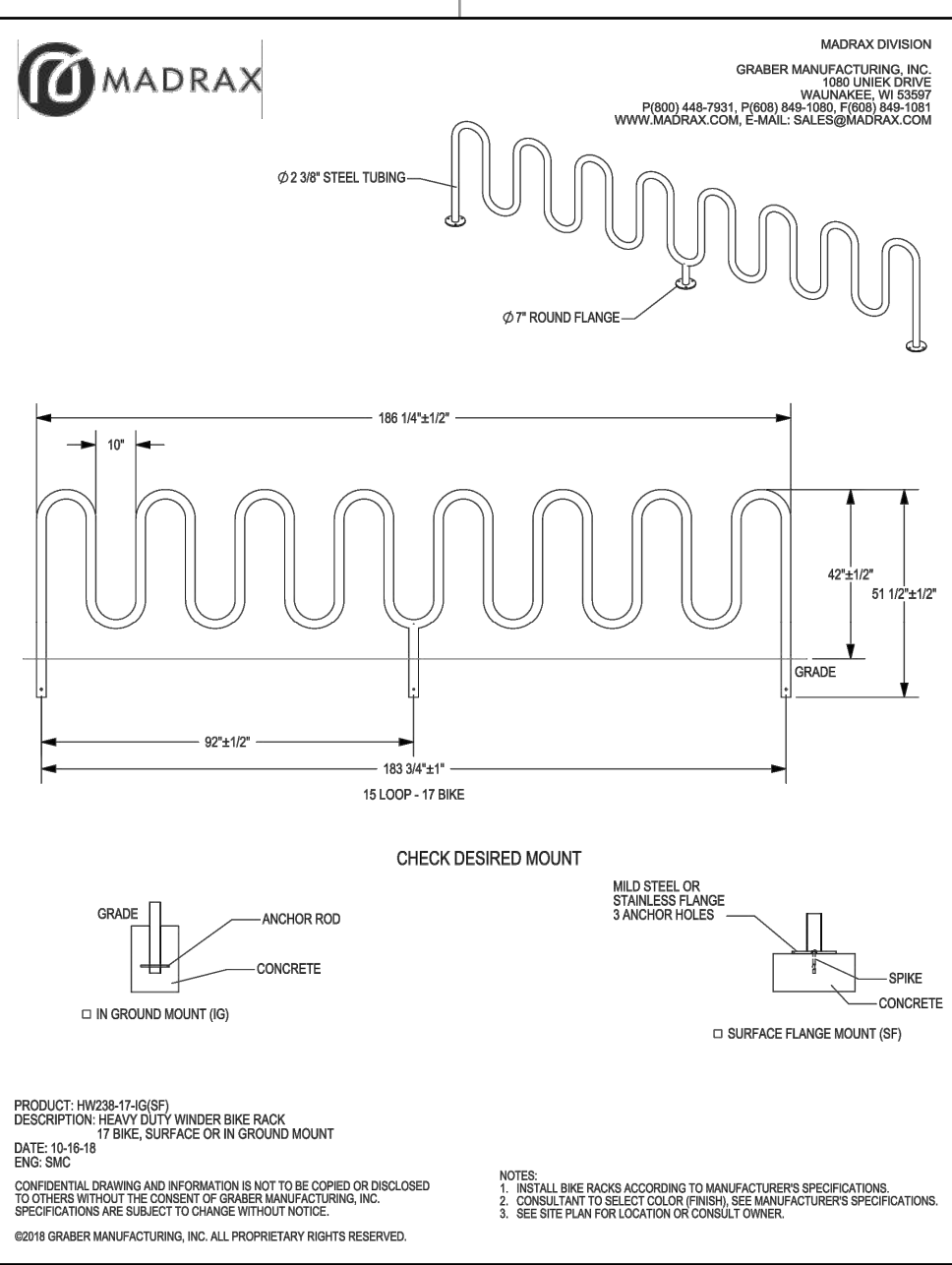


FIGURE 2: MADRAX MODEL #HW238-17-SF HEAVY DUTY WINDER BICYCLE RACK

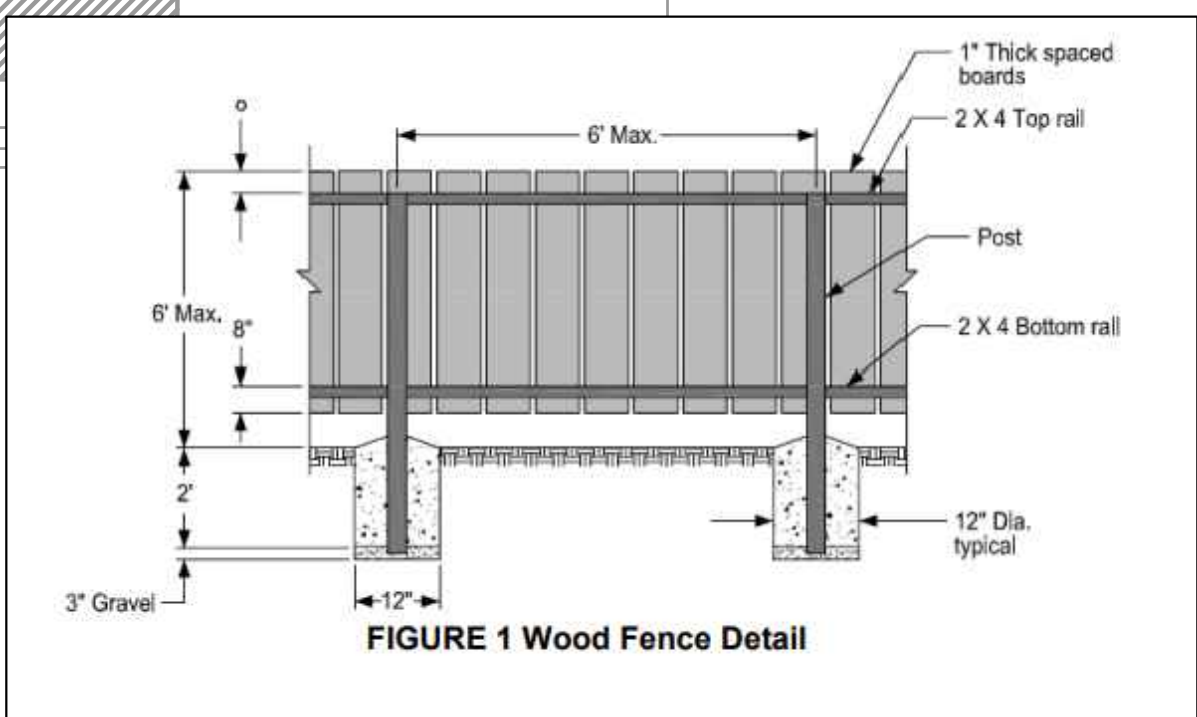


FIGURE 1 Wood Fence Detail



Know what's below.
Call before you dig.

PROJECT INDIANA

ARVADA, COLORADO

SITE PLAN

SITE PLAN

Kimley»»Horn

2021 KIMLEY-HORN AND ASSOCIATES, INC.
4852 South Ulster Street, Suite 1500
Denver, Colorado 80237 (303) 228-2300

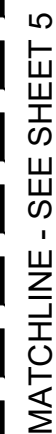
DESIGNED BY: SAL
DRAWN BY: JRB
CHECKED BY: SAL
DATE: 11/20/2020

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

PROJECT NO.
096441010

DRAWING NAME
96441010_CSP_SP.dwg

2



KEY MAP

- ## GENERAL NOTES

-



2021 KIMLEY-HORN AND ASSOCIATES, INC.
4852 South Ulster Street, Suite 1500
Denver, Colorado 80237 (303) 228-2300

PROJECT INDIANA

WADA, COLORADO

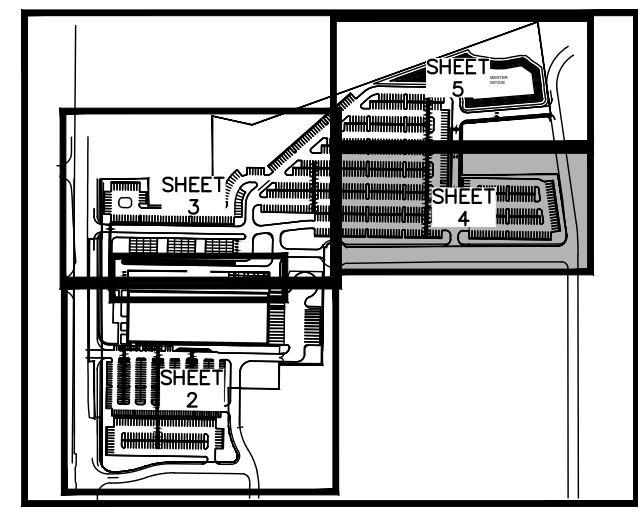
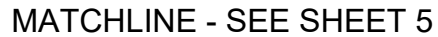
SITE PLAN

SITE PLAN

PROJECT NO.
096441010

3

MATCHLINE - SEE SHEET 3



LEGEND

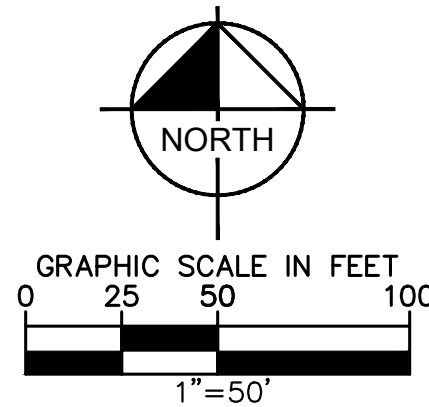
KEY MAP

NTS

- | | |
|--|---|
| | PROPERTY LINE |
| | EXISTING EASEMENT LINES |
| | PROPOSED EASEMENT LINES |
| | PERIMETER FENCE |
| | BUFFER / SCREENING WALL |
| | CURB AND GUTTER |
| | LANDSCAPED AREA |
| | CONCRETE SIDEWALK |
| | 4' CONCRETE PAD, FLUSH WITH ADJACENT ASPHALT OR PLACED ON TOP OF CURB |
| | PROPOSED BUILDING |
| | GRAVEL ACCESS PATH |
| | RELOCATED/EXISTING FIRE HYDRANT |
| | PROPOSED STORM SEWER INFRASTRUCTURE |
| | EXISTING STORM SEWER INFRASTRUCTURE |
| | EXISTING SANITARY SEWER MANHOLE |
| | 25' X 11' VAN PARKING STALL COUNT |
| | 9' X 18' PASSENGER PARKING STALL COUNT |
| | 60'X 13.5' TRAILER PARKING STALL COUNT |

GENERAL NOTES

1. DRIVE AISLE DIMENSIONS SHOWN ARE MEASURED FROM FACE OF CURB TO FACE OF CURB, OR BACK OF PARKING STALL TO BACK OF PARKING STALL.
2. SITE PLAN LAYOUT TO GRAPHICALLY ILLUSTRATE INTENT ONLY. DEVELOPERS AND DESIGN TEAMS ARE RESPONSIBLE FOR RECONCILING WITH SITE SPECIFIC CONSTRAINTS AND JURISDICTIONAL REQUIREMENTS.
3. ANY PROPOSED FENCES, WALLS, SIGNS AND ACCESSORY STRUCTURES SHOWN ON THIS PLAN ARE ILLUSTRATIVE ONLY AND SUBJECT TO SEPARATE REVIEWS AND PERMITS.
4. FIRE APPARATUS ROADS SHALL BE PROVIDED WITH AN APPROVED ALL-WEATHER SURFACE (CONCRETE OR ASPHALT) AND SHALL BE CAPABLE OF SUPPORTING AN IMPOSED LOAD OF 85,000 POUNDS.
5. THE APPROVED FIRE APPARATUS ACCESS ROADS SHALL BE PROVIDED DURING CONSTRUCTION UNLESS OTHERWISE APPROVED BY THE AFPD. THE FIRE APPARATUS ACCESS ROADS SHALL CONSIST OF THE FIRST LIFT OF ASPHALT OR CONCRETE AND SHALL BE PROVIDED PRIOR TO COMMENCING VERTICAL CONSTRUCTION. ALTERNATIVE TEMPORARY FIRE APPARATUS ACCESS ROAD MATERIALS AND/OR DESIGNS SHALL BE APPROVED AND PERMITTED BY THE AFPD. THE PRIVATE ROADS "THROUGH THE SITE SHALL BE DEDICATED ON THE FINAL PLAT AS "FIRE APPARATUS ACCESS ROADS" OR OTHER SIMILAR LANGUAGE AS REQUIRED BY THE CITY OF ARVADA.
6. A 3'-0" CLEAR SPACE SHALL BE MAINTAINED AROUND ALL FIRE HYDRANTS AND NOT OBSTRUCTED.
7. TREES AND LANDSCAPING WITHIN DEVELOPMENTS, WHEN FULLY MATURE, SHALL PROVIDE AN UNOBSTRUCTED VERTICAL CLEARANCE OF 13'-6" AND PROVIDE THE MINIMUM UNOBSTRUCTED FIRE APPARATUS ACCESS ROAD WIDTH AS REQUIRED BASED ON THE HEIGHT OF THE BUILDING.
8. FIRE HYDRANTS SHALL BE INSTALLED AND OPERATIONAL TO PROVIDE THE MINIMUM REQUIRED FIRE FLOW PRIOR TO COMMENCING VERTICAL CONSTRUCTION.
9. DURING CONSTRUCTION AND UPON COMPLETION THERE SHALL BE BUILDING SIGNAGE PROVIDED, A MINIMUM OF 0'-4" HIGH WITH A 0.5" STROKE AND VISIBLE FROM THE STREET OR ROAD FRONTING THAT BUILDING.
10. SITE(S) SHALL BE LANDSCAPED PRIOR TO ISSUANCE OF FINAL CERTIFICATE OF OCCUPANCY (CO) DURING THE GROWING SEASON OF APRIL 1ST TO OCTOBER 1ST, AT ALL OTHER TIMES THE INDIVIDUAL SITES SHALL BE LANDSCAPED WITHIN 45 (FORTY-FIVE) DAYS OF THE START OF THE FOLLOWING GROWING SEASON.
11. AS PER THE ARVADA LAND DEVELOPMENT CODE, THE NUMBER OF LARGE TRUCK TRIPS PER DAY SHALL BE FEWER THAN 50.



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Denver, Colorado 80237 (303) 228-2300

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DRAWN BY: JRB
CHECKED BY: SAL
DATE: 11/20/2020

PROJECT INDIANA

ARVADA, COLORADO

SITE PLAN

SITE PLAN

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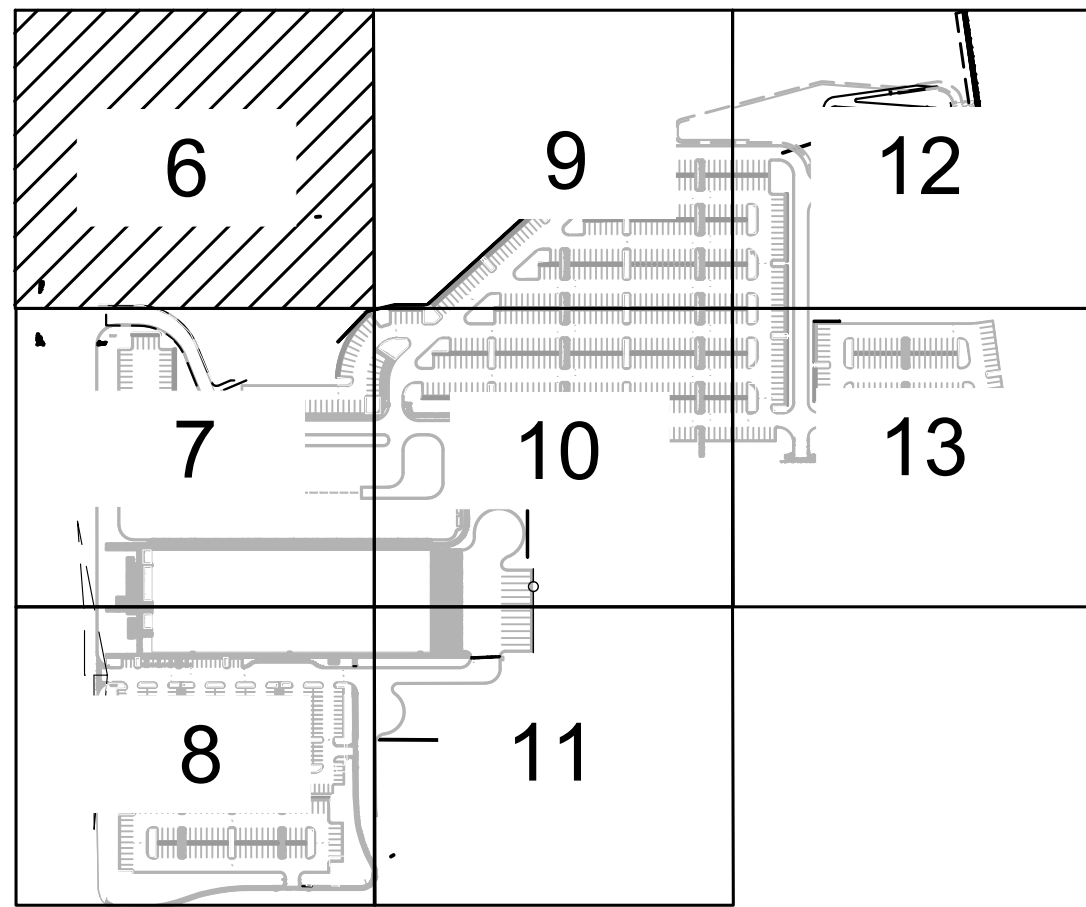
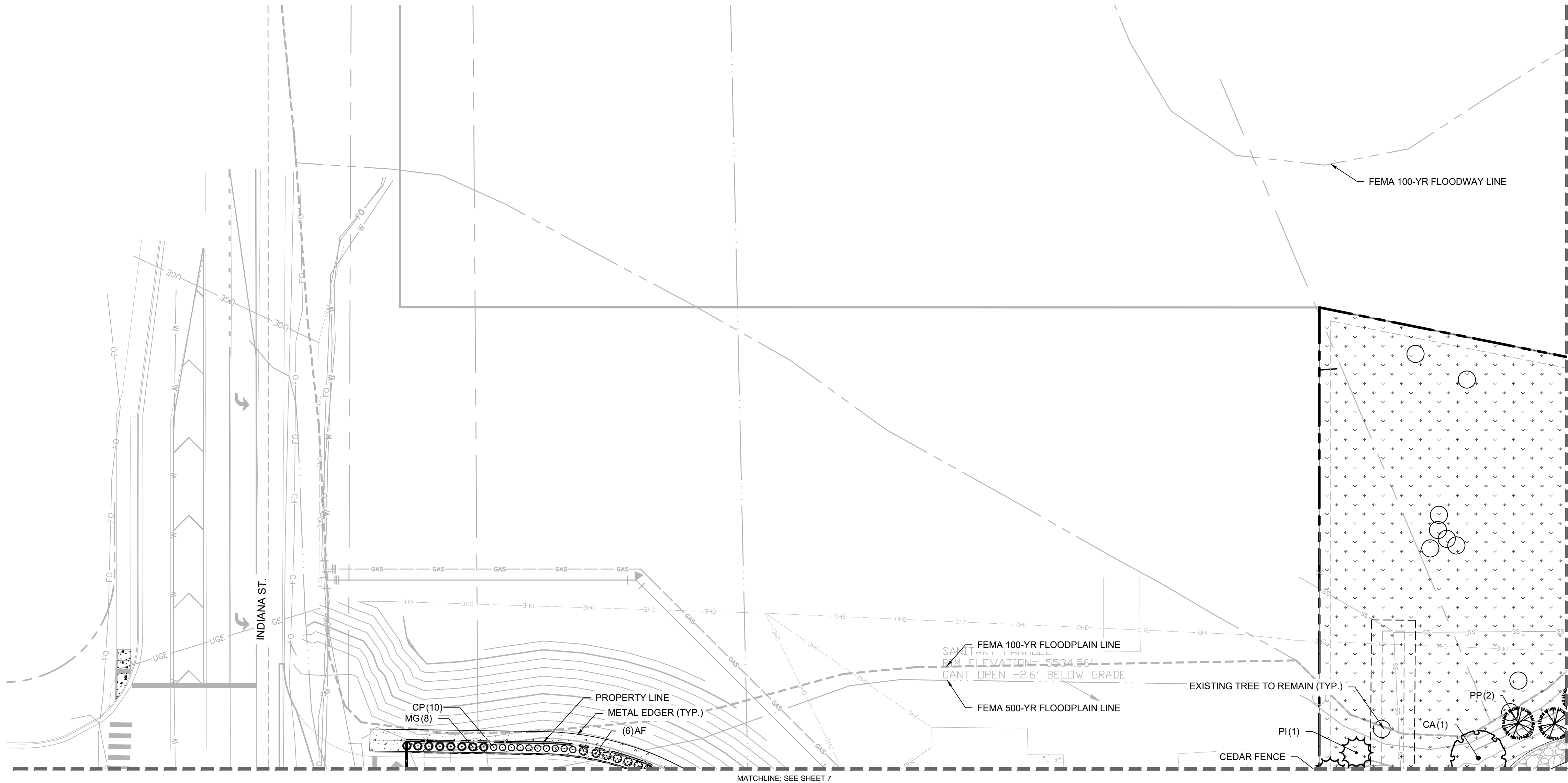
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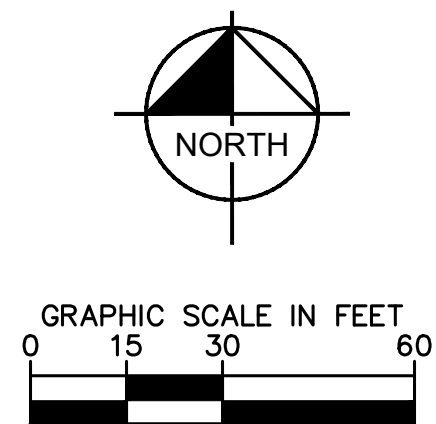
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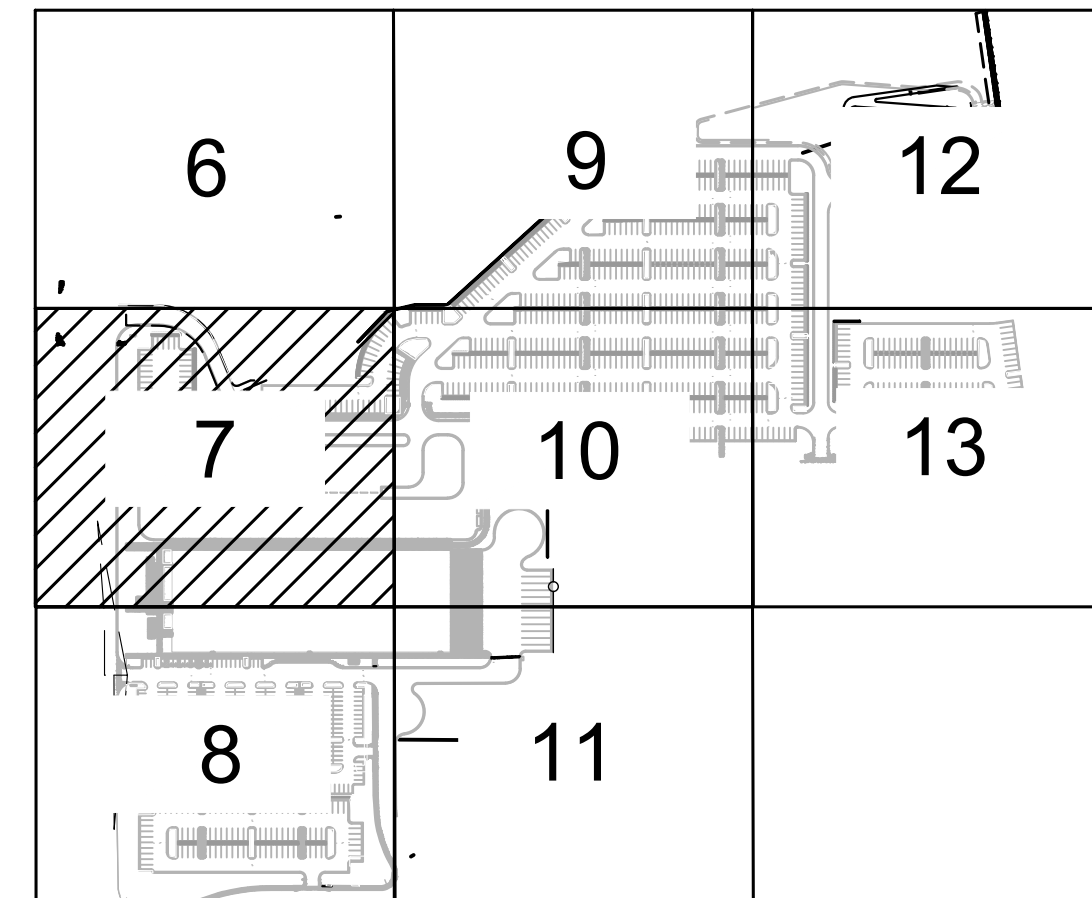
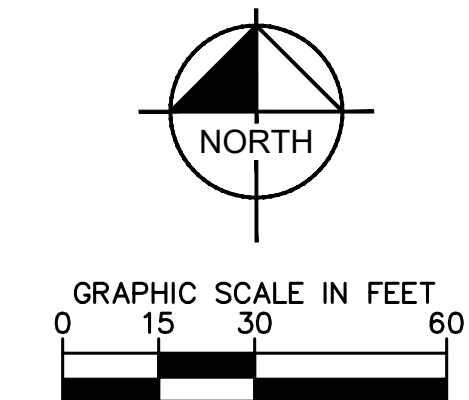


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 3. TREES ARE NOT TO BE LOCATED WITHIN 10' OF UNDERGROUND UTILITIES (PRIVATE OR PUBLIC) OR WITHIN ANY UTILITY EASEMENTS.



PROJECT INDIANA ARVADA, COLORADO SITE PLAN LANDSCAPE PLAN		DESIGNED BY: AEM DRAWN BY: AEM CHECKED BY: EIW DATE: 11/20/2020		Kimley»Horn		2021 KIMLEY-HORN AND ASSOCIATES, INC. 4852 South Ulster Street, Suite 1500 Denver, Colorado 80237 (303) 228-2300		NO. REVISION BY DATE APPR	
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LANDSCAPE NOTES:

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SITE PLAN
LANDSCAPE PLAN

Kimley»»Horn

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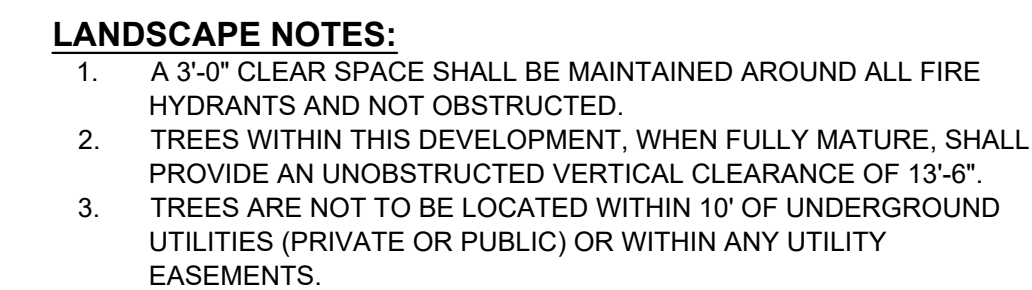
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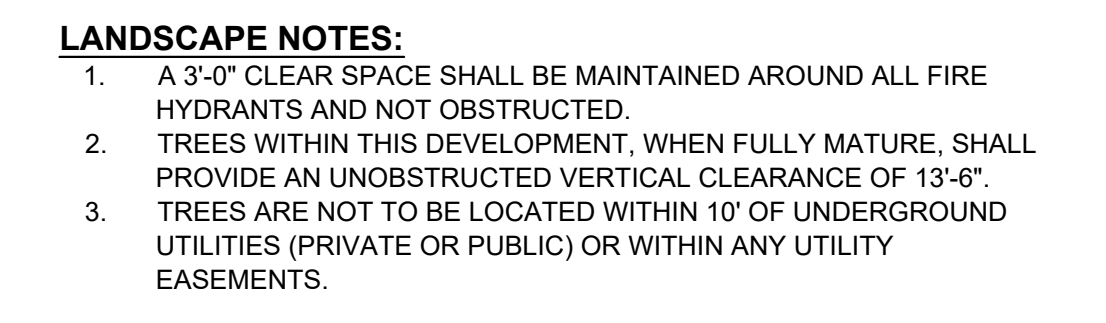
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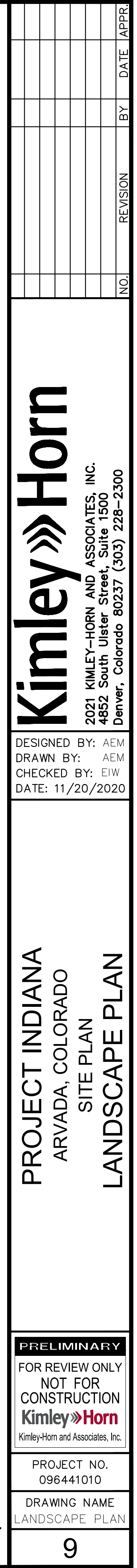
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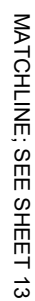
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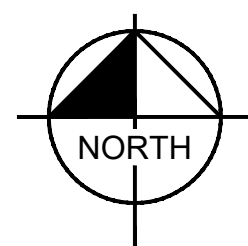
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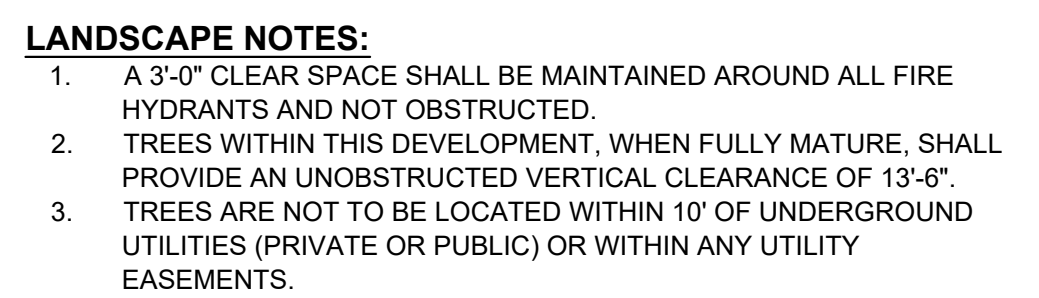
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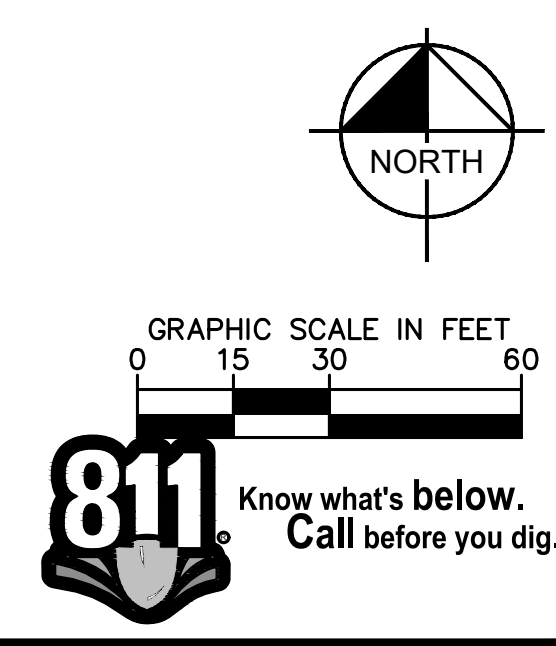
MATCHLINE: SEE SHEET 8



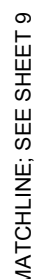
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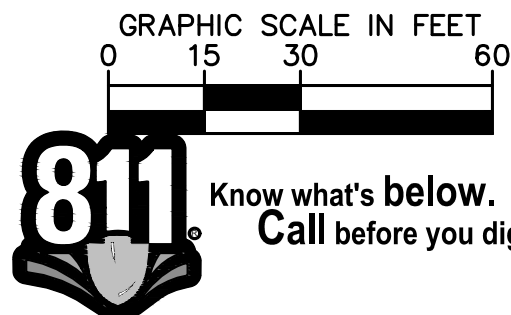
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MATCHLINE; SEE SHEET 13



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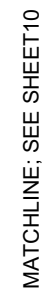
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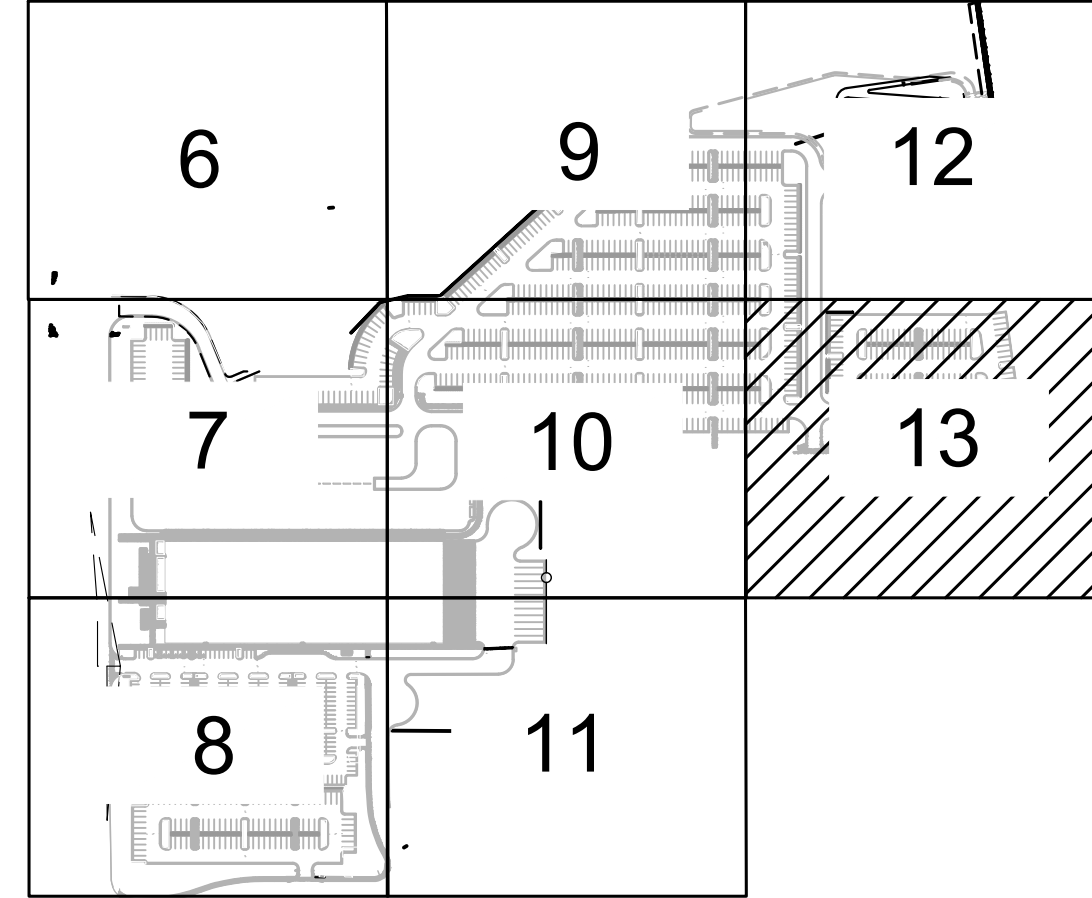
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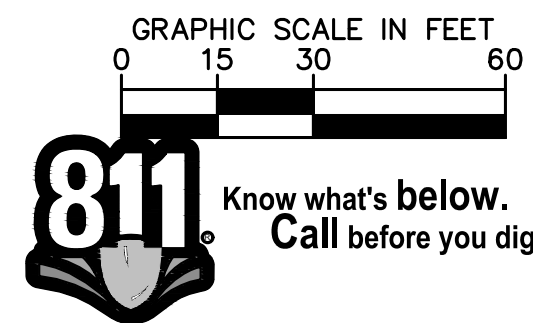


MATCHLINE; SEE SHEET 12



LANDSCAPE NOTES:

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Google Earth











Submitted by Protect Maple Valley Park
Exhibit A

Petition Status (As of 3/29/21)

PROJECT OPPOSITION

- Online Petition = 948 Household Responses Representing:
 - 1973 Adults (18+)
 - 710 Children
- Hard Copy Petition (Wet signatures)
 - 1671 Adults
- Petitions will be active and ongoing until the City Council Public Hearing
 - Updates planned monthly

**As of 3/29/21, A Total of 3,580* Adult Residents Oppose
Project Indiana 24/7 Amazon Distribution Center**

*Overlap for those who signed both hard copy and online were subtracted from this total number of adults

ALTERNATE VISION RESPONSES

- Petitioners support a less invasive, mixed use development with **town square/village concept**
 - Online Petition Responses = 778 Households Representing:
 - 1606 Adults
 - 601 Children
 - Hard Copy Petition Signatures
 - 510 Adults
- Petitioners support **expanding Maple Valley Park** into the proposed area*
 - Online Petition Responses = 923 Households Representing:
 - 1916 Adults
 - 693 Children

Citizens Support Other Land Uses Including Alternative Development

*This question was only posed in the online survey, not on the hard copy petition

We, the undersigned, are in **OPPOSITION** of the proposed minor adjustment, minor variance, annexation, rezoning and development of the collective properties located at 6700 Indiana Street, 6702 Indiana Street, 6710 Indiana Street and 6720 Indiana Street known as the Scannell Properties, aka Project Indiana (#DA2020-01117 and Amazon Project Indiana #DA2020-0132), Maple Valley Park Annexation (#DA2020-0118), Jeffco Annexation (#20-130002AX), Minor Adjustment (#20-123867MAA), Minor Variance (#20-129804MVR), **aka AMAZON Distribution Center with 24/7 operations.**

Name	Address	Email and/or phone	Reason for Opposition	Signature
Myla Lyons	6552 Umber Cir		Traffic Incompatible with con area, no highways, go through community - Not good	Myla Lyons
VINCENT LA POSTA	6973 Secret Ct, ARVADA		Incompatible nature	Vincent LaPosta
Beatriz Mantuoz-Laine	18962 W. 84th Ave Arvada, Co 80007		Don't need it	Beatriz Mantuoz-Laine
Alex Wise	4070 Fso Belknap Golden Co.		Don't need it	Alex Wise
Rachel Kullman	6537 Umber Kullman Cir 80007		Incompatible - gmail nature/residences	Rachel Kullman
Sierpeli Gili	7050 Windy Ct. Arvada 80007		Traffic	Sierpeli Gili
Shawn F Shelton	18962 W. 84th Ave Arvada CO		Traffic	S.F. Shelton
Thomas Imbler	16929 W 68th PL Arvada CO 80007		Traffic / Incompatible	Thomas Imbler
Cynthia Grenus	6318 Umber Cir Arvada CO 80003		traffic / environmental impact	Cynthia Grenus
Gina Colucci	5999 Howell Ct GOLDEN 80403		TRAFFIC!! / High Semi Live @ 58th Indiana Traffic already	Gina Colucci

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Name	Address	Email and/or phone	Reason for Opposition	Signature
John Guardino	14454 W. 88 th Dr #C Arvada, CO 80005		Poor use of open space	John Guardino
GILBERT Locum	16528 W 78 th PL		SM BUSINESS	Gilbert
Stuart Buchmann	6128 Holman Court		Small Business	Stuart
STEVE KAISER	6765 TERRY CT ARVADA 80007		TRUCK TRAFFIC STREET REPAIR	Steve Kaiser
Carl Carlson	14930 W 77 th Drive Arvada, CO 80005		Traffic	Carl
Jamie Haligas	12039 W. 52 nd pl unit 2 Arvada CO 80003		Traffic	Jamie Haligas
KAREN RAMEY	12666 W 83 RD DR. ARVADA CO 80005		TRAFFIC - DON'T NEED AMAZON HERE	Karen Ramey
Jerome Immel	6974 PIKE CT, ARVADA 80007		TRAFFIC /	Jerome
Susan Kay Smith	7039 Torrey St		environment - traffic mental well being of community	Susan Kay Smith
Rick Fouts	17101 W 64 th Dr.		NOT COMPATIBLE w/ surrounding Residents	Rick Fouts

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Edie Ricciane	9751 W 74th Pl		Keep our trails	Edie Ricciane
Seana Mazon	6444 Gladiolus Ave Arvada, CO 80004		losing trails	Seana Mazon
ROGER FELTY	16766 W. 62nd Arvada, CO 80003		Loss of habitat & increased traffic	Roger Felty
Ron Williams	11457 W. 69th Pl Arvada, CO 80004		opposed to Eda	Ron Williams
Shannon Odham	7015 Brown St Arvada, CO 80004		losing trails / traffic	Shannon Odham
Tyler McLacken	13353 W 64th Dr		Indiana traffic	Tyler McLacken
Steve Hightree	5937 Crestone St		more traffic, Reilly, Trails	Steve Hightree
Veronica Kaiser	#6765 Terry Ct		traffic, quiet neighborhood	Veronica Kaiser
Cyndi Carlson	14930 W. 77th Dr		traffic	Cyndi Carlson
Diane Haliga	7708 McIntyre Ct Arvada, CO 80007		traffic, destroy neighborhoods	Diane Haliga

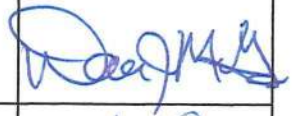
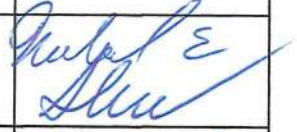
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Name	Address	Email and/or phone	Reason for Opposition	Signature
Joannie Flynn	15261 W 11th 66th			Joannie Flynn
Dana Francis	13602 W 67th Pl Arvada CO 80004		Traffic	Dana Francis
Vince Francis	13602 W 67th Pl Arvada, CO 80004		TRAFFIC AND NOISE	Vince Francis
Best				
Terri McWhorter	7777 1/2 Indiana St		no! no! no!	Terri McWhorter
Jim Baston	6786 Poppy Arvada CO 80007		Traffic / Trucks	Jim Baston
Barbara Bruster	12967 W 54th Pl Arvada, CO 80004		Traffic / Trucks	Barbara Bruster
Jennifer Parsons	14632 W 62nd Arvada, CO 80004		traffic inappropriate for neighborhood	Jennifer Parsons
Matthew Zellmer	15318 W 75th Pl Arvada CO 80007		Traffic shouldn't be in residential area	Matthew Zellmer
Kevin Capodice	6071 Robb St Arvada CO 80004		would rather see something local	Kevin Capodice

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Audrey Noorlan	210 IOWA DR 80403		NO AMAZON	Audrey Noorlan
Enn Anderson	10235 Beech St 80228		NO NO Amazon	Enn Anderson
Carol Piburn	6785 Tabors 80004		NO Amazon	Carol Piburn
Steve Noorlan	15195 W. 67th Place Arvada - 80007		Is West Arvada a comm. unit to live on another industrial neighborhood?	Steve Noorlan
Todd Osborne	7623 Yukon Ct Arvada CO 80007		NO Amazon	Todd Osborne
Linda Engel	15732 W. 70th Dr Arvada 80007		NO Amazon!	Linda Engel
STEVE ENGEL	15732 W. 70th Dr ARVADA, CO 80007		" "	Steve Engel
RICHARD KUBERSKI	6359 HOLMAN ARVADA, CO, 80007		" "	Richard Kuberski
Lisa Keller	7601 Indiana St Arvada CO 80007		" "	Lisa Keller
James Peacock	7134 F St Arvada CO			James Peacock

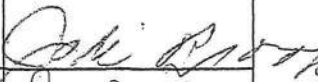
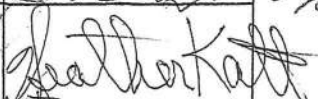
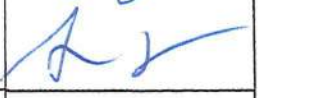
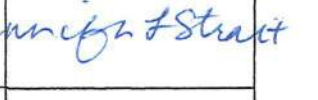
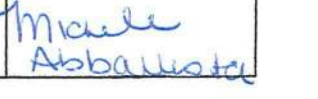
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Name	Address	Email and/or phone	Reason for Opposition	Signature
Bobby Blasiotti	1209 S. Gilbert Street		Not Necessary	
DAN McGinn	15123 W. 58th Ave Golden CO		TRAFFIC	
Dustin Osborn	12695 W 77th Dr. Arvada, 80005		ALL	
Annetta McElinn	15123 W. 58th Ar Golden 80403		com traffic	
Matthew Powell	7042 De France Ct. Arvada, CO 80004		All	
MICHAEL S. HILL	6197 HOLMAN ST AURORA, 80001		TRAFFIC	
Shirley Ross	12926 W 61st Cir. Arvada 80004		com Traffic	
Gerry Williams	5411 Kilmer St Golden CO 80403		Traffic	
Robert Schempf	7122 DeFrance Dr Arvada		Traffic	
Joyce Merrill	14227 W 84th Ave Arvada, CO		Traffic	

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Jan Ohlman	8230 Jay Ct Arvada, CO 80003		need to keep this area residential & not commercial	Jan Ohlman
Cheryl MEE	6251 Vireo St FLORISS CO 80405		Too much traffic!	Cheryl MEE
CAROLYN BARBER	15406 W 66th Dr. 80405		Too much traffic	Carolyn Barber
TAMARA Dobson	8247 Quay Ct Arvada CO 80003		Too much traffic	Tamara Dobson
Valerie Moody	13133 W 73rd Ave.		Traffic! Noise!!	Valerie Moody
Steven Schubert	6468 Moss Circle		Traffic	Steven Schubert
Hannah Gaines	6071 Robb St. Arvada CO		No Amazon-	Hannah Gaines
Mike Watson	5940 Blanche Ct		No Amazon	Mike Watson
Courtney Osborn	12695 W. 77th Dr. Arvada, CO 80005		trucks, traffic	Courtney Osborn
Julie Powell	7042 DeFrame Arvada, CO 80004		Traffic, Harmful to Wild Life, noise	Julie M. Powell

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Philip Brinkmann	13881 W. 68th Ave Arvada 80004		Increased local traffic	
Judie Brooks	16621 Devin St		RAID TRAFFIC NOT WANTED	
Heather Katt	13856 W. 68th Ave Arvada, CO 80004		Increased Traffic, Lowering our Property Value, Noise, Wildlife, Amazon is not light industrial, 24/7 Impact	
Earl Katt	13856 W. 68th Ave. Arvada, CO 80004		11 11 11 11 11 11 11 11	
Sara Jean Struckmeyer	6184 Flattop St Golden, CO 80403		environment + humanity	
Maryanne Turner	18524 W 61 ST Golden CO		traffic + visual neighb comp plan compliance environmental issues	
AMANDA SEMKO	16236 W 50th Ave Golden, CO 80403		traffic	
Jennifer Strait	7250 Devinney Ct. Apt B Arvada, CO 80005		traffic, visual, environmental	
Kim Linkenbach	13834 W 69th Ave Arvada		traffic Trail Nature	
Michele Abbattista	19380 W. 53rd Loop Golden CO 80403		traffic destruction to nature	

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Ashlyn Wagner	6082 Salvica Ln Arvada, CO 80403		Traffic	Ashlyn Wagner
Rick Schirres	6255 ZINNIA ST ARVADA, CO 80004		evening evening drive	Rick Schirres
Daniel Krummick	5694 Kipping Parkway		I bike there	Daniel Krummick
Kay Goldsmith	7507 Brown St ARVADA, CO		Live in Area	Kay Goldsmith
KEITH CHRISTIAN	17714 W 63RD DR GOLDEN CO 80403		TOO MUCH ADDITIONAL TRAFFIC	Keith Christian
Mary Lee Gibson	5220 Juniper St. Golden, CO		Too much traffic	Mary Lee Gibson
Blake Davis	4960 Indiana ST		Impact on Ralston Creek Trail + Ecosystem	Blake Davis
Debbie Talbert	375 S. 80224 Saulsbury Lakewood CO		Small Business Health	Debbie Talbert
Travis Lamb	13113 W. 73rd Arvada CO 80005		Open space	Travis Lamb
Kent Gran	7003 Secretist Ct Arvada CO 80007		not the right spot for that type of business	Kent Gran

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Erin Koerner	6246 Holman St Arvada, CO 80004		Trucks, crowded, housing for others	Erin Koerner
David Whitsen	5656 Haman Circle		OPEN SPACE IMPACT, TRAFFIC, WILD LIFE	David Whitsen
Roberto Erika	126110 W 66TH PL. Arvada, CO 80004		open space, traffic	Roberto Erika
Dana Gray	13608 W 66th Arvada CO		Keep open/natural spaces!!	Dana Gray
Lieum Fallon	7154 Eldredge Arvada, CO 80004		Too much traffic! And too crowded	Lieum Fallon
Heena Ali	5844 LEBLANC Arvada, CO 80004		Traffic!!! Like area as is!	Heena Ali
Ron Sacks	7561 4th Ave St Arvada, CO 80005		Open Space Traffic	Ron Sacks
JEFF GREGORY	7534 JUNIPER ST ARVADA, CO 80007		Noise, TRAFFIC	Jeff Gregory
Ken Klein	4680 Eastley Rd Golden, CO		Keep OPEN	Ken Klein
Gary Moore	14154 W. 71ST Place Arvada, CO		Traffic, pollution, noise, disruption to wildlife	Gary Moore

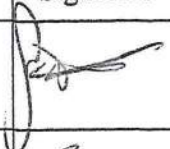
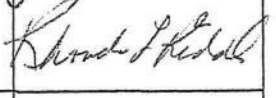
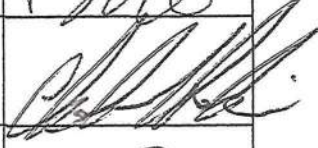
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Name	Address	Email and/or phone	Reason for Opposition	Signature
DENNIS CHRISTIAN	6321 MCINTYRE WAY		WOULD CREATE TOO MUCH TRAFFIC & DOES NOT FIT IN	Dennis Christian
Pam Koerner	6246 Holman St.		Too much traffic, too near the trail.	Pam Koerner
DENNIS BRADLEY	6834 COORS ST ARVADA, CO 80004		KEEP AMAZON OUT TOO MUCH TRAFFIC	Dennis Bradley
Paul Fallon	7154 Ellridge Ct 80004		Would add too much traffic and add late night traffic	Paul Fallon
Kailee Jorgensen	8025 Zinnia St Arvada CO		too much traffic	Kailee Jorgensen
Brenda Stearns	8440 Quaker Cir. Arvada, CO		the pollution	B Stearns
Diane Ross	7601 Indiana St Arvada CO 80004		destroying flood plain - wildlife impact - Traffic impact Not the right location for this	Diane Ross
Pat Herrin	7115 FIG ST Arvada CO 80004		wildlife Hab. lower traffic impact Prop Value	Pat Herrin
Kellie Penney	5548 Culebra Ct Golden CO 80403		Keep some natural areas too much traffic, not good fit	Kellie Penney
Jocelyn McCaslin	17577 W. 87TH AVE ARVADA, CO 80007		traffic, what's good for people of Arvada.	Jocelyn McCaslin

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Leslie Smith	10011 W 60th Ave Arvada, CO 80005		Lack of infrastructure to handle traffic, etc.	Leslie Smith
Charles FATZINGER	7304 COORS CT. ARVADA CO 80005		TO much TRAFFIC AND People	Charles Fatzinger
DON NIMTZ	6058 ORION CT Golden CO 80403		//	Don Nintz
Melissa Wasinger	12901 W 72nd Ave Arvada CO 80005		Anti- Amazon Support Small business	Melissa Wasinger
Marcus Miller	9330 Nile Court Arvada CO 80007		support small business and wildlife	Marcus Miller
MARTIN ALVIS	6443 QUARTZ CIR ARVADA CO		TRAFFIC	Martin Alvis
Amy Hickman	14390 W 70th Dr Arvada CO 80007		infrastructure can't support	Amy Hickman
Tom Harko	1630 W 62nd		Too much Traffic	Tom Harko
Hallie Rossi	Arvada, CO 80403 17515 W 61st Pl		To much traffic/safety	Hallie Rossi
Todd V	16702 W 80th Dr		which nature	Todd V

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Scott McKenzie	13536 W 68 th Ave Arvada, CO 80004		Traffic / lighting	
Rhonda Riddle	6791 Devinney Arvada, CO 80004		Traffic / destroy open space	
Angela Zott	13885 W. 68 th Arvada CO 80004		destroy open space	Angela Zott
Tim Zott	13885 W. 68 th Arvada CO 80004		destroy open space	T Zott
Clint Hawkins	6891 Devinney St Arvada CO 80004		Traffic / congestion	
Tom Hughes	6871 Devinney St Arvada, CO 80004		EXCESSIVE TRAFFIC Lost of Green Space	T. C. Hughes
Amber Bliss	13892 W 68 th W Arvada 80004		EVERYTHING	Amber Bliss
Brian Bliss	13892 W 68 th CO 80004 ARVADA CO		CONST TRAFFIC	Brian Bliss
JOSH BLISS	13892 W 68 th W Arvada CO 80004		Traffic	
PAM BLISS	13892 W 68 th W Arvada CO 80004		DESTROY OPEN SPACE	

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Name	Address	Email and/or phone	Reason for Opposition	Signature
José F Ruiz	13876 W. 68 th Ave. Arvada, CO		Traffic, concern about property value, impact on wild life	Gore/Ri
Larry Pote	13893 W. 68 th Ave. Arvada, CO		Traffic concern	X Pote
Karla Schaefer	7131 Flora St. Arvada, CO 80004		Traffic concerns/ 24/7 noise	Karla Schaefer
STEVEN T. SCHAEFER	7131 FLORA ST. ARVADA CO 80004		TRAFFIC 24/7, IMPACT ON NEARBY HOMES, NOISE	Steven T. Schaefer
Ken Seel	13783 W 68 th Arvada Ave		Traffic, Noise	Ken Seel
Beverly Seel	13783 W 68 th A. Arvada, CO		Traffic - Noise Lower Property Value	Beverly Seel
Kathryn Cothern	6813 Coors St. Arvada, CO		Traffic	Kathryn Cothern
Tina McIlwain	6842 Braunt Arvada, CO 80005		TRAFFIC	Tina McIlwain
SUSAN NACHTRIEB	6832 Braunt ARVADA, CO 80005		TRAFFIC, no restaurants, no housing, Noise, drop property values	Susan Nachtrieb
Jill D. Harris	6817 Braunt Arvada CO 80005		traffic, noise, wear on roads, crime	Jill D Harris

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Michele Theoharris	13813 W. 68 th		* too much traffic for neighborhood	Michele Theoharris
Jacob Sinjakovic	13813 W. 68 th Ave		* Don't want the pollution by the trail	Jacob Sinjakovic
Rooney Tidwell	13803 W. 68 th Ave.		DON'T WANT TRAFFIC	Rooney Tidwell
KRISTALYN OLME	13796 W. 68 th AVE		ALREADY TOO MUCH TRAFFIC - THIS WILL BE TOO MUCH	Kristalyn Olme
Beth Watsen	13896 W. 68 th Ave		TOO much traffic	Beth Watsen
Brent Bonglio	13896 W. 68 th Ave		TOO much TRAFFIC	Brent Bonglio
ANITA SMITH	13853 W. 68 th AVE		TOO MUCH TRAFFIC INCONSIDERATE AMAZON SPEEDERS	Anita Smith
Roger Smith	13853 West 68 th Ave.		Amount of traffic, PRESERVATION of Green Belt	Roger Smith
Sarah Wasinger	13877 W. 67 th Way		singer property value st.net destroyed by extensive industrial	Sarah Wasinger
Mike Wasinger	13877 W. 67 th Way		traffic and future drones. Green Belt. <u>NOISE</u>	Mike Wasinger

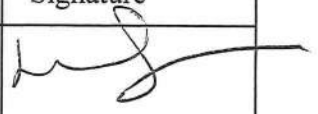
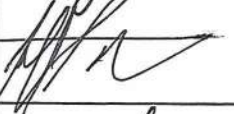
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Name	Address	Email and/or phone	Reason for Opposition	Signature
Shannon Booth	7136 Gladys St.		Increased noise, Pollution, traffic near a neighborhood? Decrease of our property values.	Shannon Booth
Marie Sefcik	8472 Oikens Ct Arvada		Not friendly to our nature. Increased traffic! Indiana is already busy enough.	Marie Sefcik
Arielle Brunelle	13111 W Mississippi Ct #3309 Lakewood Co 80228		Go out East! Inappropriate place for it	Arielle Brunelle
Tom Richardson	8171 Cody Ct ARVADA CO 80004		STOP Development	Tom Richardson
Tim NEFF	6391 PIERCE ST. ARVADA, CO			Tim Neff
Luke Neff	6391 Pierce St. Arvada, CO		Stop Development!	Luke Neff
Nick Andrade	6813 Maple St. Arvada, CO		I Love the trail	Nick Andrade
Lonnie Casement	6557 Bear Ridge Way		All of the above	Lonnie Casement
Jim Snyder	6996 Orchard Ct, Arvada 80007		All of the above	Jim Snyder
Chris McGinnis	7086 Braune ARVADO CO 80004		Development Too Close To TRAIL	Chris McGinnis

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Janice Adams	6067 Rogers Cir Golden, CO 80403		Do not want increased traffic	Janice Adams
Carol Maugh	9799 W. 76th Ave Arvada, CO 80005		Increased traffic, not family friendly, eye sore	Carol Maugh
N Mills	5310 Allison St. #204 Arvada 80007		Would like more open space preserved. Opportunities to create family friendly activities	Nanci Mills
Sandy Throja	14106 W. 74th Pl Arvada, CO 80005		So much traffic! This is not good for our community or wildlife in the area. We use this open space	Sandy Throja
Julie Smith	16119 W. 70th Pl. Arvada, CO 80007		Increased traffic NOT family friendly!	Julie Smith
Kathy Peniman	11695 W. 73rd Ave Arvada, CO 80005		Increased traffic in already congested area.	Kathy Peniman
Amy Namba	16325 W. 84th Lane Arvada, CO 80007		preserve open space for families and wildlife	Amy Namba
Lauren Williams	9050 W 68th Ave Arvada, CO 80007		Increased traffic Keep open space	Lauren Williams
Kathleen Anderson	6590 Zinnia St Arvada, CO 80004		^{opposed to} Increased traffic - my family rides bikes/walks here	Kathleen Anderson
Amy Jennings	16016 W 94th Dr Arvada CO 80007		too much traffic	Amy Jennings

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Jasmine Silverman	11448 W. 68th Way, Arvada, CO 80004		I daily enjoy the trail - want it to stay the same	
David Lyells	9640 W. 69th, Arvada, CO 80004		Noise pollution, leave this a wildlife attraction	David W. Lyells
Katherine Hilsabeck	8171 Cody Ct, Arvada, CO 80005		Noise/water pollution Wildlife	Katherine Hilsabeck
Mary Borda	7245 Beech Ct, Arvada 80005		Wildlife !!	Mary Borda
Melissa Andrade	6813 Moore St, Arvada, CO 80004		I enjoy the trail daily wildlife traffic ... duh!	Melissa B Andrade
Diana Clau	13545 W 67th Pl, Arvada, CO 80004		Protect wildlife - no to semitrucks! Traffic in late hours. The trail is so important to our community	Diana Clau
Barbara Bigelow	13944 W 65th Ave, Arvada 80004		protect wildlife (deer, owls, baby owls) and traffic on Indiana	Barbara Bigelow
Jeff Pawstan	6919 Coors Ct, Arvada 80004		protect the land!	
Shawni Johnson	6919 Coors Ct, Arvada, 80004		protect the land and wildlife	Shawni Johnson
Lynne Van Dux	15052 W. 76th Dr, Arvada	-	-	Lynne Van Dux

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Kelly MILITANIS	7686 Braun Arvada Ct.			Kelly Militanis
JIM GREGORY	7210-B DEVINNEY ARVADA, CO 8		KEEP BEAUTY of OPEN SPACE	James Gregory
CHRIS BUEKE	13642 W. 64th Dr. ARVADA, CO 80004		Want open space & walking areas	Chris Bueke
Kevin Weigum	11976 W. 75TH LANE		Keep open	Kevin Weigum
Steph Weigum	11976 W- 75th Lane		"	Steph Weigum
Jimmy Malkiewicz	6064 Zangway Arvada 80004		"	Jimmy Malkiewicz
Megan Teague	8462 Urban Ct Arvada 80005		Too close to open space	Megan Teague
Marna Teague	6568 Taft St Arvada CO 80004		Too close to open space	Marna Teague
LEE Ann MATRANGA	9640 W. 69th Ave		Endangering wildlife area, noise, pollution, creek endangerment	Lee Ann Matrangola
QUE TRINH	7089 Devinney		too close to open space	Que Trinh

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Name	Address	Email and/or phone	Reason for Opposition	Signature
CAROLYN BARRY	11087 W. 59 Ave ARVADA, CO CO		Arvada does not need the traffic. Do not take away walking trails	Carolyn Barry
Leslie Hall	7112 Ellis St. Arvada CO 80004		Arvada does not need this !!	Leslie Hall
Charlene Malloy	18355 W. 59th Dr.		NO Industrialization!	Charlene Malloy
KAMERON GATES	6742 URBAN CT ARVADA, CO 80004		ARVADA DOESNT NEED TRAFFIC	Kameron Gates
HENRIE FOTTE	16253 W 13th Pl Unit D Arvada, CO 80003			
Ann Roehrig	7374 Salvia Ct. Arvada CO 80007		Anti-Amazon, Protect the trail & the wildlife, pollution concerns	Ann Roehrig
Jeff Albert	16748 W. 73rd Dr. Arvada 80007		Traffic!	Jeff Albert
JESSA CHINGWEL	7001 Beech St Arvada CO 80004		TOO IMPACTFUL TO OUR COMMUNITY!	Jessa Chingwel
Diane Wagsche	18991 W. 60th Dr Golden, CO 80403		Too much impact on bike trail which is filled w/children!	Diane Wagsche
Ryan Rodemeyer	6667 Zang Ct Arvada CO 80004		we are a quiet neighborhood	Ryan Rodemeyer

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Connie Davidson	6264 Orion Ct #D Arvada, CO		Traffic, congestion, next to neighborhood	Connie Davidson
Mike Davidson	6264 Orion Ct Unit D 80403		Added traffic	Mike Davidson
Carven Smith	6285 ORION CT UNIT D 80403		TRAFFIC congestion	Carven Smith
Clydia Sue Pratt	6284 ORION CT. #A - Arvada 80403		To much Traffic Congestion-Bad Already!!!	C. Sue Pratt
Cynthia Snavelly	6285 Orion Ct Unit A 80403		Traffic Pollution	Cynthia Snavelly
Rex N Snavelly	6285 Orion Ct Unit A 80403		Traffic	Rex N Snavelly
Mike Hibern	16132 W 63 RD AVE D		Traffic	Mike Hibern
Michael Schwertner	14615 W 62 nd Arvada CO 80004		Stupid I don't. Deserve our Go to HWY 93 Technology	Michael Schwertner
Karen Fay	13432 W. 67th Dr Arvada CO 80004		traffic pollution	Karen Fay
Joyce Comin	13695 W. 61 st Cir Arvada 80004		Traffic! we do not need it! Pollution! adverse for wildlife!	Joyce Comin

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Katherine Olsson	5537 Rogers Ct Golden CO 80404		I want local small businesses Not more traffic. Keep us a community	Katherine Olsson
PATRICIA A. DAVIS	6454 WRIGHT ST		Too much TRAFFIC ON FND. Ugly design - NEEDS TO STAY AGRICULTURE	Patricia A. Davis
MARK ROYER	14979 W 77th		TRAFKIC in unincorporated Space, water	Mark Royer
Diana Mann	19583 W 58th PL		Too much Traffic, wrecks trail	Diana Mann
BARBARA KAY MANN	7268 BEECH CT		TOO MUCH TRAFFIC TOO MUCH NOISE	Barbara Kay Mann
Jerry Shmel	7524 JUNIPER ST Arvada CO 80007		Too much Traffic & people	Jerry Shmel
Wayne Self	13273 W. 65th Pl Arvada, CO 80004		We need more green space, not development	Wayne Self
JENNIFER MILLER	11850 W ANJEN 76TH DR		TRAFFIC RAILSTON TRAIL	Jennifer Miller
KARAN YAPZ	13363 W 68th pl.		everything!	Karan Yapz
STEVEN STIEFVATER	7504 LEWIS ST		TRAFFIC	Steven Stiefvater

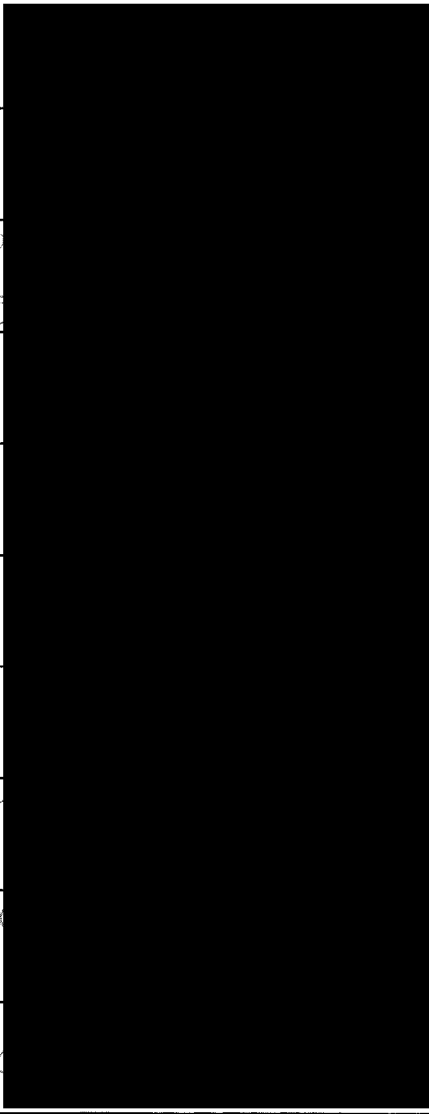
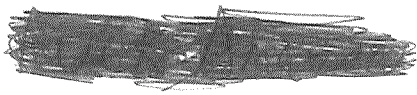
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Name	Address	Email and/or phone	Reason for Opposition	Signature
Nancy Chidester	6223 Alkire Ct Arvada, CO		green space needed too much traffic	N Chidester
Justin Chidester	6223 Alkire Ct. Arvada, CO		Too much traffic, want smaller business	Justin Chidester
JASON ARMSTRONG	6537 PIKE CT ARVADA 8007		TOO MUCH TRAFFIC	JASON ARMSTRONG
Lesley Walbridge	5025 Gladiola Way Golden, CO 80403		Too much traffic. Keep our neighborhoods as they are. Green space needed.	Lesley Walbridge
Lynn Helmreich	16772 W 74th Ave Arvada 80007		Roads can't handle traffic that are already on the roads	Lynn Helmreich
Shirley Mosk	7117 Flora St Arvada, CO 80007		Roads	Shirley Mosk
Kim Mosk	7117 Flora St Arvada, CO		Roads not appropriate	Kim Mosk
JIM BIRKHEAD	6306 HOLMAN ST ARVADA, 80007		GREEN SPACE / TRAFFIC	JIM BIRKHEAD
Dan Zellner	6484 Moss Circle Arvada 80007		Trail is used daily	Dan Zellner
Nail Dilday	6059 Violet Pl		Traffic issues and trails	Nail Dilday

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Salley Smith	7658 Owens Ct Arvada 80005		not good for Arvada	Salley M Smith
Kelly E. Murphy	15882 W. 70th Dr. Arvada, CO 80007		Too much traffic for our home town	Kelly E. Murphy
Robert M. Sney	6128 Quail Ct Arvada, CO 8000		Too much traffic & too close to Rolston Creek Trail	Robert M. Sney
Ingrid Torras	13584 W. 67th Pl Arvada 8000		Not right for the area ? wrong for the environment	Ingrid Torras
Deyanira Roberson	2284 Lasalle St Superior CO 80021		Anti - Amazon	Deyanira Roberson
Carol Stiefvater	7504 Lewis St Arvada CO 80005		traffic, noise pollution & growth	Carol Stiefvater
Tom Helmreich	16772 W. 74th Ave Arvada, CO 80007		Indiana not adequate No Expansion w/ Railroad Rightway	Tom Helmreich
Scott Sutton	6432 Quail Ct Arvada CO 8000		NOT RIGHT FOR AREA NO AMAZON	Scott Sutton
Pete Hovance	16475 W 74th Arvada 80007		TOO MUCH! AMAZON!	Pete Hovance
Davis Birchard	6306 Arvada St		Not a good place	Davis Birchard

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Soth Walker	2376 S Path Cotopaxi Co 81223		ail 	
J Lynn Rodemeyer	6667 Zang Ct. Arvada, CO 80004		Quiet Neighborhood needs to stay that way!	
Cynthia Cox	8274 Johnson Arvada, 80005		ail - residential neighborhood, traffic	
Jamie Wamboldt	12962 W 61st Cir Arvada CO 80004		traffic	
Linda Wamboldt	12962 W 61st Cir		We need a nice development that benefits the community & wildlife & not corporate	
Andrew Reil	14213 W 70th Arvada CO 80004		Traffic	
Ed Devinney	7311 Braun way Arvada		traffic	
Amy Knight	6278 Devinney Cir Arvada CO 80004		Traffic	
Devinney, Mailloux	12905 W 72nd Ave ARVADA CO 80005		TRAFFIC	
Christina Barr	6156 Holman St Arvada, Co. 80004		NOT APPROPRIATE For my area.	

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Robert Lewis	15331 W 73rd PLACE, ARV		Want to avoid the traffic in noise	Robert Lewis
Kathy Smith	6292 Torrey Lane Arvada, CO		Not appropriate for this area due to residential. Other good uses to place it	Kathy Smith
Dave Sime	13476 W. 60th Pl Arvada, CO 80007		want to maintain open space and minimize traffic	Dave Sime
Ammon Sime	13476 W. 60th Pl Arvada, CO		minimize traffic keep open space, too close to residential	Ammon Sime
Jennifer Barnard	6956 Orchard Ct Arvada CO 80007		open space, traffic	Jennifer Barnard
Bill Chiappetta	12963 W. 80th Pl Arvada, CO 80005		Traffic, we need Parks for Family	Bill Chiappetta
Albert J. Graham	7374 Quince St. Arvada, CO 80007		Traffic, Residential Zoning - Quality of Life	Albert Graham
WILLIAM MILLER	11830 W. 76TH DRIVE ARVADA, CO 80005		TOO MUCH TRAFFIC	William Miller
Tina Sherrick	6529 Poppy St Arvada CO 80007		traffics	Tina Sherrick
Pilar Becorano	2284 LaSalle Superior CO 80087		Hate Amazon	Pilar Becorano

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Cathy Tolen	5600 McIntyre St Golden CO 80403		Traffic (truck & commuter)	Cathy Tolen
Russ Villido	16887 W. 87 th Dr Arvada, CO 80007		Traffic and destruction of farmland	Russ Villido
Douglas Raizk	17176 W. 74 th Pl, Arvada, CO 80007		Traffic, loss of park fee	Douglas Raizk
Maria Mantas	14395 W. 76 th Dr Arvada, CO 80004		com We need open land	Maria Mantas
Karl Skineck	6296 Holman Arvada CO 80004		Don't want Amazon	Karl Skineck
Jean Gueck	12655 W. 67 th Dr Arvada 80004		Traffic - light Wild life disturbance	Jean Gueck
MARY SHIMEL	7524 JUNIPER ST ARVADA, CO 80007		TRAFFIC - TRUCK ^{not appropriate} PUT IN INDUSTRIAL AREA ^{for this area}	Mary Shimel
DAN NEWSTRAND	12623 W. 67 th PL. ARVADA, CO 80004		TRAFFIC, LOSS OF PARK	Dan Newstrand
Alex Zabala	15907 W 72nd Dr.		Help Small businesses. Traffic.	Alex Zabala
Robert C. Smith	7658 DOWNS CT		TRAFFIC LOSS OF PARK	R.C. Smith

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Michelle Henkel	Arvada, 80403 16132 W. 63 rd		Not a good fit (Traffic)	Michelle Henkel
Arian Jeffries	7754 perfect St Arvada CO		bad for wild life Not fit for the area	Arian Jeffries
Wayne Bandura	2224 Lander Lane Arvada, CO		Not a good idea!	Wayne Bandura
Jeff Grenfell	19722 W 93 rd Pl #C Arvada, CO		Too much traffic, destroys local business	Jeff Grenfell
Jack Lopez	17175 W. 62 Circle ARVADA, 80403		ALL OF ABOVE	Jack Lopez
Chris Boeff	12920 W. 84 th Ave Arvada, Co		Too much traffic large Trucks	Chris Boeff
DeAnn Boyles	11997 W 75 th Lane Arvada, CO		Traffic + Wildlife	DeAnn Boyles
Bridget Swartzlander	8641 Coors St. Arvada, CO 80005		Traffic-wildlife quality of life	Bridget Swartzlander
Randy Olsson	5537 Rose Ct Golden, Co. 80403		Need to maintain rural environment Too much traffic	Randy Olsson
Dwaine Barry	11087 W 59 th Ave Arvada, Colo		too much Traffic	Dwaine Barry

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Name	Address	Email and/or phone	Reason for Opposition	Signature
VICTOR Ramey	12666 W. 83RD DRIVE ARVADA, CO 80005		DO NOT NEED ANY MORE LARGE COMMERCIAL SITES	VICTOR W. RAMEY
Patti Shouse	14140 W. 63RD PL. Arvada, CO 80047		Too Big for Arvada TOO much traffic.	Patti SHOUSE
Cassandra Abdelnour	17509 W 62nd Pl Arvada CO 80403		Too much traffic	Cassandra Abdelnour
Jennifer Adams	17563 W. 60th Ln Arvada, CO 80403		traffic, road wear, Ralston Creek impacts, not consistent w/ area.	Jennifer Adams
ANDY SIMPSON	5355 PINE RIDGE RD GOLDEN CO 80401		Totally too big in wrong Area	Andy Simpson
Julie McCarty	15695 W 67th Pl Arvada, CO 80017		//	Julie McCarty
Cindy Althean	7058 DEVIANEY CT Arvada, CO 80004		Too big	Cindy Althean
Catherine Gillespie	16613 W. 73rd Ave. Arvada CO		ugly - too big not right for the area	Catherine Gillespie
Peter Ruhl	6316 Union, Ct Arvada, CO 80044		Too Big	Peter Ruhl
Jo Ann Weiland	7648 Owens Ct Arvada 80005		//	Jo Ann Weiland

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Name	Address	Email and/or phone	Reason for Opposition	Signature
BILL JO IACOVETTA	16313 W 63RD PL		TRAFFIC DO NOT WANT THE AREA TO BECOME INDUSTRIAL	
JEFF LOEHLKE	11720 RANCH ELSIE RD GOLDEN CO 80401		CONGESTION / INDUSTRIALIZATION	
Matt Winkler	12655 W. 66th Pl Arvada, CO 80004		Congestion/Industrialization	
Regina Bischofs	8656 HOLMAN CIR Arvada, 80005		too roads; wildlife; industrialization - traffic	
Jerry Dange	7464 Isabelle St			
Miranda K McBracken	13553 W 64th DR ARVADA		same as all of the above	
Annbelle Doyle	12033 W 7th Ave		Same as above	
Kate Beasley	12067 W 54th Dr Arvada		Bezos can suck it	
Tom Haywood	13505 W. 63rd Arvada		Traffic Noise Night Trucks!!!	
Casey Cotclasure	15940 W. 62nd Dr Arvada CO 80403		traffic, keep it a neighborhood	

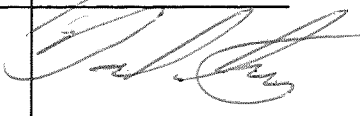
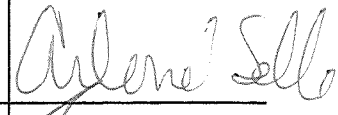
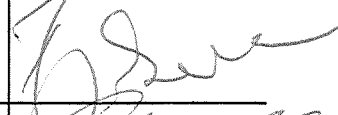
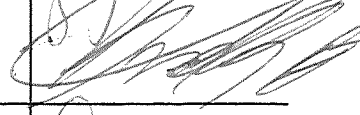
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Name	Address	Email and/or phone	Reason for Opposition	Signature
Matthew Rock	10300 W. 65th Arvada		Need more small business	Matthew Rock
Richard Haines	6025 Zane Way Arvada		TRAFFIC	Richard Haines
Arkw Leifheit	14875 W. 50th Pl, Golden, CO		Traffic, small business impacts, open space,	Arkw Leifheit
Beth Hansen	6504 Deaneh Arvada, CO 80007		net Traffic, small business -	Beth Hansen
DAW RYALL	17436 W. 69th Arvada, CO 80007		TRAFFIC	DAW RYALL
RYAN TAYLOR	15101 W 70th Ave Arvada CO 80007		Traffic impact	RYAN TAYLOR
JOHN WALSH	15809 W 75th Pl Arvada CO 80007		SMALL BUSINESS	JOHN WALSH
Malcolm Tolern	5600 McIntyre St. Golden 80403		Small Business & Traffic	Malcolm Tolern
Debra Kooser	6248 Braun Circle Arvada, CO 80007		TRAFFIC, OPEN SPACE	Debra Kooser
Anne Kelton	6770 Lupine Cir		Traffic, trail, small business	Anne Kelton

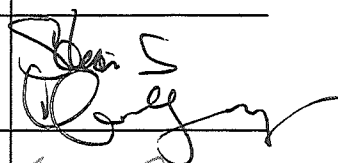
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Name	Address	Email and/or phone	Reason for Opposition	Signature
James Montijo	8080 1215 ST Arvada, 80005		Community Reasons	JM
Hernan Potter	16253 W 63rd Pl Unit D Arvada, CO 80403		Community concerns/traffic	Hernan Potter
Steve Hansen	6504 DeFrame Way, Arvada CO 80004		Community Reasons.	Steve Hansen
Lynne Weitzel	15861 W. 66th Pl. Arvada, CO 80007		Community	Lynne Weitzel
Ethan Aldridge	6277 Deviney Ct Arvada, CO		Community/Traffic/congestion	Ethan Aldridge
Thomas Paluszka	5978 Eldridge Court Arvada		Traffic. Project	Thomas Paluszka
John Fischer	16155 W 62nd Ln #21 Arvada, CO 80003		Traffic.	John Fischer
Michelle Schiffbauer	13672 W. 54th Ave Arvada, CO 80002		Traffic, Lack of infrastructure	Michelle Schiffbauer
David Boersma	13521 W 54th Arvada, CO		Better use of space	David Boersma
Steve Sargent	6205 Secret St., Arvada 80403		Too much!	S. J. Sargent

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Jenny Loomis	17519 W 84th Av Arvada CO 80007		Crowd, land conservation pollution	
DARRON LUCERO	13910 W 74TH WAY, ARVADA CO 80007		LOSS LAND Pollution	
Leigh Peterson	16158 W 70th Arvada, CO 80007		on traffic & pollution	
Mike Scatani	7740 Teller St Arvada CO 80003		loss of open space, pollution + traffic	
Don Teemke	14326 W 69TH DR		Loss Pollution	
Rodney Jones	5315 Kendrick St Golden CO		Bad Location Not Enough access to Area	
Arlene Selle	17059 W 68th place		Bad Location	
Buzz Selle	" "		Bad Location	
Brian Bodley	14700 W. 55th Ave		Bad Location	
David Hurlbut	5646 Poppy Ct Golden CO 80403		per plan	

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Jane Reese	6370 Noble Ct Arvada, CO 80413		WE HAVE ENOUGH TRAFFIC NOW.	
Kelly Yons	6552 Lumber Circle Arvada		Traffic	
David Jensen	16158 W 70th Arvada, CO 80007		too many people + traffic	
Rebecca Pitocco	15510 W. 64th Pl. Arvada, CO 80007 Unit B		Traffic + too many people	
Budford D. Nelson	6556 Pike Ct Arvada, CO 80007		Traffic, lack of road infrastructure	
Matthew Marino	17505 W 58th Place Golden CO 80403		Traffic / inconsistent with use	
Mariel Zimelman	7666 Pierson St Arvada CO 80009		traffic	
Aison Lively	6146 Holman St. Arvada 80004		traffic	
Staci Morley-Young	16740 W. 60th Arvada 80403		TRAFFIC	
Wayne Young	16740 W. 60th Arvada, CO 80403		Traffic	

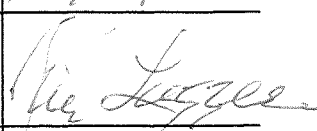
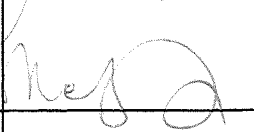
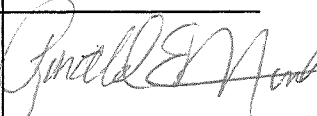
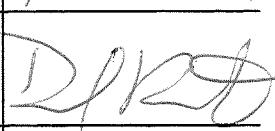
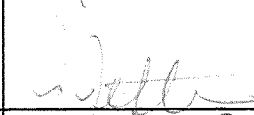
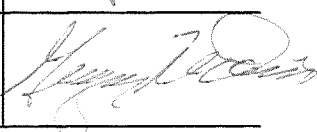
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Name	Address	Email and/or phone	Reason for Opposition	Signature
Sarah Hahn	6052 Salvia Ln		Traffic- Land/wildlife	Sarah Hahn
Rick Lutz	18929 W 66th DLC Golden		TRAFFIC NOISE	Rick Lutz
Jennifer Ward	13890 W. 64th Dr Arvada, CO 80004		traffic / trail usage	Jennifer Ward
Kurt Seela	7414 DeFrame ST Arvada, CO 80005		TRAFFIC NOT A Good Fit	Kurt Seela
Christa Westbrook	6270 Virgil St Arvada, CO 80403		Noise Land	Christa Westbrook
Ana Kesselring	6341 Beech Ct Arvada, CO 80004		Traffic, Noise, Land	Ana Kesselring
MARY (KELLY) POSIVATA	6842 POPPY CT ARVADA CO 80007		NOISE, TRAFFIC, TRAIL + NEIGHBORHOOD	M. Posivata
LAURA NELSON	6556 PINE CT ARVADA, CO 80007		Conserve natural land + greenspace TRAFFIC	Laura Nelson
Nena MURTY	16313 W 63rd Pl ARVADA, CO		TRAFFIC/NOISE	Nena Murty
Lilianna Cote	6798 Beech Dr Arvada CO		traffic	Lilianna Cote

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Heidi Burton	6307 Holman St Arvada, CO 80004		ROAD structure / light at 643 & Garden city lamp sign 9 finds to fix	
Emmalbert	16748 W 73 rd DR Arvada, CO 80007		traffic	Emmalbert
Rob Masinter	15631 W 79th Pl Arvada, CO 80007		Traffic, Residential area	R Masinter
PETER MUNGER	6740 Ceos Ct ARVADA, CO 80004		TRAFFIC, UGLINESS, NOISE	Peter Mung
Donna DeNomme	18719 W. 60th Ave Golden, CO 80403		traffic, congestion	Donna DeNomme
Darcey Sowards	7138 Russell Arvada CO 80007		It's a stupid decision traffic Neighborhood	
Andrea Castle	6033 Umber St. Arvada, CO 80403		Traffic, residential public neighborhood, noise, infrastructure	Andrea Castle
Dyle Bretz	7755 Quartz St Arvada 80007		bad for Arvada	Dyle Bretz
MAREN FASSINO	15342 W 66th Ave Unit F Arvada 80007		traffic	
Beth Thera	9357 12th Ave Arvada CO		Traffic, Congest	Beth Thera

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Kirk Hermann	8486 Coors Loop Arvada, CO 80005			
Jim Lazzari	7554 Juliette Arvada 80007		Traffic - wildlife listen to neighbors	
Michael Green	6351 Amber Cir Arvada CO 80003		traffic congestion fish creek trail	
DAN BISCUSE	9352 BLUE Mtn. Dr		TRAFFIC	
Adam Carpenter	7068 Cole Ct		Wildlife, traffic, trail	
Ronald E Minks	6352 DeFrame Way Arvada, CO 80004		Traffic & open areas	
Dave Reichert	6341 Beech Ct ARVADA CO		Traffic & Impact to neighborhood	
Judith Jetter	15000 W 53rd Dr Golden, CO		Traffic, safety	
Stephen Cote	6798 Beech Dr		Traffic Impact	
GREGORY DAVIS	17764 W 53RD DR GOLDEN CO 80403		A COMMUNITY NEGATIVE IMPACT	

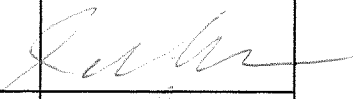
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Name	Address	Email and/or phone	Reason for Opposition	Signature
Jeff Rign	6325 ZION ST		They Suck	[Signature]
Rosana Snyder	6996 Orchard Ct		congestion with increase traffic. Also this is neighborhood not industrial area. Keep green space	[Signature]
Andrew Ruck	4300 Tabor St		NOT GOOD FOR COMMUNITY	[Signature]
Jesse Vanlandingham	15346 W. 66th Dr Unit D		Not good for Ralston Creek habitat	[Signature]
Tim Norman	11979 W. 66th Ln ARVADA, CO 80004		TOO CLOSE TO BIKE PATH	[Signature]
Pete Turner	6983 Orion Ct ARVADA, CO 80077		BAD LOCATION, NO HIGHWAY ACCESS, BOR USE OF SPACE	[Signature]
John Beeter	6647 Nile Ct Arvada, CO 80		Not good for community or habitat	[Signature]
Bill Anderson	15378 W 75th Pl Arvada 80007		don't need 24/7 or 48 hr delivery - could w/o Amazon if ness	[Signature]
Tray Braley	6436 Zanglee ARVADA 80004		HEALTH & TRAFFIC	[Signature]
Susan Greenhalgh	8358 Flora St Arvada 80005		Not Good for the Community	[Signature]

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Courtney Olson	8509 Zion St Arvada 80007		Indiana traffic.	[Signature]
Vincent Lucernone	7286 Juniper Way Arvada, CO 80007		TRAFFIC	[Signature]
Teresa Lovewell-Vernon	7296 Juniper Way Arvada CO 80007		Traffic and overall poor development plans	[Signature]
THOMAS A GRASSE	15265 W 72nd St SCH 1 PLACE ARVADA		TRAFFIC, NOISE CONGESTION	[Signature]
Sheryl Kelly	15215 W. 72nd Pl		Traffic	[Signature]
Julie Kuhlmann	7238 Kendrick St.		Traffic, Noise	[Signature]
Traci Kuhlmann	7238 Kendrick St.		Traffic, Noise	[Signature]
Dara Bossack	7278 Kendrick St		TRAFFIC, property value, accidents	[Signature]
Fred Marve	727 Kendrick St Arvada, CO 80007		TRAFFIC	[Signature]
Tom YAGOS	6958 Toney's ARVADA 80007		TRAFFIC	[Signature]

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Name	Address	Email and/or phone	Reason for Opposition	Signature
STEFAN KAZMI	15423 W 65 th Ave Unit A 80007		congestion in a residential area. Removing Park	
Bridget Bender	5830 Moss Ct. Golden, CO 80403		traffic, environment, hard to start safety, nature/wild life ^{no public} transport There is a better use of ^{space} displacement	Bridget Bender
Mary Benoit	7566 Union Ct Arvada 80005		wrong for the area	Mary Benoit
Jonathan Wilburn	13332 West 64th Drive		environment destruction	
Christa Walker	7737 Tongue Ct. Arvada 80007		traffic,	Christa Walker
Justyne Vialdo	16887 W 87th Ave Arvada CO 80007		traffic, better use of Space for residents	Justyne Vialdo
Shirley Ramsey	17351 W. 64 th Ave ARVADA CO 80007		traffic for residential area	Shirley Ramsey
Charlie Buttenworth	10843 W. 68th Way Arvada CO 80004		too much development not enough infrastructure	Charlie Buttenworth
John Warner	7725 Deviney Ct. Arvada 80005		Too Traffic	
Tom Schleibbaum	7347 ORION ST ARVADA CO 80007		TRAFFIC	

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Kevin Chapman	15886 W. 79th PI		Traffic & Congestion	K. Chapman
Lorie Bond	16957 W 73rd PI		"	L. Bond
Michelle Albert	15546 264th Loop Arvada, CO 80007		traffic congestion	Michelle Albert
Barb Wright	7415 Coors St. Arvada, 80005		traffic congestion	Barb Wright
Ted Balcanec	16505 W 67th Arvada, CO 80005		traffic	Ted Balcanec
Pamela Burns	13280 W 3rd PI Arvada, CO 80005		Bad company traffic	Pamela Burns
Darin Lucas	7094 Moss Ct Arvada 80007		traffic	Darin Lucas
Cristina Hartman	6138 Holman Ct. Arvada CO 80004		Traffic	Cristina Hartman
Matt Bosn	6026 Parket St. Arvada, CO 80004		Traffic. Support local	Matt Bosn
Kirk Hollenbeck	5956 Bonraven St Golden CO 80013		traffic	Kirk Hollenbeck

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Peterkin Delagh	7277 Juniperway		TRAFFIC, NOISE	
Dan Peterson	7277 Juniperway		Traffic, NOISE	
Jessica Jaramillo	15213 W 73 rd Ave		traffic, noise, air impacts	
John Sandoval	7338 Kendrick Way, Arvada, CO		traffic	
Deanne Chee	15375 W 72 PL ARVADA CO 80007		TRAFFIC, PROTECTION OF PARK	
Mary Hinz	15183 W 73 rd Ave Arvada CO 80007		" " "	
Amela Benigno	15349 W 64 th Dr. Unit C Arvada CO 80007		Traffic	
Ray Stattler	11014 W 68 th Ave ARVADA CO 80007		TRAFFIC	
Gail Shaw	17150 W 57 th Ave Golden, CO 80403		on Traffic Protect Park	
Dan Rabbitt	16237 W 51 st Ln Golden, CO 80403		Traffic	

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Name	Address	Reason for Opposition	Signature
Krista Schinner	15423 W. 60th Ave Unit A Arvada	Amazon is EVIL!!!	Krista Schinner
Ian Hall	8865 Gore St Arvada, CO 80007	Indiana cannot possibly handle the traffic	Ian Hall
GEOFF JORDAN	6930 VIERWAY GOLDEN CO 80403	It's a really idea Traffic over already	GEOFF JORDAN
MARK RAMSEY	17956 W. 84th Lane ARVADA, CO 80007	TOO MUCH TRAFFIC ON AN ALREADY BUSY AND CLOSE BY THOROUGHFARE	Mark Ramsey
Heather Church	6714 Terry Ct Arvada, CO 80007		Heather Church
Wick Church	6714 Terry Ct Arvada, CO 80007		Wick Church
MICHAEL Hornwith	7717 TOTTEN Ct, Arvada 80007	Terrible Location!	MICHAEL Hornwith
James Shaw	17150 W 57th Ave Golden 80403	Too Much Traffic + Congestion/Pollution	James Shaw
RANDY BALDWIN	16692 W 70th ARVADA, 80007	NOT APPROPRIATE IN RESIDENTIAL AREA	RANDY BALDWIN
GREG STETZ	6746 Salvig Ct Arvada, CO 80007	MANY REASONS	GREG STETZ

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Name	Address	Email and/or phone	Reason for Opposition	Signature
JANICE GLASSBURN	15935 W. 77th ARVADA, CO 80007		Traffic Congestion	Janice Glassburn
ROBERT CONNOILY	6742 KILMER CT ARVADA, CO 80007		TERIBLE IDEA	Robert Connolly
ANDY WHITE	9549 W 89th Cir WESTMINSTER, CO, 80021		TRAFFIC	A. White
DONNA JOHNSON	15334 89th W. Arvada CO		Traffic	Donna Johnson
Kathleen Cook	7454 Quartz St Arvada, CO 80007		Traffic / Gen. Environment	Kathleen Cook
Christina Wheeler	15456 W. 64th Loop Unit E Arvada, CO 80007		Traffic / not visually appealing	Christina Wheeler
DONALD FAURET	6094 ROGERS CIR ARVADA, CO 80003		TRAFFIC & NOISE	Donald Fauret
Kyle Culver	16261 W 55th Pl Golden, CO 80403		Traffic + Noise	Kyle Culver
Phil SENES	13763 W 55th PLACE 80004		TRAFFIC, congestion	Phil Senes
Susan Wood	16703 W. 61st Pl 80403		traffic, park, trail	Susan Wood

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Gladys Erdmann	7072 Ellis St		Maintain good park along Ralston Creek	Gladys Erdmann
David Erdmann	7072 Ellis St		Keep quieter neighborhood	David Erdmann
Greg Stevenson	7073 Ellis St.		Quiet Neighborhood	MS
Deb Stevenson	7073 Ellis St		Quiet Neighborhood	Deb Stevenson
Michael Mally	7083 Ellis St.		Maintain good parks along Ralston Creek, Quiet Neighborhood	Michael Mally
Janet Mally	7083 Ellis St.		Quiet Neighborhood	Janet Mally
BARBARA NELSON	14110 W 20 th Dr		Too much traffic	Barbara Nelson
Patty Waltin	7038 Devinney Ct		Traffic, run beautiful bike path, noise, congestion	Patty Waltin
Andrea Leslie	6268 Pike Ct Unit C Arvada 80403		Negative effect on trail + neighborhood	Andrea Leslie
WILLIE LESLIE	6268 PIKE CT Unit C Arvada 80403		Traffic, impact on other retail businesses, no real new job creation	Willie Leslie

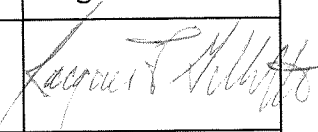
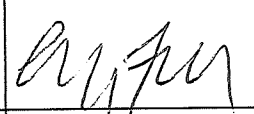
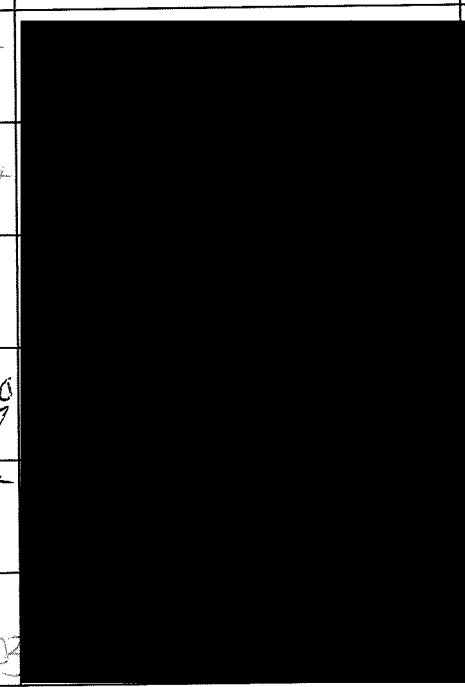
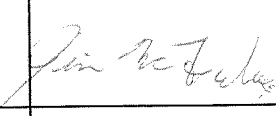
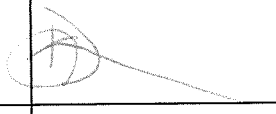
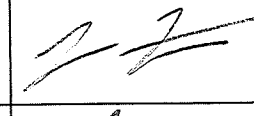
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Name	Address	Email and/or phone	Reason for Opposition	Signature
Dian Frank	6097 Rogers Circle Arvada, CO 80403		Noise... Traffic... No, No, No	Dian Frank
Bryan Mels	17778 W 78th Drive 80007		NOISE, TRAFFIC	Bryan Mels
DAVE JONES	14969 W 68th Pl.		NOT A GOOD FIT FOR COMMUNITY NOISE POLLUTION.	Dave Jones
Megan Chummet	6532 Cole Ct Arvada CO 80007		Traffic, noise pollution, wild life	Megan Chummet
Amy Haas	6733 Kilmer Ct Arvada 80007		wild life, noise, light pollution traffic	Amy Haas
Santhan Haas	6733 Kilmer Ct Arvada, 80007		possible over pollution Traffic NOISE	Santhan Haas
Aaron Schlicht	6694 Terry Ct. Arvada, CO 80007		traffic, bad use of open space, noise	Aaron Schlicht
Naren Knepp	15941 W 68th Pl Arvada		Noise, traffic, wild life	Naren Knepp
Kelly Dimas	6622 Zung Ct ARVADA CO 80007		TRAFFIC	Kelly Dimas
BRYAN WHEELER	15456 W 64th Loop ARVADA 80007		TRAFFIC / SAVE THE ENVIRONMENT	Bryan Wheeler

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Kathryn Dykas	13327 W 66th Way Arvada, CO 80004		noise, increased traffic, Ralston Creek	Kathryn Dykas
Evan Surkanich	13327 W 66th Way Arvada, CO 80004		noise, increased traffic, Ralston Creek	Evan Surkanich
Dawn Ohlin	7205 DeFrame Ct Arvada CO 80005		I don't want the noise & traffic around neighborhood & Ralston Creek	Dawn Ohlin
Todd Tusek	12074 W 75th Pl Arvada		No Traffic	Todd Tusek
Mike Newman, CO	5736 ALBERT ST GOLDEN, CO		Too much traffic	Mike Newman
Justin Crummett	6532 Cole Ct Arvada, CO		Insufficient infrastructure, traffic, noise pollution	Justin Crummett
HARRY SMITH	14076 W. 59th PL ARVADA 80004		NEGATIVE IMPACT ON NEIGHBORHOOD; TRAFFIC	Harry Smith
John Lewis	11604 W 76th Ln Arvada, 80005		Negative impact on environment	John Lewis
Mark Mondragon	6142 Devinney Ln ARVADA CO		No Traffic	Mark Mondragon
Katrina Best	13802 W. 78th PL Arvada, CO 80005		Traffic, Noise, pollution Wildlife!!!!	Katrina Best

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JACQUES GILLETTE	6189 BIRNIN ARVADA			
Alicia Bauer	14830 W. 53rd Golden, CO 80403			
Nicole Stelant	15710 Cecil mot Arv Golden CO		to much traffic and growth	
Jacob Hadden	13975 W 72nd #C		Its not needed / not Its kinda not breaks my privacy.	
William Condon	7759 Lee St		Traffic Light Pollution	
Jim McFarland	6365 Orion Ct Arvada		Traffic Light.	
Dani Huehls	18562 W 57th Circle, Golden, CO 80403		TO much Traffic! no more traffic!	
Leanne Tavletan	6993 Noble Court, 8000 Arvada 7		Traffic, Environment destruction, noise.	
Jason Haas	7632 Parfet Ct Arvada CO 80005		Parler Bitches	
Mike Wassy	6194 Flattop St. Golden, CO 80403		Growth too fast	

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Carly Mosher	12965 W 64th Dr. Arvada, CO 80007		Area has too much traffic already.	Carly Mosher
George Dubay	7385 Lupine St Arvada CO 80007		Need open space	George Dubay
Kristiell Wright	6493 Orion Lane Arvada, CO 80007		Local biz vs Amazon	Kristiell Wright
Courtney Watson	7397 DeFrame Arvada 80005		Local business!	Courtney Watson
ERIC CHESTER	16713 W 56th Dr GOLDEN, CO		Local Biz	Eric Chester
Debra Orton	6985 Maple Ct Arvada CO		too much traffic; have enough commercial	Debra Orton
JOSH GABEL	5623 Tabor Ct. Arvada CO 80002		Enough development Already	Josh Gabel
JOSEY ROSENBERG	15881 W 66th Pl PI		I used to ride this trail	Josey Rosenberg
Quinn Kilty	15879 W. 62nd Pl Arvada/Golden		Traffic at McIntyre & 63rd	Quinn Kilty
APRIL HAAS	7632 PARFET Ct ARVADA CO 80005		LOCAL BUSINESS	April Haas

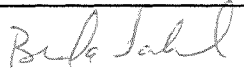
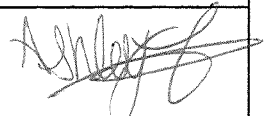
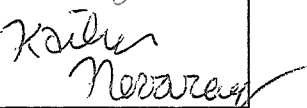
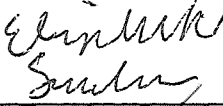
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Name	Address	Email and/or phone	Reason for Opposition	Signature
Blake Redin	12126 W 69 th Ave Arvada, W 8004		more congestion	
John Sunderland	7048 Division St Broomfield, CO 80001		traffic, wildlife concern noise, pollution	
Emma Campbell	7120 Van Gordon St Arvada, CO 80004		more congestion	
APRIL LESH	4881 W 66th Ave Arvada 80003		Yuck, we don't need it	
DAN MADDEN	4831 W 66th AVE ARVADA CO 80003		conservation please	
Tracy Harbo	111952 W 71st Ave Arvada CO 80004		traffic - will change what arvada is	
Ross Harbo	11952 W 71st Ave Arvada CO 80004		Already too much congestion in Arvada!	
Brent Marecca	11941 W 70th Ave Arvada CO 80004		use Albertsons old store	
Kathleen Nutting	6263 McIntyre Ct, Arvada. 80004		Increase in traffic, loss of wildlife, noise pollution	
KIRANIS Nutting	6263 McIntyre Ct. ARVADA 80403		Enough Already! Please leave some blank open space.	

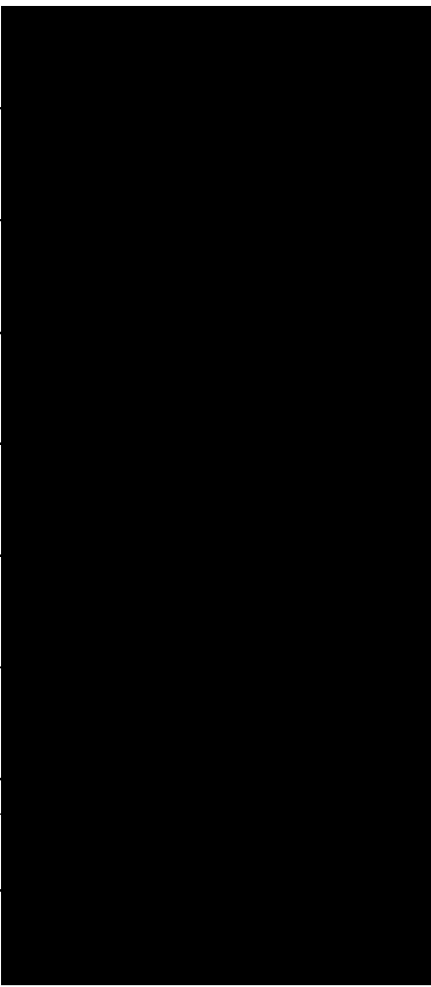
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Tara Scherschligt	6385 Umbel Circle Arvada, CO 80403		location	Tara Scherschligt
Steve Kennedy	15644 W 67th Ave		location	Steve Kennedy
Joan Besserer	16876 W 57th Ave Golden 80463		location	Joan Besserer
Chris Besserer	"		location	Chris Besserer
Sheila Stromberg	6272 Braun Cir		Hate Amazon!	Sheila Stromberg
Sheila Stromberg	"		"	Sheila Stromberg
Denise Naglich-Trujillo	6081 DeFrame Ct Arvada, CO 80044		Location traffic	Denise Naglich-Trujillo
Victor Hernandez	6973 Tonipin Ct Arvada Co. 80007		location & traffic	Victor Hernandez
Bill Hader	6704 Terry Ct. Arvada, CO 80007		development congestion, traffic	Bill Hader
Todd Runn	6981 Pearson St Arvada CO 80007		location	Todd Runn

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Michael Cummings	6416 Russell way		I oppose Amazon Distribution Center	
Brenda Sandover	6268 Braun Circle		Traffic - ugly	
Andrew Nazaryk	13723 W. 64th Drive		Traffic - save the land!	
GINDY BERGERS	6512 WELCH CT.		traffic, road damage	
Ashley Trajillo	11035 W 58th Ave		Traffic	
Kailyn Nevarez	6973 Juniper Arvada Ct 80007		traffic, ruining nature, property values	
Elizabeth Sanders	8861 Salvia Way 80807		traffic, wildlife, road upkeep, property value,	
SARAH WEBBER	7108 DEYOUNG C ARVADA CO 80007		TRAFFIC, LIGHT	
Daniel Patis	1286 ORION ST ARVADA 80007		Traffic / no long fit	
Kelley Vinnola	6080 Russell Lane Arvada CO 80403		wildlife traffic, arvada needs more restaurants, less Amazon	

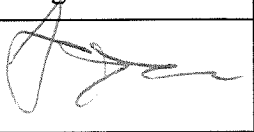
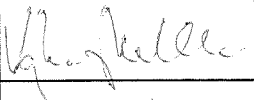
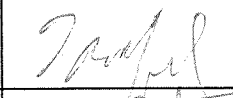
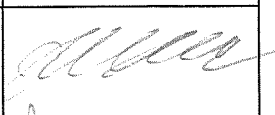
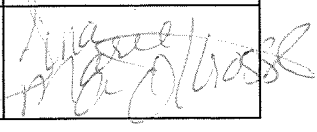
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Name	Address	Email and/or phone	Reason for Opposition	Signature
Jacob Spurgin	19035 W 62 Ave Golden CO, 80403		poor location of distribution center	Jacob Spurgin
Scott Bergers	6512 Welch CT Arvada, CO 80004		Roads will not sustain Traffic, Poor location of warehouse	Scott Bergers
Kirsten Sanddal	15399 W 75th Pl, Arvada, CO 80007		traffic + road infrastructure	Kirsten Sanddal
Julie Pepe	6751 Devinney St Arvada 80004		traffic / location too close to trail	Julie Pepe
Kyle Kuebler	17416 W. 69th Ave Arvada 80007		traffic. Bad location. Doesn't add to home value	Kyle Kuebler
Alison Beck	16456 W 51 PL Golden 80403		traffic - trail closed access	Alison Beck
Thomas Huebner	18889 W 65th Way Arvada, CO 80004		Traffic Park access	Thomas Huebner
Steve Frank	6097 Rogers Cir, Arvada, CO 80403		traffic + park access	Stephen B. Frank
BARBARA LUTZ	6746 Lupine C ARVADA 80007		traffic, infrastructure	Barbara Lutz
Jake Dine	7057 Wright CT Arvada, CO 80007		Location	Jake Dine

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Matthew Vagts	6456 McIntyre Ct. Arvada, CO 80007		Not cool, or a good impact on neighborhood	Matthew Vagts
SEAN BURBANKS	15325 West 64th ARVADA, CO 80007		Not cool	
MARK GRIFFIN	16229 W 70th 80007 PL		SUCKS	
Sony Pierce	7602 SEMMS ST ARVADA CO 80004		TO MUCH TRAFFIC	
Melinda Law	14396 W 71st Dr Arvada, CO 80004		1 local wildlife, less traffic - safety for family near park. light/noise pollution. local business.	
Chris Sandow	6268 Brown Cir 80004		ugly traffic	
Kathy Masters	11614 W 58th		traffic	
STEVEN BALZER	6214 ALKIRE CT ARVADA 80007		TRAFFIC	
Shaaron Copher	15139 E Greenwood PL Golden, CO 80403		Traffic No infrastructure	Shaaron Copher
John Copher	15730 Wilmot Ave. Golden, CO		TRAFFIC No infrastructure	John Copher

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Name	Address	Email and/or phone	Reason for Opposition	Signature
AARON SCHILLING	16451 W 74TH AVE		WOULD BE DISRUPTIVE TO THE ENVIRONMENT AND THE COMMUNITY	
Carla Ochs	6249 Holman Ct.		Excess traffic & noise not needed in this community	
Vaughn Ochs	6249 Holman Ct.		TRAFFIC	
LORI MORAN	ARVADA 80004 6283 URBAN ST		Excess traffic - we are not prepared	
DAN KUMMER	8395 DEFRANCE CT. ARVADA CO 80005		TOO MUCH TRAFFIC ON INDIANA	
Kathy Ritter-Allison	6845 Coors Lt. Arvada, CO 80004		Traffic, noise, mess up our nature area	
TOM BRADY	6846 Pine Ct.		TRAFFIC NOISE	
Toni Zinanti	10239 W 55th dr #003		AMAZON - traffic noise NO too much ppl	
John Low	14396 W 71st Dr. Arvada, CO 80004		Support open space and small business	
Tina Marie A Oltrogge	6175 QUARTZ LOOP		too much traffic Streets aren't wide	

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Kyle Zimmerman	7114 UNION ST.		DONT WANT / Need	[Signature]
Loren Perlman	6270 Virgil St. Arvada, CO 80403		Don't want, Don't Need	[Signature]
Richard Bornhoft	14110 W. 63 rd Place, Arvada 80004		Horrible For an established Family / residential neighborhood	[Signature]
Metrona Sinka-Weimer	13825 W 67th Pl. Arvada, 80004		Horrible for family & goals of Maple Valley Park	[Signature]
Jim Casey	14349 W 69TH AVE Arvada CO 80004		INDIANA NOT WIDE ENOUGH TO HANDLE TRAFFIC NOW!!	[Signature]
Tyler Green	6528 DEVMOREY 80004		traffic issues!	[Signature]
DENNIS LANE	17453 W. 53 rd Dr GOLDEN, CO 80403		Doesn't BELONG W/ THE STREET	[Signature]
Amy Plummer	18765 W. 84th place Arvada, CO 80007		Doesn't Belong, traffic issues	[Signature]
DAN THOMPSON	15260 W 66th PL ARVADA CO 80007		Don't need the traffic	[Signature]
Angela Berkenkamp	5924 Dunraven Way Golden CO 80403		traffic; wrong for neighborhood.	[Signature]

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Jeni Ulvedal	14293 W. 70th Pl. Arvada CO 80004		I feel like it would increase traffic and make walking on creek path less enjoyable.	Jeni Ulvedal
Gina Geisel	13960 W. 78th Ave Arvada 80005		traffic NOT part of the community	Gina Geisel
Kerth Brucketa	7530 Locust Ave Arvada CO 80007		Too much Traffic.	Kerth Brucketa
Alison Deveney	6530 Alkire Ct. Arvada, CO 80004		Too much traffic Takes away from nature	Alison Deveney
Jean Wampler	7464 Isabelle Cir Arv. CO 80007		Too much Traffic	Jean Wampler
SARAH WINTER	15474 W 73rd Ave Arvada CO 80007		too much growth and traffic	Sarah Winter
Jeff Herrin	6262 McIntyre Ct Golden, Co 80403		inappropriate use of land	Jeff Herrin
Jordan Baird	2033 W 71st Ave Arvada, CO 80004		traffic, growth, decrease in property value	Jordan Baird
MATT HOFFMAN	7398 Xenophon St ARVADA 80005		water shed concerns TRAFFIC Growth	Matt Hoffman
Ronda Hankel	6308 Holman Ct Arvada, CO 80004		traffic concerns	Ronda Hankel

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Name	Address	Email and/or phone	Reason for Opposition	Signature
TJ Devel	14981 W. 70th Ave Arvada Co 80007		Preserve the nature & wildlife	[Signature]
Judy Bohling	14991 W. 70th Ave. Arvada, CO 80007		Health, Comfortably walk & bike or cycle on local streets travel time to local business & decreased natural resources	[Signature]
				[Signature]
Wade Morris	6768 Pike Ct. #B Arvada, CO 80003		Health & Safety (especially for kids) - Traffic - Noise - Preserve nature	[Signature]
Mary Durbin-Schmitz	11395 W. 24th Way Arvada, CO 80007		destroy local habitat & wildlife	[Signature]
GEORGE WEBB	6391 WIER WAY ARVADA		Tramper	[Signature]
Allen Price	Arvada 6312 Sunset		Traffic	[Signature]
Doug Darrow	13674 W 61st CIRCLE		Traffic	[Signature]
Jeanne Mancusi Coule	6048 Coors Ct Arvada 80004		on Traffic noise disruption to a neighbor	[Signature]
John M. Teitel	6295 Sanice Way ARVADA, CO 80004		Stop building	[Signature]

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22lla Stumpp	1476 W 68th			22lla Stumpp
Michele Crause	6273 Johnson Way		24 hour operation Large delivery truck on an overloaded road NOT equipped to handle.	
George Dory	6945 GLADOLA ST		Noise, lights not conducive to wildlife corridor	Michele Crause
11	11		DOES NOT FIT NEIGHBORHOOD	George Dory
GARY Diener	5294 Tatt Ct		11	Gary Diener
WILLIAM GLEICH	11438 W 59th Pl		11	William Gleich
Robert Buckner	14450 W 70th Dr		11 open space in encroaches on front lot	Robert Buckner
SALLY EBERHARDT	7008 Torrey		Does NOT fit	Sally Eberhardt
Sharon Snider	8825 Cole Dr		Bad fit	Sharon Snider

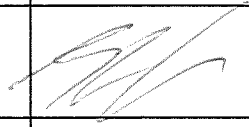
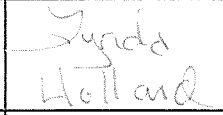
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Name	Address	Email and/or phone	Reason for Opposition	Signature
Karen Lillrose	8476 Poppy St Arvada CO 80007		too much traffic	Karen Lillrose
Stephen Whittson	8476 Poppy St Arvada CO 80007		LI	Stephen Whittson
Jodi Weiser	8432 Everthway #D Arvada, Co 80005		Too much development/traffic	Jodi Weiser
Michael Miller	8931 Ellis St Arvada CO 80005		Bad fit. Too much traffic	Michael Miller
Kimberly Hartsch	7055 Van Jordan Ct Arvada, CO 80004		Ind use of space	Kimberly Hartsch
Colleen Vaillancourt	6979 B Joyce Lane Arvada, CO 80017		traffic, wildlife effects, Future neighborhood needs	Colleen Vaillancourt
E.L. Wysocki	5643 Nobles Golden CO 80403		too much traffic & Commerce.	E.L. Wysocki
Ken Salvucci	6288 Darnley ARVADA, CO		Too much Traffic	Ken Salvucci
Barbara Prythero	16463 W 61st Pl Arvada Golden Co		too much traffic	Barbara Prythero
David Prythero	16463 W 61st Pl Arvada Co		too much traffic	David Prythero

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Name	Address	Email and/or phone	Reason for Opposition	Signature
William PEDERSEN	16062 W 63rd Ln Unit B		Too much traffic	William R. Pedersen
Ruth Pedersen	"		Too close to residential	Ruth Pedersen
Teresa A. Poulin	16085 W. 62nd Lane - Unit C		Traffic / not in residential	Teresa A. Poulin
Alan Poulin	" 16085 W 62nd Ln Unit C		Too close to residential	Alan Poulin
Denise Koehrich	16085 W 62nd Ln Arvada		Traffic & too close to residential	Denise Koehrich
Pat E. Becher	16085 W 62nd Ln Arvada		Would Cause too much traffic for streets	Pat E. Becher
Charlene Becher	6264 Orion Ct. Unit A. Arvada 80403		Too much traffic & too close to residential	Charlene Becher
ROBERT W. BECHER	6264 Orion Ct. Unit A Arvada CO 80403		TOO MUCH TRAFFIC NOT ZONED RESIDENTIAL	Robert W. Becher
Chris Hewitt	16141 W. 63rd Lane Arvada Co. 80403		TOO MUCH TRAFFIC	Chris Hewitt
KEVIN POTTER	6065 Xenophon St. Arvada Co 80004		TRAFFIC	Kevin Potter

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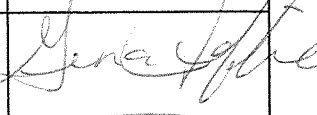
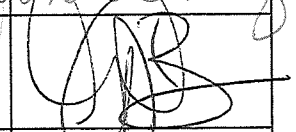
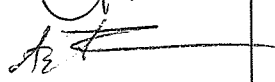
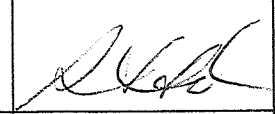
Name	Address	Email and/or phone	Reason for Opposition	Signature
ELIAN HOOPER	2045 CLADIA ST ARVADA CO 8004			
Bonnie Tremblay	17315 W 62nd Ave, Arvada CO			
Angel Coffey	15270 W 69th Arvada CO 80007		Noise + traffic	
Brian Lindsey	7249 Kendrick St Arvada CO 80007		Noise, Traffic, Environment ↑ Crime	
Laurie Ross	6679 Kendrick Arvada CO 80007		Traffic	
Synda Holland	14837 W 69th #B Arvada CO 80007		Noise, Traffic	
Adanna Estes	6955 Indiana St Arvada CO 80007		Noise + Traffic	
Norwood Slay	6955 Indiana St. Arvada CO 80007		Noise + Traffic + Environmental Impact.	
Ruth de Oliveira	6310 Oak St #204 Arvada CO 8004		Leave the nature/wildlife alone	
Cheri Michel	10363 W. 63rd Unit A ARVADA CO 8004		Traffic	

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Alison Schmidt	6685 DeFrame Ct Arvada CO 80004		Noise, Traffic, Pollution	Alison Schmidt
Sara Chiappone-Nassad	6684 DeFrame Ct Arvada CO 80004		com Noise, traffic, pollution	Sara Chiappone-Nassad
John Novasod	6684 DeFrame Ct. Arvada CO 80004		Noise, traffic, pollution, Loss of open space	John Novasod
Jeff Drexler	6443 ZANG CT ARVADA CO 80004		POLLUTION, TRAFFIC, NOISE LOSS OF OPEN SPACES	Jeff Drexler
Rebecca Hardwick	6453 Zang Ct Arvada CO 80004		increased traffic noise, pollution	Rebecca Hardwick
Ken Hardwick	dito		dito	Ken Hardwick
Valerie Vessa	6687 Devinnings Arvada, CO 80004		LOSS of open space, Traffic Pollution, noise, Safety	Valerie Vessa
KIM SUNDSTROM	15612 W. 72 nd CIR ARVADA CO 80007		TRAFFIC, LOSS OF OPEN SPACE, SAFETY	Kim Sundstrom
Christine Pearson	8784 ELLIS CT. ARVADA, CO, 80005		TRAFFIC, LOSS of open space, safety, noise	Christine P. Pearson
Staci Martinez	7331 POPPY LANE Arvada CO 80007		TRAFFIC	Staci Martinez

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Rylee Jeffries	Arvada 80005		Not a good fit, traffic issues, kill of animals!	
Bona Jeffries	Arvada 80005		Not a good fit for neighborhood	
Thom Jeffries	Arvada 80005		Not for a neighborhood setting	
Jessica Conway	Arvada 80403		Traffic/Wildlife	
Sinhal Bruce	Arvada 80403		Noise, traffic, destruction of a park.	
Adam Sweetser	Arvada 80403		Traffic / Noise	
RICHARD STARK	5377 GARRISON ST. 80002		TRAFFIC	
Brian Conway	16132 W 63rd LN unit A Arvad 80403		Neighborhood issue	
Stephanie Jay	9575 W. 57th Ave ARVADA, CO 80002		Pick ONE Wildlife, traffic, neighborhood	
Amanda Bixler	Arvada 80403		traffic, noise	

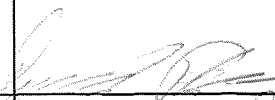
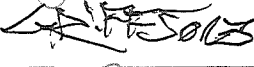
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Richard Bohling	14991 W. 70th Ave Arvada, CO 80007		Traffic, Noise, light concerns Inappropriate use of land. Not compatible with Greenbelt.	R.A. Bohling
Sharon Lasser	16753 W 61st Ln. Arvada CO 80403		Environment	Sharon Lasser
BEN LENDERMAN	15385 W. 69th LN ARVADA		ENVIRONMENT	Ben Lenderman
Thomas Barden	18967 W 54th LN Golden CO		Traffic	Tom Barden
Jeronica Wills	6284 Orion Ct #3 Arvada, CO		ENVIRONMENT	Jeronica Wills
Bobby Walters	6516 Torrey Ct Arvada CO 80017		traffic quality of life environment	Bobby Walters
GRANT OLTEGGE	6175 Quartz Loop Arvada, CO 80403		Quality of infrastructure surrounding, traffic	Grant Oltege
Joshua Pelon	6833 Welch Ct Arvada CO 80004		Do not want the extra traffic It's an open space I walk daily	Joshua Pelon
Elizabeth Faircloth	20033 W 94th LN Arvada CO 80007		Too much noise & traffic	Elizabeth Faircloth
Joe Roberts	14813 W 70th Drive, 80007		Environment	Joe Roberts

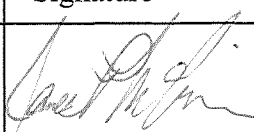
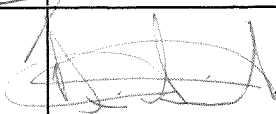
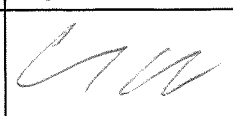
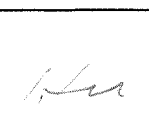
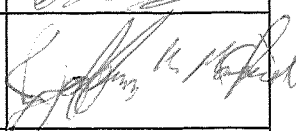
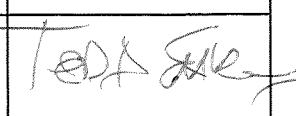
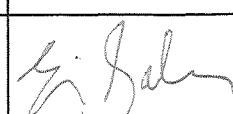
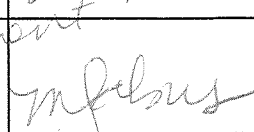
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Kristi Christopher	6543 Umbagog Cir.		Common Area - ruin residential	Kristi Christopher
Jeff Simpson	6126 H. D. Lundy St		traffic	Jeff Simpson
Phyllis Mathis	15272 W 65th Ave #C 80007		traffic, large vehicles, noise	Phyllis Mathis
Cheryl Cossy	14349 W 69th Pl Arvada 80004		noise - traffic -	Cheryl Cossy
Sarah Bradford	6546 Pike Ct Arvada, CO 80007		Trapped, Noise Don't ruin our Ruining the Neighborhood ^{Town} Pollution.	Sarah Bradford
Corie Phel	15768 W. 65th Pl. Arvada, CO		noise/traffic	Corie Phel
Matt Phel	15768 W. 65th Pl. Arvada, CO		" "	Matt Phel
Patrick Kohl	15841 W 66th Pl Arvada, CO		" "	Patrick Kohl
Stephen Petersen	7264 Beech Ct Arvada		Too close to Ralston Creek	Stephen Petersen
Scott J Plummer	18765 W 84th Dr		traffic, noise	Scott J Plummer

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Dan Perkins	13830 W 67th Ct		Too Much Traffic	
Jackie Perkins	13830 W 67th Ct		Too much Traffic	
Jenilee Baxter	13801 W 67th Ct		too much traffic and noise	
Craig Baxter	13821 W 67th Ct		Too much traffic	
Cindy Spears	13800 W 67th Ct		traffic	
Gary Spears	13800 W 67th Ct		traffic	
Amy Brooks	13807 W 65th Dr		traffic	
GRIFF JONES	13813 W 65th Dr		TRAFFIC	
Wendy Brown	13813 W 65th Dr		TRAFFIC / NOISE / WILDLIFE	
Sylvia Zinn	13827 W 65th Dr		Traffic / preservation + noise	

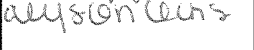
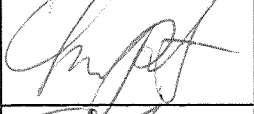
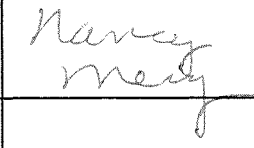
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Name	Address	Email and/or phone	Reason for Opposition	Signature
JAMES P McGIVERN	13891 W. 66th DRIVE		TOO MANY SEMI TRUCKS IN NEIGHBORHOOD. IMPACT ON WILDLIFE ON RALSTON CREEK TRAIL	
DENNIS SCHNEIDERWENT	13886 W 66th Wy. ARVADA, CO 80004		Do not want the traffic or the noise	
Cathy Nareb	13490 66th way Arvada, CO 80004		Too much Traffic	
HERB MILLER	13874 W 66th way ARVADA, CO		TRAFFIC	
Austin Wilson	17868 W 66th way Arvada, CO		Traffic	
Jeffrey W. Maxfield	13862 N 66th way Arvada, CO		Traffic	
Quinn Sabus	6683 Devinney Court		Traffic	
Todd Sabus	6683 Devinney Ct		Traffic	
ERIN SABUS	6683 Devinney Ct.		Traffic, Noise, land environmental value,	
Melissa Sabus	6683 Devinney Court 80004		Traffic, noise, property value, environment impact	

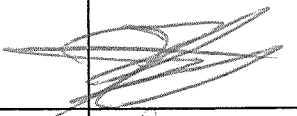
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Name	Address	Email and/or phone	Reason for Opposition	Signature
Donna Thiel	13784 West 62nd Lane Arv		Traffic, taxes, congestion Pollution, Change in neighborhood	Donna Thiel
Steve Irish	16279 W 51st Ave Golden, CO 80403		Traffic, tax, change in neighborhood	Steve Irish
Linda Ratcliffe	7119 Devinney Ct. Arvada 80004		Traffic, save the creek path	Linda Ratcliffe
Doug Ratcliffe	7119 Devinney Ct Arvada CO 80004		light, noise save creek path	Doug Ratcliffe
Sara Warren	6094 Rogers Circle Arvada CO 80046		Traffic congestion, neighborhood disruption	Sara Warren
Joseph Raig	15375 W 51st Ave Golden 80403		We need more open spaces, no more houses!	Joseph Raig
Lisa Kinstry	6537 Pike Ct Arvada, CO 80007		Traffic & we need places to go!	Lisa Kinstry
Florence J. Miller	13335 W 65th Dr. Arvada CO 80007		TRAFFIC, GREEN SPACE/ WILDLIFE CONSERVATION	Florence J. Miller
Ted Mathis	15272 W 65th Ave Unit C Arvada CO 80007		Bed for our area	Ted Mathis
Eric Yochim	6282 Yank Ct Arvada CO 80004		Bad Culture, protect wildlife, outdoor lifestyle	Eric Yochim

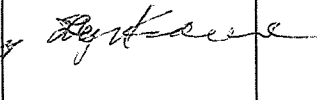
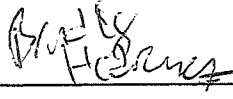
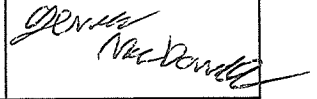
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Name	Address	Email and/or phone	Reason for Opposition	Signature
Jeremy SALOME	14813 W ^{70th} Arvada Dr. Unit A. Arvada, CO 80007		Too much pollution, semi; Protect the Historical Buildings	
Randell Davenport	5533 Devils Head Cir Golden, CO 80403		the facility doesn't fit in with the area	
Pam Knepp	6641 Violette Arvada, CO			
Alyson Ochs	10249 Holman Ct Arvada, CO 80004		Too much traffic on Indiana; the park is a much better idea	
Chip Davenport	5533 Devils Head Golden, CO 80403		Noise/light pollution Increase traffic	
Ed Quinn	14437 W 71st Arvada 80004		TRAFFIC	
Patty Quinn	14437 W 71st Dr Arvada 80004		Traffic impact on Raiston Creek Trail	
NANCY MENZ	14546 W 56th Dr Arvada 80003		too many to list	
Todd Wilder	7156 Terry Cir Arvada CO			
Gary Williams	14197 W 88th Pl Unit C Arvada CO		traffic	

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Steve Taylor	19541 W 53 rd Lone Golden CO		Traffic & BZZOS	
Giovanna Albersheim	15193 W. 163rd Ave Arvada CO 80403		disruption to wild life, nature	Giovanna Albersheim
Daniel Mork	6022 YANK CT ARVADA CO 80004		TRAFFIC AND WILDLIFE	
John Kahler	9350 Dunaway St. Arvada 80007		traffic	
Bob Dettmer	11270 W 162 nd Drive Arvada CO 80403		TRAFFIC	
Jim Bowles	11250 W 162nd 6213 Amber St Arvada, CO 80403		traffic + wildlife	James G. Bowles
Valerie Boring	14813 W 70th Drive, 80007		environment	
Bert Nicholas	15724 W 58 th Golden CO		traffic	
Lynn Clemens	6292 K. Inter Loop #203 Arvada 80403		Too much traffic on 77th Intyre	Lynn Clemens
EJ Quinn	14437 W 71ST Rd Arvada 80004		TRAFFIC	

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Name	Address	Email and/or phone	Reason for Opposition	Signature
OSWALD	15782 W 71 st PL		Too big	
Pallas Dame	7692 Violet Ct. Anvada		Too Big Too much traffic Too industrial	PB
Johneten Post	6952 Cat Wy		↓	
Jenny Powderly	5950 BLANCA CT GOLDEN CO ROCKS		JEFF is \$ELFISH!	
Tim Gill	7650 Windy Court		Too much traffic!	
Lyn Krause	7158 Russell Court		Wrong place, protected trees	
Jim Stongle	13398 W 61 st PL		Wrong place	
Bunnar Chisholm	5559 Quail Ct		to much traffic	Wmmer Chisholm
Bradley Hedrick	4310 Tangle 15 S		Traffic	
James MacDonnell	11755 W 66th Lane		Traffic,	

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Glenora Kearns	5633 Noble St Golden, CO		Traffic, commercial Business	Glenora Kearns
Hector Wills	6284 Orion Ct N - 3 GOLDEN 80403		traffic / Property Value	Hector Wills
Michael Randolph	4907 Juniper Way Golden CO		traffic	Michael Randolph
Wm Tost	6952 Oak Way Arvada CO		traffic	Wm Tost
Lavin Grainer	6185 Eldridge St Arvada CO		traffic	Lavin Grainer
BLUCE GREINER	6185 Eldridge St Arvada CO 80004		com Traffic / Business	BLUCE GREINER
Christine Kennedy	6148 Holman Ct Arvada, CO 80004		Traffic, open space	Christine Kennedy
JANICE GLOVER	17507 W. 61 LANE ARVADA, CO		TRAFFIC	JANICE GLOVER
TODD PHILLIPS	6308 Holman Ct ARVADA CO 80004		TRAFFIC	TODD PHILLIPS
JANNA KEBEL	6399 Deformel Arvada 80004		NATURE Open Space TRAFFIC / Environmental	JANNA KEBEL

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Gail Targoff	13922 W. 87 Dr Arvada, CO 80005		Indiana can't handle the traffic	Gail Targoff
Jodie Miller	2931 Ellis St Arvada CO 80005		not appropriate for location	Jodie Miller
Nickelle Lindsay	7249 Kendrick Arvada 80007		traffic concerns, lower property values	Nickelle Lindsay
Purnam Brown	7079 Xenon Ct Arvada		NOT for it	Purnam Brown
Jacqueline Lubero	6812 Brown Ct Arvada CO 80006		destroys habitat	Jacqueline Lubero
Karen Berryhill	13728 W 59th Pl Arvada, CO 80044		horrible roads lower property values	Karen Berryhill
Stacy Smoot	13926 W 59th Dr Golden, CO 80603		aircom We love our open space	Stacy Smoot
Mark Sanders	12059 W 66th Pl Arvada, CO 80004		Traffic / Property Values	Mark Sanders
CHARLES AUSTIN	7038 VAN GORDON COURT		Traffic	Charles Austin
Victoria Ellis	17537 W. 61st Lafayette ARVADA CO 80103		Traffic / Lower property Rate	Victoria Ellis

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Name	Address	Email and/or phone	Reason for Opposition	Signature
TIM DILLON	15538 W 75 TH PL		traffic	
Cindy Backer	15272 W 65 TH Ave		congestion	
Michael O'Dorisio	15374 W 63 RD AVE #25 GOLDEN, CO 80403		TRAFFIC	
Carolyn Miller	7139 Torrey St Arvada CO		traffic	
ERIC NIEDZIELSKI	19661 ARVADA W. 95 TH PL CO		TRAFFIC	
Caren Lendorink	15355 W. 64 TH Lane Arvada		Traffic + Trail	
JOEY MAZZOTTA	19050 W. 84 TH PL ARVADA, CO		TRAFFIC + NATURE	
Caytlin Perlman	6270 Virgil St Arvada, CO		traffic	
SHERIE PERLAN	6270 VIRGIL ST ARVADA, CO 80003		traffic	
IRENE STAS	16025 W 54 TH LN 80007		TRAFFIC	

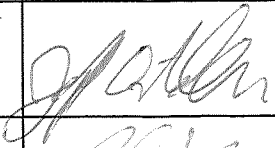
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Name	Address	Email and/or phone	Reason for Opposition	Signature
Jeff Anderson	18531 W 92nd place Arvada, CO 80007		We need more local business opportunities	[Signature]
Chanelle Vockler	15795 W 67th Pl Arvada, Co. 80007		No Amazon, Need Community, shops, Restaurant	[Signature]
Helena Caya	6470 McIntyre Ct Arvada, CO 80007		too much additional traffic	[Signature]
Barb Mc Mullin	15478 W. 75th Place Arvada		robbing wildlife ridealads traffic on Indiana	[Signature]
Gregg Huchabee	13412 W 66th Place Arvada		Not suitable in this neighborhood	[Signature]
Scott Oltrager	6175 QUAKER WAY ARVADA CO 80438		VIOLATE IDCA FOR AREA TRAFFIC, HOUSING ETC	[Signature]
Justin Mathis	11290 7158 Russell Court Arvada CO 80007		Amazon is evil also not right for neighborhood	[Signature]
Christine Green	5763 Secrest Golden CO 80403		INCREASE CRIME, CROWDING TRAFFIC, WILDLIFE AFFECTED	[Signature]
Erin Lee	18545 W 83rd Arvada, CO 80009		om Traffic	[Signature]
Tom Kirschenhast	13669 W. 69th Pl. Arvada, CO 80004		com Traffic, Noise	[Signature]

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Scott Booth	7136 Gladstone Arvada, CO 80004		Traffic Issues, Not good use of this beautiful area.	Scott Booth
Michelle Krasovich	6953 Isabell Ct Unit B Arvada, CO 80007		Traffic issues, not compatible with wild life, existing environment	Michelle Krasovich
Cyrena Leniger	7124 Howell Ct Arvada, CO 80004		Traffic, problems with wildlife	Cyrena Leniger
Colleen Vaillancourt	6979 B Joyce Lane Arvada, CO 80007		traffic, wild life, future neighborhood vision	Colleen Vaillancourt
Cheryl Norton	15332 W 76th Dr Arvada, CO 80003		traffic, congestion, impact on neighborhood.	Cheryl Norton
Tyler Lee	13560 E 4th Pl Arvada, CO 80003		traffic, loss in line with vision for neighborhood, Amazon as poor neighbor	Tyler Lee
Nancy Fanning	8644 Devinney St Arvada, CO 80005		traffic, neighborhood impact	Nancy Fanning
Jonathan Damiano	15199 W 50th Dr. Golden, CO 80403		Traffic, Noise, Trucks, Safety	Jonathan Damiano
Spencer Robert	8325 Yarrow Arvada 80005		Don't disturb Balston Greenbelt + open space traffic	Spencer Robert
Gregory Dobson	15374 W 63rd #201 Arvada, CO 80403		No Intyre traffic is bad enough already	Gregory Dobson

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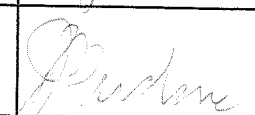
Name	Address	Email and/or phone	Reason for Opposition	Signature
Brandon Zinn	13827 W 65th Dr		TRAFFIC + NOISE	
Mitchell Koch	13907 W 65th Dr		TRAFFIC, NOISE, CONGESTION, DON'T NEED	
Michael Robuck	15917 N 55th Dr		SAFETY MY KIDS PLAY MORE	
Joe Bryant	16706 W 86th Ln Arvada		Excess Traffic	
Conor Smillwood	6108 Road 9 CT Arvada CO		No Amazon	
Conor Hansen	16706 W 84th Ln		No Amazon	
GARY COE	4483 UMBER CIRCLE ARVADA		TRAFFIC	
Jeff Ostermiller	14194 W. 86th Drive, Arvada 80065		Traffic and noise not a good location for that	
Susan Brooks	19693 W 58th PL Golden, CO 80403		Traffic/noise congestion	
STEVE MUSTIN	16472 W. 61st PL ARVADA, CO 80403		TRAFFIC, OVER CROWDING JEFF BEZOS IS A Dict.	

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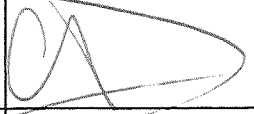
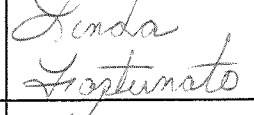
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Name	Address	Email and/or phone	Reason for Opposition	Signature
Lisa Efant,	13949 W. 59 th Dr Arvada, CO 80004		traffic in residential area	Lisa Efant
NICK FORTUNATO	6516 UMBER CR ARVADA, CO 80007		TRAFFIC	Nick Fortunato
Adam Weissbeck	5380 Eastley Rd Golden, CO		stop development	Adam Weissbeck
	16002			
JAMES GATSMAN	6590 Nile Cir.		ugly	James Gatzman
Lon Bolyonuk	13711 York Way		too much added traffic	Lon Bolyonuk
STEVEN WHEELER	13482 W. 70 th PLACE, ARVADA CO 80004		too much light/traffic	Steven Wheeler
CAROLYN GIARRATAN	6887 Nolan Arvada		stop development	Carolyn Giarratano
Richard Cipriano	"		"	Richard Cipriano

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Daniel Brodhaus	19379 W 5TH AVE Golden CO 80453		Traffic, destruction of animal habitat	
Mary Steidle	15937 W. 64TH Cir. Arvada, CO 80007		Too much traffic destroys the natural habitat along the bike path, noise-light-air pollution	Mary Steidle
JOHN STEINLE	15937 W. 64TH CIRCLE ARVADA CO 80007		AMAZON PLAN INCOMPATIBLE WITH NEIGHBORING RESIDENTIAL AREAS + TRAIL.	John Steidle
Abdoy Noriega	15930 W. 64TH AVE ARVADA CO 80007		Traffic, Noise	Abdoy Noriega
Andrew White	6424 Norise St Arvada CO 80007		Traffic, Animal Habitat Noise	
MICHELE STOFFA	15233 W 65TH AVE UNIT E ARVADA CO 80007		TRAFFIC, NOISE, TRAILS	
Tonya Lowery	15233 W 65TH AVE unit B ARVADA CO 80007		Traffic, Noise, Harm to Habitat	Tonya Lowery
JIM BUCKNER	15930 W. 64TH AVE		TRAFFIC	
Aaron Nocera	15938 W 64TH Cir Arvada, CO 80007		Traffic	Aaron Nocera
LARS JOHNSON	15926 W 64TH Cir Arvada, CO 80007		Traffic	

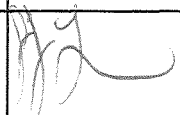
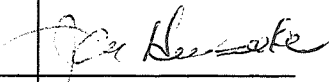
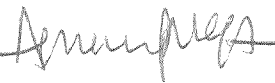
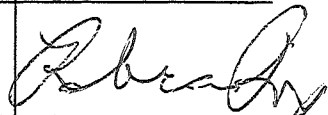
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Name	Address	Email and/or phone	Reason for Opposition	Signature
EVAN FORD	15385 W. 64TH LANE		SAVE THE TRAIL	
TONY EAFANTI	13949 W. 59TH DRIVE		TRAFFIC / ENVIRONMENT	
Bekren Royster	16178 W. 70TH PL		Near trail + noise	
Jan Bolman	15345 W. 64TH LANE		Near trail	
Clare Dreen	6303 Torrey Lane Arvada CO 80403		New trail, too much traffic	
Scott Patterson	8786 Eldridge Arvada		Traffic	
Eileen Glenn	5394 Eldridge ARVADA 80002		All the Above	
Rick Parella	5456 Orchard CT Arvada CO 80002 604.220.0000		Traffic	
LINDA FORTUNATO	6516 UMBER CIR Arvada, CO 80007		Traffic & wildlife	
KEVIN KRUPKA	17146 W 61ST PL Arvada CO 80403		TRAFFIC!	

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STANLEY MCGEE	17632 W. 83rd Rd 80007		LESS CONGESTION FEWER TRUCKS	Stanley McGee
Shawn Davis	4895 Easton Rd 80403		Traffic Preserve Creek	Shawn Davis
Chris Keddie	15510 W. 64th PL unit C		Less Congestion Traffic	Chris Keddie
Kelly Royster	16178 W 70th Pl Arvada 80007		traffic	Kelly Royster
DEBORAH HAMMOND	17480 W 70th ARVADA, 80007		traffic, didn't follow urban plan	Deborah Hammond
TOBIAS RUSSELL	16515 W. 62nd Lane Arvada, CO 80007		traffic	Tobias Russell
Margie SCOTT	15592 W 65th ave		TRAFFIC	Margie Scott
Janet Torne-Kuegel	9525 W 77th Drive		Traffic & too close to TRAIL	Janet Torne-Kuegel
Kathleen Ottercrans	8786 Eldridge St Arvada, 80005		Wildlife in jeopardy, open space	Kathleen Ottercrans
John Hammond	17480 W. 70th Ave Arvada 80007		traffic character, open access to public areas, Anti-Amazon!	John Hammond

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Sara Liebrock	8327 Brown Ct. 80005		I Don't like the idea of a big warehouse in our town; too much traffic	
Deborah M ^c Gee	17632 W 83rd Pl Arvada 80007		Traffic	
Colleen Taylor	10330 W. 62nd Pl		I like the trail no more noise / trucks	
FRED IACINO	11505 W 76th Way ARVADA 80005		Too Much Development	
Janet Hunsaker	1370 Peffer Wy Arvada CO 80007		Traffic	
Donna Coulter	16445 W 42nd Ln Arvada 80403		Traffic	
Brandon Bowling	10350 Dover Street 5#28		Traffic / Bike Path / Life	
Amanda McAleer	7850 Oak St. Arvada, CO 80005		Disruption of habitat/wildlife traffic/infrastructure	
Rebecca Rivas	6317 Union St Arvada, CO 80041		Traffic, Noise	
Kassie Blanchette	6678 Vivian St Arvada CO 80004		Keep Neighborhood - Do not want industry. too noise traffic	

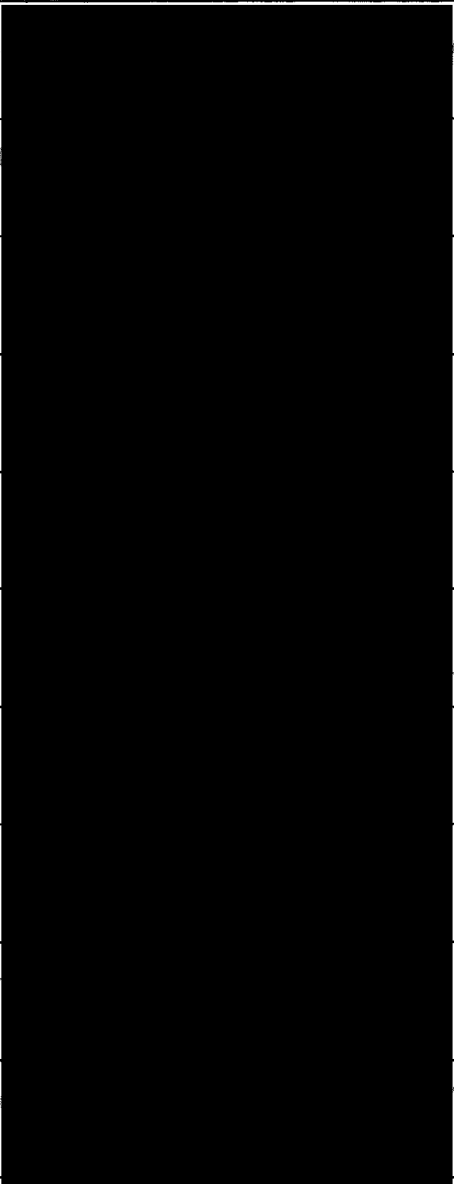
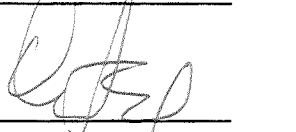
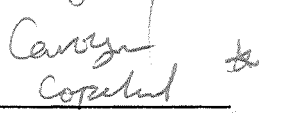
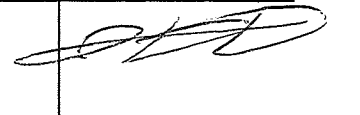
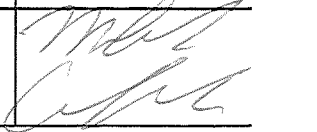
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Dave Douglass	15832 W 56 TH PL Golden, CO 80403		24/7 - NO	Dave Douglass
JESSE Seela	7414 DeFurnest Avenue, CO 80005		24/7 - NO	Jesse Seela
Harper Wagner	5380 Juniper Ct Golden CO 80403		Just no.	Harper Wagner
Susan Gheleta	5890 Windy St. Golden CO 80403		NO	Susan Gheleta
GEORGE MELIVER	5830 Virgil Ct Golden CO 80403		NO	George Meliver
ANDREW MARTIN	17333 W 84 TH DR ARVADA, CO 80007		Don't want the traffic Make Indiana 4 lane & then maybe	Andrew Martin
TERRY HOCK	15837 W. ARVADA 77 TH PL. CO		NO, TRAFFIC, NOISE	Terry Hock
Elizabeth Ash	15311 W. 93rd Pl		Traffic, Noise, Amazon-ick!	Elizabeth Ash
Raymundo Diaz	6317 Union St		No!	Raymundo Diaz
RICHARD MINOR	2988 ISABELL CT GOLDEN		NO NO NO	Richard Minor

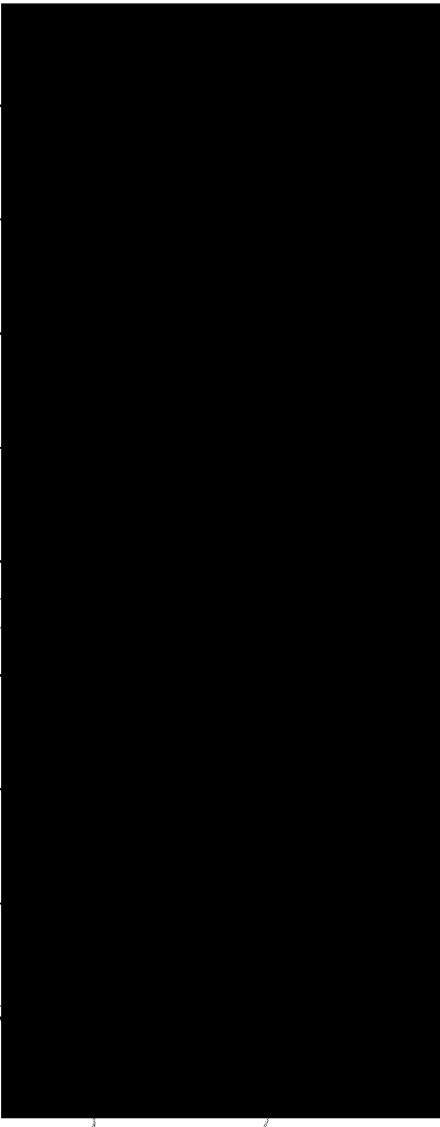
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Name	Address	Email and/or phone	Reason for Opposition	Signature
Kathleen Little	17712 W 83 rd Pl Arvada CO 80007		The trail + Additional traffic on Indiana	Kathleen
Mark Fisher	15132 W 41 st Pl Golden, CO 80403		Remove Open Space	Mark Fisher
TERRY Douglass	15832 W. 56 th Pl. GD 80403		Trapper, problem remove open space	Terry Douglass
Noah Solomon	7144 Beech Ct Arvada 80004		Trail, traffic	Noah Solomon
Charlotte Perry	5270 Elavidge Arvada 80002		Trail preservation	Charlotte Perry
Ron Campbell	ARVADA 80007 6470 McIntyre		Trail & Traffic	Ron Campbell
Susan Mary Kroth	6454 Rogers Ct Arvada CO 80007		Maintain open space maintain	Susan Kroth
Malia Dunn	13085 W 64 th Pl Arvada CO 80007		traffic, remove open space	Malia Dunn
Margaret Kat	15832 W. 76 th		Ralston v. com peace	Margaret Kat
Lucas Emery	16725 W 74 th Pl.		I wouldn't like that big cater here, traffic	Lucas Emery

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Ian Copeland	13754 W 69 th Ave		to much traffic	
Calvin Dry	14616 W 71 st Dr.		Traffic, Lifestyle + Visual/Nature Effect	
Brian Wall	7493 Isabell Circle		Traffic - Open Space Impact	
CHRIS GORDON	13756 W 76 th Dr		open space more important noise traffic	
Caryn Copeland	13754 W 69 th Pl		Birds, down town feel of old town	
Samantha Chacon	4130 W 70 th Dr		to much traffic ruin neighborhood	
Chris Chacon				
Jaffer Doucoure	15503 W. 65 Ave. Unit A		Too much traffic.	
JENNIFER GUNDY	6282 KILMER LOOP UNIT 101 ARJADA		TRAFFIC To much	
Michael Cochran	5476 Pike St Golden, Co.		to much traffic, owls nest/wild life	

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Lynda M. Smith	5437 Orchard Ct. Golden CO 80403		Traffic concerns not compatible with "rural" area	Lynda M. Smith
BARY PARKS	12994 W. 72 nd LN		TRAFFIC	Bary Parks
Tom Gib	7650 W. 64 th Ct		Traffic	Tom Gib
Todd Doty	6906 Holman ST		Traffic	Todd Doty
MARK Delisa Ludwig	13836 W. 59 th Dr Arvada, CO 80001		traffic	Mark Delisa Ludwig
Ken Wetking	12932 W 74 th Dr Arvada CO 80005		PARK PROTECTION	Ken Wetking
Susanne Spandau	7536 Loveland ST Arvada CO 80007		traffic park protection	Susanne Spandau
ROBERT MASTERS	16104 W 58 th Ct Arvada, CO 80003		TRAFFIC	Robert Masters
Shelley Pine	16071 W 63 rd Ln Unit E Arvada CO 80005		Traffic	Shelley Pine
Ellen Johnson	7007 Orion Ln Arvada, CO 80007		Traffic & trail w/ kiddos	Ellen Johnson

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Roger L. Gilbertson	7255 Lupine St. Arvada, CO 80007		Traffic; Noise; Congestion	Roger L. Gilbertson
Anita M. Gilbertson	7255 LUPINE ST ARVADA, CO 80007		Traffic, Noise, Congestion in Residential area	Anita M. Gilbertson
Elvira Reyes	15204 W 73 Arvada CO		Traffic; Noise; Congestion	Elvira Reyes
Helen Dunning	15224 W. 73 rd Ave Arvada Co		" " "	Helen Dunning
Maurice Skibba	15344 W. 73 Ave.		heavy Traffic	Maurice Skibba
Robert Pawlick	15354 W. 73 Ave.		Placement of large industrial enterprise in a residential access area.	Robert Pawlick
Shen Williams	15484 W. 73 rd Ave. Arvada 80007		Noise & Traffic	Shen Williams
Sean Street	12955 W. 64 th Dr. Arvada		Traffic, prevent Amazon from taking over	Sean Street
Abby Schumacher	7330 Devinney Ct, Arvada CO 80009		Noise, traffic, housing appreciation,	Abby Schumacher
JAKE ARNONE	7330 DEVINNEY COURT, ARVADA		TRAFFIC	Jake Arnone

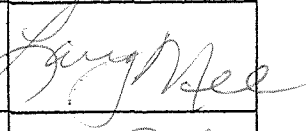
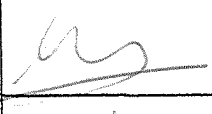
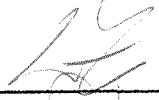
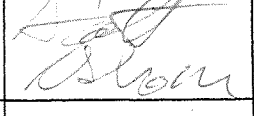
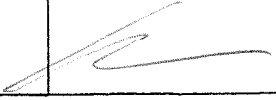
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Jeffrey Petersell	15361 W. 73 rd Pkwy, Arvada, CO 80007		Really bad idea for open space, neighborhood, and pollution in our area	Jeffrey Petersell
Cindy Hummer	15381 W. 73 rd Place, Arvada, CO 80007		Not interested in being part of city	Cindy Hummer
Julie Oaks	13882 W. 87 th Dr Arvada, CO 80005		Terrible place to put a fulfillment	Julie Oaks
Margaret Shugrue	15461 W. 73 rd Pl Arvada, CO 80007		shouldnt be approved so close to residential area	Margaret Shugrue
Cindy Dube	7385 Lynwood Arvada, CO 80005		Nature Preserve	Cindy Dube
Allie Porter	12751 W. 60 th Arvada, CO 80007		Poor location, Need to keep natural open space for wildlife	Allie Porter
Valerie Malara	7365 S. Lynwood St Arvada, CO 80005		Traffic	Valerie Malara
Meggie Allen	15072 W. 72 nd Ave Arvada, CO 80007		too dense	Meggie Allen
DEBORAH UTZINGER	15351 W. 73 rd Pl Arvada, CO 80007		Too much noise/TRAFFIC STREETS CANNOT HANDLE THIS	Deborah Utzinger
IVAN Call	16133 W. 66 th circle ARVADA, CO 80007		too much traffic/noise too close to residential	Ivan Call

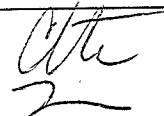
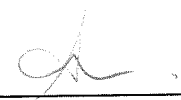
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Jesse Call	16133 W 66th Cir, Arvada, CO 80007		Amazon's labor practices, traffic, noise	Jesse Call
DAVE Williams	15484 W. 73rd Arvada, CO 8007		TRAFFIC, noise	Dave Williams
Scott Mueller	15333 W 73rd Arvada CO		Noise & Traffic	Scott Mueller
Julie Mueller	15333 W 73rd Arvada CO		Traffic & Noise	Julie Mueller
CARLO MAURO	15343 W. 73rd Ave		Traffic & Noise	Carlo Mauro
ERIC BERGER	15483 W 73rd Ave		TRAFFIC	Eric Berger
Jennifer Berger	15483 W. 73rd Ave. Arvada, CO 80007		traffic	Jennifer Berger
Traci Porreco	7275 Lupine St. Arvada, CO 80007		Traffic, noise & property value	Traci Porreco
Cameron Ramsey	7275 Lupine St. Arvada, CO 80007		Too many people being brought to this area	Cameron Ramsey
Kristina Ramsey	7275 Lupine St. Arvada, CO, 80007		Property Value	Kristina Ramsey

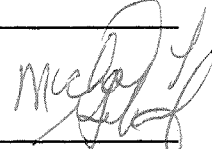
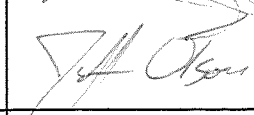
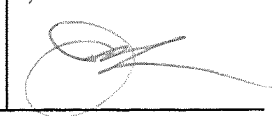
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George Bethel	8490 W. 57th Arvada, CO 80002		TO close to open space + residential area	
LAWRENCE JARAMILLO	6275 NOBLE ST.		too much traffic	
Larry MEE	6251 Virgil St		TRAFFIC across from School Busses	
Cindy Rocha	6249 Devinnoy Cv		to much traffic too close to residential	
Ray Rocha	6249 Devinnoy Cv		to much traffic so close to Residential	
SHANE MARBERRY	17656 W 59th DR.		L.COM DOES NOT FIT	
Dudley EXSTRON	16454 W. 52nd PL		TOO MUCH TRAFFIC	
John Fochi	8436 Quaint 25th Arvada, CO 80007		Bike Rider	
Scott Osborn	6491 DeFrame Ct Arvada, CO 80007		Bike Rider	
Jim Baird	14445 W 45th Dr Golden		Traffic Issues	

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Christine Nipper	6883 Joyce St. Arvada CO 80007		Wildlife and Trails	
Ken MILLSAP	6405 IRIS ST ARVADA, CO 80004		TRAFFIC. NEGATIVE IMPACT TO QUALITY OF LIFE	
James	7078 Van Gordon Arvada CO 80004		LOMEANS	
Amanda Roveve	7078 Van Gordon Arvada CO 80004		too close to residential, wildlife, path	
DARA BARTOL	16558 W. 69th ARVADA 80007		wildlife - Lights - Traffic Ralston Creek	
Alice LUCIER	6777 Westwinds 80007		increase in traffic	
Judy Breen	7282 Quaker Arvada, 80005		traffic	
Ron Warner	7517 Isabel Arvada, CO		traffic	
Isaac Smadon	7501 Arvada, CO		traffic	
Lynette Miller	14625 62nd Place Arvada 80004		traffic, destruction of trees + wildlife	

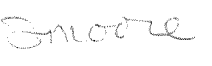
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Benjamin Gray	18700 W 58 th Ave Golden, Co. 80403		Location	
Rick WRIGHT	7615 COORS ST. ARVADA, CO 80005		LOCATION	
KELSEN BOHN	6026 PARKER ST. ARVADA, CO 80004		Location	
Michael Gutierha	7560 Loveland CIR ARVADA CO 8		Location - Reason for so many hours	
DENNIS EULIK	6891 BLECHS ARVADA CO 80004		LOCATIONS	
Pat Kinsella	7703 N 106th St Arvada CO 80005		Location	
Maag Rodger	19714 W 73rd Lane Unit C Arvada CO 80006		location	
Ron RADIETA	6152 DURAVEN GOLDEN CO 80403		LOCATION	
Jeff OLSON	16807 W. 103rd Pl ARVADA CO 80403		LOCATION / TRAFFIC	
Jeff Williams	17065 W 73rd Arvada		Traffic !!	

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Becky Myers	7122 Ellis St.		Keep Ralston Trail neighbor friendly	Becky Myers
Keith Myers	11 "		" "	Keith Myers
Edward Koehn	6310 Oak St #204 Arvada 80004		Save the the wildlife Don't need anymore traffic	
Steve Urban	9538 Lupine Way Arvada CO 80005		Roads	Steve Urban
Jerry Blackburn	6542 Nile Cir Arvada CO 80007		Roads, Bedroom Community, Traffic, Trades	Jerry Blackburn
Rylee MacDonnell	6454 Iris CT Arvada CO		Community	Rylee MacDonnell
Ed Yovak	7035 Terry St Arvada CO		Roads + Traffic	Ed Yovak
Tamara Francis	17465 W 83rd Arvada CO 80007		Industrial Area instead	Tamara Francis
Jan Tugle	15556 W 64th Arvada, CO 80007		traffic	Jan Tugle
Laura Lobel Green	18087 W 78th Arvada 80007		COM Traffic/Road support	Laura Lobel Green

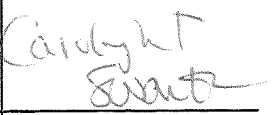
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Ronald Davidson	13874 W. 58th Pl		we Do not like Amazon	
Sheri Moore	8309 Zircon St			
Laurissa Hughes	15295 W. 52nd Ave		Want to save trail/ enough traffic in area	
Susan Horner	15898 W. 62nd Pl		Too much traffic - no tax revenue to AR	
Judith Miller	6359 Secret Way		Traffic - Trail access	
Kyle Johnson	7007 Orion Lane		Traffic & Trail access	
Tim Lester	26610 Lupine Cir		Traffic - Schools	
Diane Ranta	11067 W. 76th Pl		traffic	
Kristy Figg	15247 W. 50th Pl		traffic & schools infrastructure not built for this	
Vlad Chernenko	15086 W 94th Ave		Loss AR	

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Maurene Herrin	6262 McIntyre		Traffic, congestion, sticking industrial into residential	Maurene Herrin
Anthony Polisi	6550 ZANG ST		TRAFFIC congestion	Anthony Polisi
Kevin Hughes	19562 W 5TH CR. Golden		TRAFFIC	Kevin Hughes
Joyce Fox	16563 W. 74th		Too much traffic	Joyce Fox
Joan Hillgard	7177 Union Ct		traffic congestion - NO MORE!	Joan Hillgard
Taryn Schroeder	15328 W. 64th Unit B Arvada		traffic	Taryn Schroeder
Cynthia Courtney	13775 W. 71st Arvada CO 8004		traffic	Cynthia Courtney
Jamie Abbott	6977 Juniper Ct. Arvada CO 80007		Traffic congestion	Jamie Abbott
Stephen Sales	13845 W. 66th way Arvada CO 80004		traffic & Noise	Stephen Sales
Shannon Arnsberger	6501 Quaker Cr Arvada, CO 80007		traffic congestion	Shannon Arnsberger

We, the undersigned, are in **OPPOSITION** of the proposed minor adjustment, minor variance, annexation, rezoning and development of the collective properties located at 6700 Indiana Street, 6702 Indiana Street, 6710 Indiana Street and 6720 Indiana Street known as the Scannell Properties, aka Project Indiana (#DA2020-01117 and Amazon Project Indiana #DA2020-0132), Maple Valley Park Annexation (#DA2020-0118), Jeffco Annexation (#20-130002AX), Minor Adjustment (#20-123867MAA), Minor Variance (#20-129804MVR), aka **AMAZON Distribution Center with 24/7 operations.**

Name	Address	Email and/or phone	Reason for Opposition	Signature
Mike LeClerc	18460 W 87th Dr		INCREASED TRAFFIC	
Louise Gehnt	6182 Terry Ct		Increased Traffic	
Susan Parks	17994 W. 77th Pl		Increased Traffic	
Austin Shelton	15830 W 64th Pl		INCREASED TRAFFIC	
ROBERT E. ODYA	7888 Xenovia Ct. ARVADA CO.		PARKING LOT UP TO TRAIL.	
Leslie Feuerborn	7452 Isabell Cir Arvada 80007		increased traffic. Indiana not built for it.	
Angela C. Kisor	12944 W. 76th Arvada 80005		increased traffic	
Ryan Abbott	6977 Juniper Ct Arvada CO 80007		Traffic, noise, open space removal	
Carolyn Swartz	8367 W. 71 Place Arvada, CO 80004		Increased traffic in residential area	
Nathan Meed	6508 Denney St Arvada, CO 80004		Traffic, noise, light pollution	

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Justin Haukwell	15642 W. 56 th place		traffic, noise, light, air pollution	Justin Haukwell
Kelli Frank	" "	-		Kelli Frank
Nancy Sheindel	14547 West 57 th Pl. 80002		noise	Nancy Sheindel
Ray Clifton	12966 W. 79 th Circle, Arvada, 80005		Noise - Traffic	Ray Clifton
Suzanne Bales	13845 W 66 th Way Arvada CO 80004		Noise, Traffic	S Bales
Amy Dory	6906 Holman Street Arvada, CO 80004		Noise, traffic, light, air pollution	Amy Dory
Kyle Walker	18356 W. 59 th Ave, Golden, CO		No more destruction of open space, Keep traffic down	Kyle Walker
Lynn Filoneto	6999 Torrey St. Arvada, CO		Traffic, too much ^{environment} development in area	Lynn Filoneto
Tom Dolan-Manning	11690 W 69 th Tr Arvada, CO		traffic	Tom Dolan-Manning
MARCO RIVERA	7062 ELLIS ST 80004	AMH	TRAFFIC, NOISE, POLLUTION	Marco Rivera

9

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Tim Hancock	12340 W 75th Ave Arvada		No Good for Neighborhood/community	Tim Hancock
Amy Hancock	12340 W. 75th Ave Arvada		Neighborhood traffic	Amy Hancock
Orville Werner	7035 Gladia St. Arvada		Neighborhood traffic & light	Orville Werner
Cheryl Werner	7035 Gladia St. Arvada		Traffic & open space effects	Cheryl Werner
Carrie Winchester	6924 Gladia St Arvada		NO GOOD	Carrie Winchester
Erica Oake	6905 Gladia St		Traffic + noise	Erica Oake
John Anderson	10129 W. 55th Dr.		Traffic + Noise	John Anderson
Evan Doukas	10720 W. 38th Pl Wheat Ridge, CO 80033		Not for a neighborhood. Better for an industrial area.	Evan Doukas
Kirsten Doukas	10720 W 38th Pl Wheat Ridge, Co 80033		Noise, traffic, open space	Kirsten Doukas

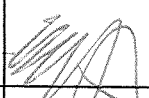
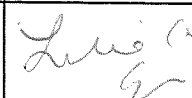
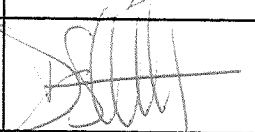
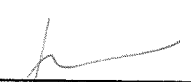
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Name	Address	Email and/or phone	Reason for Opposition	Signature
Natalie Baillie	5282 Arboretus St.		Not the right area	Natalie Baillie
B. McGrath	6202 Wilmer Loop		Will add too much truck traffic	B. McGrath
Mary Mikucki	13638 W. 66th Way		Too much traffic & we have little kids	Mary Mikucki
Mike Mikucki	13638 W 66th Way		More parks, less industry!	Mike Mikucki
Laura Mills	6742 Cole Cir. Arvada, 80004		too residential	Laura Mills
Sherry Coppacci	7019 Braune Arvada 80004		Not the right location	Sherry Coppacci
Liz Hutchinson	6735 Youngstie Arvada		Ruin Neighborhood	Liz Hutchinson
Ryan Mills	6742 Cole Cir 80004		Not needed, won't create enough jobs. AMZ business practices.	Ryan Mills
Courtney Karslake	11555 W. 70th Pl #C 80004		Not a good location	Courtney Karslake
JAMES KOTOWSKI	12617 W. 66th		TRAFFIC, NOISE, DISRUPTION OF LIVING IN AREA	James Kotowski

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Cameron Phillips	378 Smither Erie Co		leave the land	Cameron Phillips
Kelli Hudson	378 Smither Erie Co.		alone!	Kelli Hudson
Nancy Hill	24026 Curran Golden, CO		Leave it peaceful	Nancy Hill
Keri D'Agostino	7236 Zinnia St		leave it be	Keri D'Agostino
Deborah Abreu	14453 W. 70th Place		Leave the trails be ^{more} _{Arvada needs trails parks}	Deborah Abreu
Jenn Kubilus	10829 W. 5TH PL		Too much traffic & pollution	Jenn Kubilus
John Bignell	20127 W 95th Ave		Location is a poor choice given the available options in the greater area	John Bignell
Beth Reichardt	5134 Zinnia Ct		traffic	Beth Reichardt
Kari Cook	5440 Kilmer street		traffic	Kari Cook
Elizabeth Anton	13354 W 70th Pl		MATURGY TIA.	Elizabeth Anton

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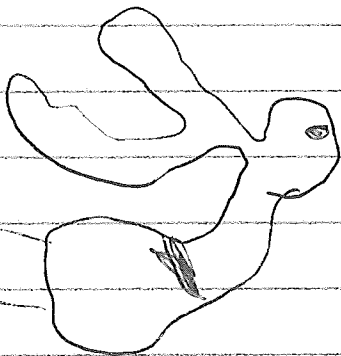
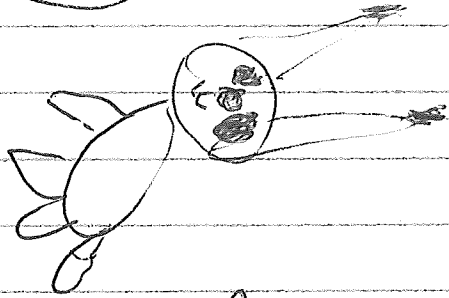
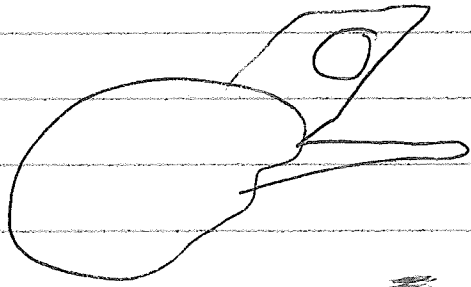
Name	Address	Email and/or phone	Reason for Opposition	Signature
Kristin Peters	8123 W. 57 th		Will have to much traffic and noise on my Kuster valley path	
Jenni for Hornung	13645 W 67th PL 80004		Too close to a quiet neighborhood	
Serena Berhost	10125 Devinney Ct Arvada, CO 8004		Too close to homes	
Tenell Goodson	6788 W 63rd Ave Arvada, CO 80003		Too much traffic noise!	
Mary Pirozzoli	7028 Cote Arvada, CO 80003		Keep park-like same	
PATRICK GREEN	21861 MAIN AVE, GOLDEN CO 80401		Save natural space	
WESLIE GREEN	21861 Main Ave GOLDEN, CO 80401		Save nature!!	
Debra Stone	6721 Devinney Ct Arvada, CO 80004		Too close to creek and wildlife / homes	
Jen Miller	15053 W 63rd Ave Arvada CO 80003		Save the trails!	
Rich Miller				

Max Woyam park age 11 1/2

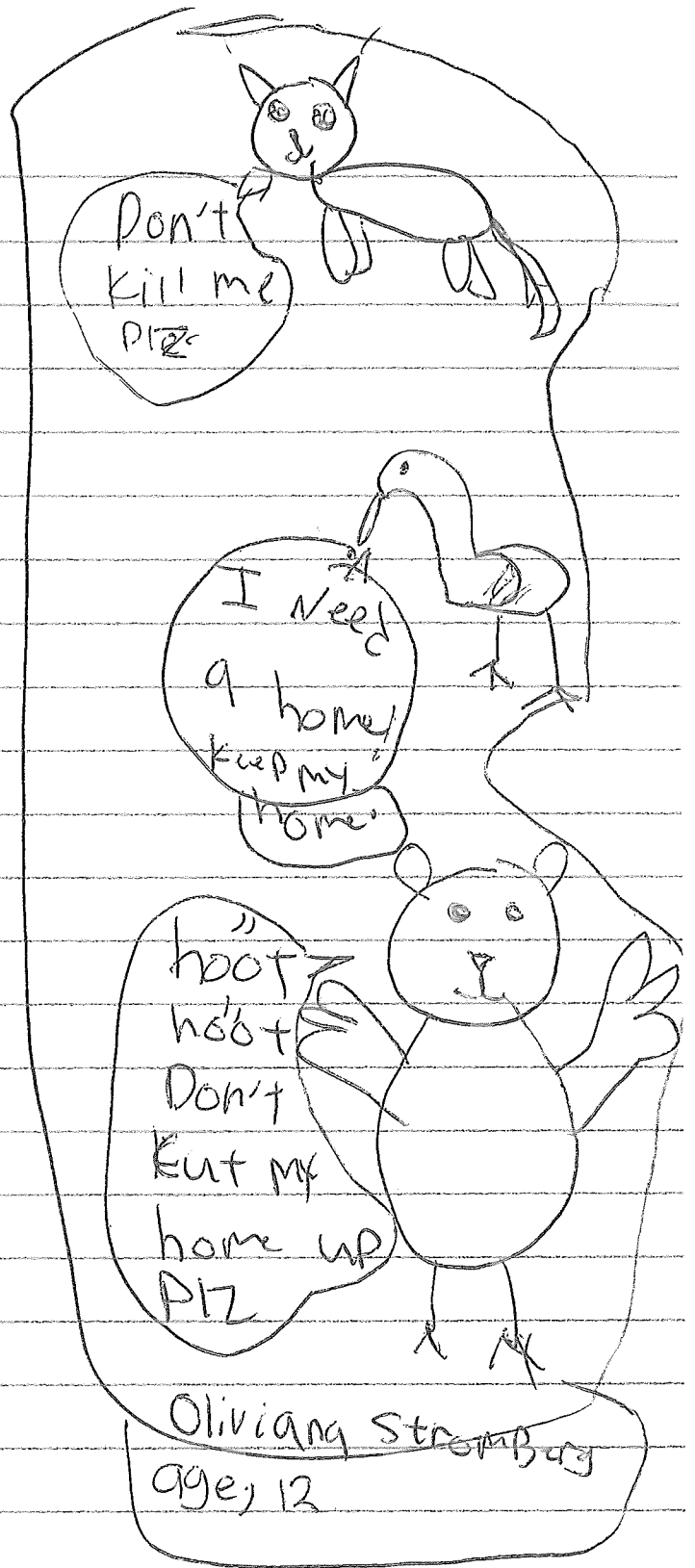
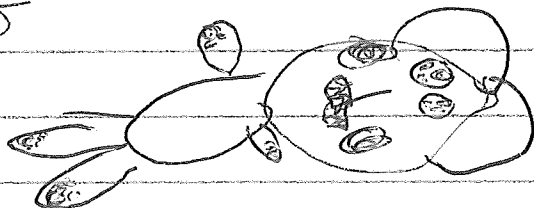
Dear city counciler Please NO AMAZON!
the person who runs it is just sitting on
so much money \$ or maybe gold. also
I love the park and animals; if you ruin
the park to build AMAZON it will mess up
the ecosystem. So say NO! NO to amazon.

Max!

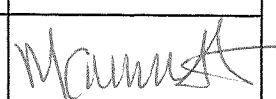
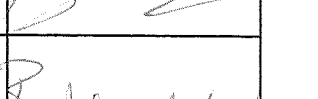
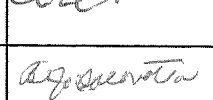
age 11 1/2.



PETRA



We, the undersigned, are in **SUPPORT** of a "Town Square Village Concept" for future development of the collective properties located at 6700 Indiana Street, 6702 Indiana Street, 6710 Indiana Street and 6720 Indiana Street. We support a development that would expand the Maple Valley Park open space as described in the Arvada Parks, Open Space and Trails 2016 Master Plan and create a 2nd cultural arts district as described in the Arvada Arts and Cultural 2018 Master Plan. We encourage the City of Arvada to follow their master plans and act responsibly when planning future development adjacent to the Maple Valley Park and Ralston Creek Trail. Arvada's 2017 Comp Plan Goal R-1 states: "Minimize the impact of new development on natural areas to allow continued cohabitation of people and wildlife." We envision a community-minded development that reflects the character of the area, protects the adjacent open space, encourages a mixed use of green space, smaller businesses and retail, supports arts and culture and is a walkable village with an environment-friendly design.

Name	Address	Email and/or phone	Reason for SUPPORT	Signature
BRYAN MELIS	17778 W 78 th DRIVE 80007		KIDS	
DAVE SOLIS	16909 W. 60 th Pl ARVADA, CO 80007		WILLIAM MAYBERRY	
Megan Cummert	6532 rde ct Arvad CO 80007		community development	
Angy Haas	6733 Kilmer ct Arvada 80007		Calmer for wildlife sustainability	
Jonathan Haas	6733K, Inner Ct Arvada, 80007		wildlife can remain	
Mike Watser	1079 8 th St Golden, CO 80401		Public acquisition of land	
Kelly Dennis	4672 20 th Ct ARVADA CO 80		Public need	
BEITANY WHEELER	15456 W. 64 TH LOP ARVADA 80007		community!	
WILLIE LESLIE	6268 Pike Ct Dnlt C Arvada CO 80403		adds to the character of the neighborhoods	
BILLIE JACOBETTA	16313 W 6300L		community	

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Name	Address	Email and/or phone	Reason for SUPPORT	Signature
Doreen Darrow	13674 W 61st Circle Arvada		Great For Community	Doreen Darrow
Ruthy Masters	16101 158th Ave		great for community	Ruthy Masters
Joan Besserer	16876 W 57th Ave Golden 80403		community	Joan Besserer
STEVEN BAUER	6214 ALKIRE CT ARVADA 80004		community	St Bauer
Shaaron Copher	15139 E Greenwood Golden, CO		community	Shaaron Copher
John Copher	15730 Wilmet Ave Golden CO		community	John Copher
Courtney Watson	7397 DeFrame Arvada 80005		community	Courtney Watson
Josh Gabril	5623 Tabor Ct Arvada CO 80002		"	Josh Gabril
Joey Roland	15751 W 66th Arvada		community	Joey Roland
APRIL HAAS	7632 PARFET CT ARVADA 80005		community	April Haas

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Name	Address	Email and/or phone	Reason for SUPPORT	Signature
Loren Perlman	6270 Virgil St. Arvada, CO 80403		It would be good for the neighborhood	Loren Perlman
Richard Bornhott	14110 W. 63rd Place, Arvada 80004		great for families.	Richard Bornhott
Metrona Sinka-Weimer	13825 W. 67th Pl Arvada 80004		Great for family residential + wildlife	Metrona Sinka-Weimer
Jim Casey	14349 W 69th Pl Arvada CO 80014		MAKE PROPERTIES MORE VALUABLE BECAUSE OF "WALK SCORE"	Jim Casey
Tyler Green	6508 Denney 80004		Property value	Tyler Green
Angie Plummer	18765 W. 84th Place Arvada, CO 80007		Nice to have for community	Angie Plummer
Angela Birkenkamp	5924 Dunraven Way Golden CO 80403		Amazing to have restaurants!	Angela Birkenkamp
Nicole Stratton	15710 Wilmette Golden CO 80403		NEED more small businesses	Nicole Stratton
Alicia Butcher	14830 W. 53rd Ave. Golden, CO 80403		Need more small bus. + local development	Alicia Butcher
Jacob Holden	13975 W 72nd Pl #C		need to do more stuff for the small towns	Jacob Holden

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Name	Address	Email and/or phone	Reason for SUPPORT	Signature
Scott J Plummer	18765 W 84th Ave		traffic, noise	Scott Plummer
Michael Cummings	6414 Dussan Way Arvada		traffic / noise / environment	Michael Cummings
Brenda Sandahl	6268 Braun Circle Arvada		beauty community wellbeing for all	Brenda Sandahl
Andrew Nitzmeyer	13723 W. 64th Ave		improve community ☺	Andrew Nitzmeyer
Cindy Bergers	6512 Weller Ct.		we <u>need</u> this!	C Bergers
Kailyn Nevarez	6973 Juniper Ct Arvada, CO 80007		Amazing idea for community building	Kailyn Nevarez
Daniel Parks	1284 Orion St Arvada 80007		traffic / wrong fit	Daniel Parks
Killee Vinnola	6080 Russell Ln. Arvada CO 80403		improve West Arvada	Killee Vinnola
Evan Julewicz	13827 W 66th Way, Arvada, CO 80004		Better design, environment, local options	Evan Julewicz
Kathryn Dykas	13827 W 66th Way Arvada, CO 80004		Environment, community wellbeing + local opportunity	Kathryn Dykas

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Name	Address	Email and/or phone	Reason for SUPPORT	Signature
Glenna Kearns	5233 Noble St Golden, CO		Good alternative to whole community	Glenna Kearns
JANNA Hebel	6344 Defton Way Arvada CO		GREAT Alternative!	Janna Hebel
Joni MORAN	6283 URBAN ST ARVADA, CO 80005		Needed in Arvada	Joni Moran
DAVE KUMMER	8395 DEFRANZ CT ARVADA CO 80005		NEEDED	Dave Kummer
Kathy Ritter-Alison	6845 Coors Ct. Arvada, CO 80004		Great alternative!	Kathy Ritter-Alison
T. B. B. B.	6546 Pine Ct.		NEED, MARCH	T. B. B. B.
Toni Zinotti	10239 W 55th Dr Arvada, CO		Great Alternative	Toni Zinotti
John Low	14396 W 71st Dr, Arvada, CO		Small business!	John Low
Janet Marie OAROSE	6175 Quartz COP		Small business NEEDED	Janet Marie OAROSE
Victor Nevarez	6973 Juniper Ct Arvada CO 80007		Small Business and integration to nature	Victor Nevarez

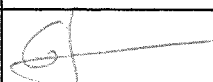
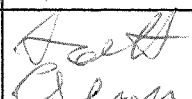
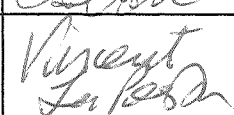
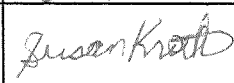
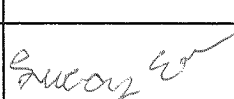
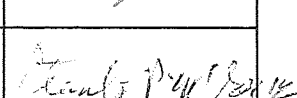
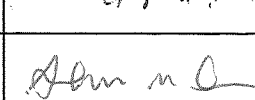
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Name	Address	Email and/or phone	Reason for SUPPORT	Signature
LENNER ARVADA	15385 W 64th		Environment	[Signature]
Thomas Bardi	18467 W 54th LANE Golden CO 80463		Community needs	[Signature]
Terence Wills	6284 Orionet #B Arvada CO		✓	[Signature]
Debra Walters	6916 Wiley Arvada CO 80017		quality of life + neighborhood	[Signature]
Randee Davenport	5533 Devils Head Cir Golden, CO 80401		Better fit for the area	[Signature]
NANCY MENZ	14546 W. 56th Dr Arvada CO 80005		n	[Signature]
Gary Williams	14197 W 88th Pl Unit C Arvada CO 80005		there is no place quite like this reasonably close	[Signature]
Matthew Vagts	6456 McIntyre Ct. Arvada CO 80007		Not cool	[Signature]
Melinda Lam	melindalaw@gnm 972-979-9513		environmental, local businesses, walking/biking	[Signature]
Chris Sandow	6268 Brown Cir Arvada		wellbeing beauty	[Signature]

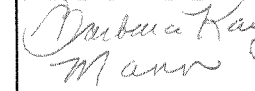
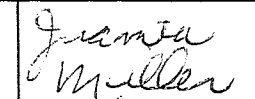
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Karen Lilrose	8474 Poppy St Arvada 80007		need walkabout areas	Karen Lilrose
Lisa Armstrong	6537 Pike Ct Arvada 80007		Need walkabout areas	Lisa Armstrong
Flora Miller	13335 W 62nd Dr Arvada, CO 80004		GREEN SPACE, WILD LIFE CONSERVATION, GLOBAL WARMING	Flora Miller
Eric Yehum	6282 York Ct Arvada CO 80004			Eric Yehum
Jacob Spurgin	19035 W 62 Ave Golden CO, 80403		Building Community	Jacob Spurgin
Scott Bergers	6512 Welch Ct Arvada, CO 80004		Conservation Community	Scott Bergers
Julie Pepe	6751 Devinney St Arvada 80004		community	Julie Pepe
Sheila Stromberg	6272 Braun Cir		community	Sheila Stromberg
Scott Stromberg				Scott Stromberg
Alison Beck	14442 W 51st Golden 80403		conservation of community	Alison Beck

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Name	Address	Email and/or phone	Reason for SUPPORT	Signature
Geoff Jordan	6932 W 12th Way Golden CO 80403		Great idea!	
Christa Carter	7737 Torrey Ct Arvada 80007		Great idea	
James Shaw	17150 W 5th Ave Golden 80403		Compatible w/ Parks Community Parks	
Mula Lyons	6552 Umbar Cir		Great... need Farmer Market small business, arts & culture here	
Scott Osborn	6491 DeFrame Ct Arvada, CO 80004		Nice Idea!!	
VINCENT LAPOSTOL	6973 Secrest Ct Arvada		Want more arts in ARVADA	
Susan Mary Krath	6454 Rogers Rd Arvada, CO 80007		Keep with your plan	
Lucas Emery	16725 W 74th Pl		Community awareness	
STANLEY MCGEE	17632 W. 83rd Pl 80007		KEEP BIG BUSINESS OUT	
Shawn Davis	4895 Easton Rd 80403		Keep w/ the Plan	

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Name	Address	Email and/or phone	Reason for SUPPORT	Signature
DAN RYAN	17436 W. 69 th AVE ARVADA, CO 80007		BETTER FOR THE NEIGHBORHOOD	
RYAN TAYLOR	15101 W 70 th AVE ARVADA CO 80007		more sustainable for the area	
Malcolm Talen	5600 Mc Intyre ST. Golden CO 80403		small business Local opportunities	
Anne Kelson	6770 Lufine Cir		small business, neighbor needs	
DIANA MANN	19583 W 58 TH PL.		<u>will</u> patron the area	
BARBARA KAY MANN	7268 BEECH CT.		A NICE PLACE TO BE	
Sally Smith	7658 OWENS CT Arvada CO 80005		not good for anyone in Arvada	
JUANITA MILLER	11830 W 74 th ST. ARVADA FOCUS		BETTER FIT	
KAREN YANZ	13363 W 68 th pl		BETTER	
Rebecca Pitocco	15510 W. 64 th pl. unit B Arvada CO, 80007		We are lacking in this in Arvada	

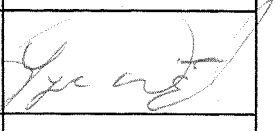
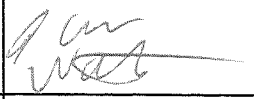
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Name	Address	Email and/or phone	Reason for SUPPORT	Signature
Jennifer Strait	7250 Devinney Ct Apt B Arvada CO 80005		community	Jennifer Strait
Tom Heywood	13505 W. 63rd Ave Arvada, CO		character of community	Tom Heywood
Justin Chidester	6223 AlKine Ct Arvada CO		community area	J Chidester
Nancy Chidester	6223 AlKine Ct Arvada CO		community area	J Chidester
Link Wamboldt	12962 W 66th Ct Arvada CO		preserving wild life positive development of area	Link Wamboldt
Lynn Helmreich	16772 W 74th Ave Arvado CO 80007		Positive development	Lynn Helmreich
Scott Bickert	6306 HOLMAN ST ARVADA CO 80005		POSITIVE AESTHETIC	Scott Bickert
Bridget Bender	5830 Moss Ct. Golden CO 80403		Better use of space	Bridget Bender
Mary Benoit	7566 Union Ct Arvada 80005		great use for space	Mary Benoit
Jonathan Wilburn	13332 West 67th Drive		community area	Jonathan Wilburn

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Name	Address	Email and/or phone	Reason for SUPPORT	Signature
Patti Shouse	14140 W. 63rd Pl. Arvada, CO 80004		Environmentally friendly. Looks nicer than Amazon plan	Patti Shouse
Jo Ann Weiland	7648 Owens Ct Arvada 80005		"	Jo Ann Weiland
Charlene Malloy	18355 W 59th Dr		"	Charlene Malloy
Kameron Gates	6142 URBAN CT ARVADA, CO 80004		" "	Kameron Gates
Honore Patter	16253 W 63rd Pl Unit D Arvada, CO 80003		" "	Honore Patter
Ann Roehrig	7374 Salvini Ct. Arvada CO 8007		pro-nature, pro-small business, pro-local & community	Ann Roehrig
Diane Logsdon	13991 W. 60th Dr. Golden, CO 80403		Environment	Diane Logsdon
Jennifer Bernard	6956 Orchard Ct Arvada CO 80007		Environment, better fit for community	Jennifer Bernard
WILLIAM MILLER	11830 W 76th DRIVE ARVADA, CO 80005		PRO NATURE	William Miller
Jenny Loomis	17519 W 54th Pl Arvada, CO 80007		Environment Pro Nature	Jenny Loomis

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Name	Address	Email and/or phone	Reason for SUPPORT	Signature
Lynne Weitzel	15861 W. 66 th Pl Arvada, CO 80007		Community	
Jon Fische	16155 West 63 rd Ave # A Arvada, CO 80103		Community	
Michelle Schiffbauer	13672 W. 54 th Ave Arvada, CO 80002		Community	
David Biersma	13521 W. 54 th Arvada, CO			
Steve Sargent	6705 Secret Arvada 80403		Support new Urbanism	
Cynthia Cox	8274 Johnson Dr Arvada Co 800		Community	
James Wamboldt	12962 W 61 st Cir Arvada CO 80004		Community	
Amy Knight	6278 Devianney Cir. Arvada, CO 80004		Community	
Christina Barv	6156 Holman St Arvada, CO 80004		Community & family	
Krista Sommer	15423 W 65 th Ave Unit A Arvada		Small Biz is Awesome!	

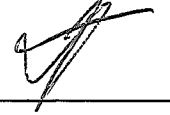
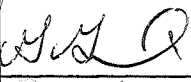
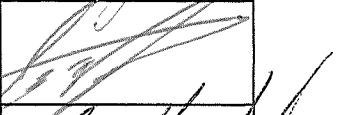
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Name	Address	Email and/or phone	Reason for SUPPORT	Signature
ROGER KELTY	16766 W. 62nd Pl Arvada, CO 80403		Better use of space for neighborhood	Roger Kelly
Stacie Nightree	5937 Crestline Street		Rather have this than Amazon	Stacie Nightree
Vernon Kaiser	6765 Tarry Ct		Traffic, noise	Vernon Kaiser
Diane Haliga	7708 McIntyre Ct Arvada 80007		Traffic, noise	Diane Haliga
Vic Ramey	12666 WEST 83RD DRIVE		BETTER USE OF SPACE	V. Ramey
LENN WILHELM	69TH PIKE CT ARVADA, 80007		BETTER USE OF SPACE	LENN
Robert W Slog	4128 Quail Ct. Arvada, CO 80004		Better use of space	Robert W Slog
Ingrid Torres	13584 WEST 12th 13584 WEST 12th Arvada 80007		Better for the environment	Ingrid Torres
Tom Helmreich	16772 W 7th Ave Arvada CO 80007		Lots better option than Industrial	Tom Helmreich
Davis Birchhead	6306 Holman St		Looks better	Davis

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Name	Address	Email and/or phone	Reason for SUPPORT	Signature
William Pedersen	1662 W 63rd Ln Unit B		Better fit for community	William R. Pedersen
Ruth Pedersen	"		" " " "	Ruth Pedersen
Teresa A. Poulin	16085 W. 62nd Lane Unit C		Better for our community	Teresa A. Poulin
Alan Poulin	16085 W 62nd Ln Unit C		Better for our community	Alan Poulin
Denise Boehrlich	16085 W 62nd Ln #D Arvada		Better for our community we don't need extra traffic	Denise Boehrlich
Patrick C. Sweeney	16085 W 62nd Lane #D Arvada		would cause too much traffic - Better For Our Community	Patrick C. Sweeney
Chris Lewin	16141 W. 63rd Lane Arvada CO 80403		Better Community and Small business	Chris Lewin
Michelle Henkel	Arvada 80403 16132 W 63rd Ln		Better fit for area/ community	Michelle Henkel
Randy Olsson	5537 Rogers Ct Golden, CO 80403		community future <u>tree</u> <u>creativity</u> Keep Nature-natural env.	Randy Olsson
Cathy Tolén	5600M Julyre St Golden CO 80403		community quality of life aesthetics	Cathy Tolén

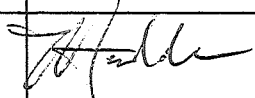
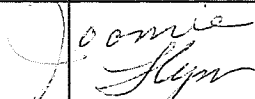
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Name	Address	Email and/or phone	Reason for SUPPORT	Signature
Dani HUCHES	19502 W. 57th Cir Golden, CO 80443		Small town feel, no large over 2 story condos, apartments	
Leanne Tarleton	6943 Noble Ct. Arvada, CO 80007		Better fit for community	
Jason Haas	7632 Parket Ct Arvada CO 80005		Save our Small Community Screw Amazon	
Jeni Uvedal	14293 W. 70th Pl. Arvada, CO 80004		Improve community feeling	
Gina Gersel	13960 W. 78th Ave 80005		Good for community	
Jason Wampler	7464 Jacobson Cir ARV. CO 80007			
Jordan Baird	12033 W. 71st Ave Arvada, CO 80004		more family oriented, environmentally friendly	
MATT HAFFMAN	7398 Xenophons ARVADA CO		Improve Quality of Life.	
Lacey Calhoun	15960 W. 62nd Dr. Arvada CO 80443		small community feel	
R.C. Smith	7658 Owens St		A GREAT FOR THIS AREA	

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Matthew Powell	7042 DeFuria Ct. Arvada, CO 80044		All	Matthew Powell
Shirley Ross	12926 W 61st Cir Arvada CO 80004		form a tighter community	Shirley Ross
Gerry Williams	5411 Kilmer St Golden CO 80043		ALL	Gerry Williams
Robert Schenck	7122 DeFuria Ct Arvada CO 80044		ALL	Robert Schenck
John Giarchino	14454 W. 64th Dr #C Arvada, CO 80005		appropriate use of space	John Giarchino
Gilbert V. C. V. M.	16527 W 78th PL		SM BUSINESS	Gilbert
Stuart Buchmann	6128 Holman Court		All	Stuart Buchmann
STEVE KAISER	6765 TERRY CT ARVADA 80007		BETTER USE OF LAND	Steve Kaiser
Jamie Haligas	12039 W. 52nd Pl Unit 2 Arvada CO 80013		small business	Jamie Haligas
KAREN RAMEY	12666 W 83RD DR, ARVADA, CO 80005		BETTER FOR OUR COMMUNITY	Karen Ramey

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Name	Address	Email and/or phone	Reason for SUPPORT	Signature
Bill Hadden	6704 Terry Ct Arvada, CO 80001			
Joannie Flynn	15261 W. 66th PL.			
Melissa Wasinger	12901 W. 72nd Arvada 80105			
MACTEN ALVES	6443 QUARTZ CSE ARVADA			
Hallie Rossi	17515 W. 61st Pl. Arvada, 80403		Community!	
Jennifer Parsons	14632 W. 62nd Arvada, CO 80004		much better use of the land	
Hannah Gaines	6071 Robb St. Arvada, CO 80004		Love local Business	
Kevin Capodie	6071 Robb St Arvada CO 80004		Love local Biz	
Mike Watson	5940 Blanca Ct		Local	
Julie Powell	7042 DeFrame Arvada, CO 80004		Support Local Businesses	

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Audrey Noorlun	210 IOWA DR 80403		Need more local business	Audrey Noorlun
Erin Anderson	1623 S Beech St 80428		Support local business growth	Erin Anderson
Carol Piburn	6785 Tabor St. Arvada, 80005		Support local business growth	Carol Piburn
Steve Noorlun	15795 W. 67th Pl Arvada, Co 80007		Seriously? West Arvada has nothing like it. Community Quality of life	Steve Noorlun
Linda Engel	15232 W 70th Dr Arvada 80007		Sounds great!	Linda Engel
STEVE ENGEL	15732 W. 70th Dr ARVADA CO 80007		" "	Steve Engel
DAN M'Ginn	15723 W 58th 80403		SUPPORT LOCAL	Dan McGinn
Dustin Osborn	12695 W 77th Dr Arvada, 80005		LOCAL, LOCAL, LOCAL	Dustin Osborn
Courney Osborn	12695 W. 77th Dr. Arvada, CO 80005		Less industrial	Courney Osborn
Anneeth McGinn	15723 W 58th Golden 80403		community friendly	Anneeth McGinn

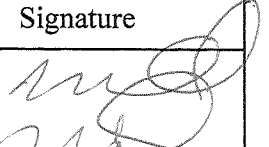
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Thomas Huebner	10389 W 65TH WAY ARVADA, CO 80004		Traffic Local Support NOT Big Box	Thomas Huebner
BARBARA LUTZ	6746 LUPINE CT ARVADA 80007		TRAFFIC NO Big Box	Barbara Lutz
Carly Mosher	12945 W 44TH DR Arvada, Co 80004		Need this in our area	Carly Mosher
DANIELS CHRISTINE	6331 MCINTYRE WAY		NO BIG BOX & LESS TRAFFIC	Christine Daniels
Pamela Kerner	6246 Holman St.		Community Space, not Restaurants	Pamela Kerner
Pat Heprin	7115 FIG ST Arvada Co		Traffic	Pat Heprin
Kellie Penney	5548 Culebriet Golden CO 80403		traffic bad fit	Kellie Penney
Jacob McCaslin	17577 W. 57TH AVE ARVADA, CO 80007		traffic, not in Arvada's best interest	Jacob McCaslin
seana muzzone	6444 Gladiolus ST Arvada, CO 80004		Traffic	seana muzzone
BROOK DAVIS	4400 Indiana St Golden, CO		traffic bad fit	Brook Davis

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Dawn Ohlin	720 S DeFrancis Arvada CO 80005		we Need more restaurants & Public areas for families	Dawn Ohlin
Todd Tusen	12074 W. 75 th PL Arvada		more Restaurants	Todd T
Miller Nicholas	5236 BLANDA ST Golden CO		improve Area	Miller
Justin Crummey	6532 Cole Court Arvada, CO		Community, quality, development	Justin C
HARRY SMITH	14076 W. 59 th PL ARVADA CO 80005		QUALITY DEVELOPMENT, CULTURAL INTERESTS, PARK	Harry Smith
Andrew Leslie	6263 Pike Ct #C Arvada CO 80403		local businesses to Support community	Andrew Leslie
Erin Kerner	6246 Holman St Arvada CO 80004		Restaurants support local	Erin K
Dana Gray	13668 W 66 way Arvada CO 80004		more local farmers market outdoor space, family area	Dana Gray
Ron Sue	7561 Linden St. Arvada, CO		Community Quality	Ron Sue
JEFF GREGG	7534 JUMPER ARVADA, CO 80005		QUALITY COMMUNITY	Jeff Gregg

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Miranda McCracken	13353 W 64th ARVADA		Would be lovely for West Arvada	
Annabella Doyle	12033 W 71 Ave		family friendly	Annabella Doyle
Pete Sennitt	6255 3rd Ave S ARVADA		environment	Pete
Daniel Kernmick	5694 Kippel Parkway			D. Kernmick
KEITH CHRISTIAN	17714 W 63RD DR GOLDEN CO 80403		TOO MUCH TRAFFIC	Keith Christian
Mary Lee Gibson	5220 Juniper Ct. Golden, CO		Family stuff	Mary Lee Gibson
Debbie Talbot	375 Saulsbury St Lakewood, CO 80224		Small Business	Debbie Talbot
Sara Jean Struckmeyer	6104 Flatop St Golden, CO 80403		small business/ community	SJ8
Maryanne Turner	18924 W 15th Pl Golden		Retaining visions set forth in N Plains Community	Maryanne Turner
AMANDA SEMKO	16250 W 50th Ave Golden, CO 80403		family love	Amanda Semko

We, the undersigned, are in **SUPPORT** of a "Town Square Village Concept" for future development of the collective properties located at 6700 Indiana Street, 6702 Indiana Street, 6710 Indiana Street and 6720 Indiana Street. We support a development that would expand the Maple Valley Park open space as described in the Arvada Parks, Open Space and Trails 2016 Master Plan and create a 2nd cultural arts district as described in the Arvada Arts and Cultural 2018 Master Plan. We encourage the City of Arvada to follow their master plans and act responsibly when planning future development adjacent to the Maple Valley Park and Ralston Creek Trail. Arvada's 2017 Comp Plan Goal R-1 states: "Minimize the impact of new development on natural areas to allow continued cohabitation of people and wildlife." We envision a community-minded development that reflects the character of the area, protects the adjacent open space, encourages a mixed use of green space, smaller businesses and retail, supports arts and culture and is a walkable village with an environment-friendly design.

Name	Address	Email and/or phone	Reason for SUPPORT	Signature
Janice Adams	6067 Rogers Cir. Golden, CO		Prefer this over Amazon - more community friendly	Janice Adams
Carol Maugh	9799 W. 76 th Ave Arvada, CO 80005		Town Square is more appealing and brings small business to Arvada.	Carol Maugh
N Mills	5310 Alameda St #204 Arvada CO 80002		Prefer family friendly open space varieties	Nancy Mills
Sandra Hinojosa	14106 W. 74 th Pl Arvada, CO 80005		Would like it to be a more people-friendly space. And support all of the wildlife! We walk here often.	Sandra Hinojosa
Julie Smith	16119 W. 70 th Pl Arvada, CO 80007		Arvada need Family friendly Places!	Julie Smith
Kathy Periman	11695 W 73 rd Ave Arvada, CO 80005		Open Space, outdoor venue + small businesses	Kathy Periman
Amy Nambor	16325 W. 84 th Lane Arvada, CO 80007		family friendly. community-building	Amy Nambor
Lauren Williams	9050 W 68 th Ave Arvada, CO 80005		family friendly! community!	Lauren Williams
Kathleen Anderson	6590 Zinnia St. Arvada, CO 80004		Family Friendly and still supports Arvada small business	Kathleen Anderson
Amy Jennings	16016 W 74 th Pl. Arvada CO 80007		support small businesses and develop community atmosphere	Amy Jennings

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Name	Address	Email and/or phone	Reason for SUPPORT	Signature
MATT SIMMS	6952 Isabell Ct. Arvada, CO 80007		Giant Industrial complex vs. Natural/Homes	MAS
Cheryl Norton	15332 W. 76th Dr. Arvada, CO 80007		Create a community based environment	Cheryl Norton
Victoria Ellis	17537 W 61st LN ARVADA CO 80040		Create community Environment	Victoria Ellis
Steve Tamm	14541 W 53rd Ave Golden CO		Quicker	Steve Tamm
Giovanna Alberstheim	15193 W. 63rd Ave Arvada, CO 80043		more restaurants, shopping family friendly	Giovanna Alberstheim
Daniel Moore	6072 Yukon Ct ARVADA CO 80004		SOBS AND LOCAL SHOPPING	Daniel Moore
Rob DeHamm	16276 W 62nd Dr Arvada CO		Responsible	Rob DeHamm
Bart Nicholas	15720 1/2 Ave 58th Arvada Golden CO.		community	Bart Nicholas
Lynn Clemens	6292 Kilmer Loop #202 Arvada CO 80403		Preserve West Arvada ENVIRONMENT!	Lynn Clemens
Carla Ochs	6249 Holman Ct Arvada, CO 80004		Love this idea Arvada needs more restaurants	Carla Ochs

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Name	Address	Email and/or phone	Reason for SUPPORT	Signature
Gaylin Perkin	6270 Virgil St Arvada CO		open space & culture	Gaylin Perkin
Pallas Damm	7692 Violet Ct. Arvada		culture, open space, community	Pallas Damm
Johnelen Post	6952 Oakway Arvada		↓	Johnelen Post
Tim Gull	7650 Violet Court Arvada		↓	Tim Gull
Lyn Krause	7158 Russell Court		community friendly	Lyn Krause
Brick Hen	4310 Sagais St		community ☺	Brick Hen
James Macdonnell	11755 W 60th Lane		community, open space	James Macdonnell
Elizabeth Faircloth	20033 W 94th Arvada CO 80007		more community space	Elizabeth Faircloth
Joe Roberts	14813 W 70th Dr. 80007		Culture	Joe Roberts
Jenny Salome	14813 W 70th Dr 80007		Tourism	Jenny Salome

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Name	Address	Email and/or phone	Reason for SUPPORT	Signature
Shaci Mochwal	7331 Poppen Way Arvada CO 80007		No Amazon	Shaci Mochwal
GARY COE	6483 UNBELL CIRCLE		NO AMAZON	Gary Coe
Jeff Ostermiller	14194 W. 86th Drive, Arvada 80009		No Amazon	Jeff Ostermiller
SUSAN Brooks	19693 W 8th PL Golden, CO 80403		We need to preserve the park/rec. spaces	Susan Brooks
MICHAEL O'Donoghue	15374 W. 63rd Ave. Golden CO 80403		No Amazon	Michael O'Donoghue
Carolyn Miller	7139 Torrey St Arvada, CO 80007		No Amazon	Carolyn Miller
ERIC NIEDZIELSKI	19061 W. 95th PL ARVADA CO		Park & STUFF	Eric Niedzielski
Caron Lendenink	15385 W. 64th Lane Arvada CO		Preserve Park	Caron Lendenink
JOEY WIKZOTTA	19056 W. 84th PL ARVADA, CO		NEED MORE CULTURE	Joey Wikzotta
Sherie Verlan	6770 Virgil St Arvada CO 80403		Preserve open space, parks cultural	Sherie Verlan

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Name	Address	Email and/or phone	Reason for SUPPORT	Signature
Michael Thomas	15378 W. 75 th A. Arvada, CO 80007		need local business in west Arvada	Michael Thomas
LINDA STERK	6252 NOBLE LN		SUPPORT LOCAL BUSN.	Linda Sterk
JIM STERK	6252 NOBLE LN		NEED SMALL LOCAL BUSINESS	Jim Sterk
George Michael	14410 W. 70th Drive		local businesses	George Michael
Mei WILLIAMS	14410 W. 70th Drive. Arvada.		Need local.	Mei Williams
Jeff Andersen	18431 w 92nd place Arvada, CO 80007		need more local opportunities for local business owners	Jeff Andersen
Claudette Voorluis	15795 W 67th pl Arvada, Co. 80007		Need local in west Arvada No Amazon, No Homes	C. Voorluis
Nancy Fanning	8644 Devinney St Arvada, CO 80005		local support / build community feel	Nancy Fanning
SUZANNE Grey	15374 W. 63 rd Ave Arvada, CO 80403		Mc Intyre traffic is bad anyway now	Suzanne Grey
LOLA RUSIN	7412 ISABELL CIR ARVADA, CO 80007		Need local Retailer to John Rusin	John Rusin

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Name	Address	Email and/or phone	Reason for SUPPORT	Signature
Rich WEBB	14060 W. 70 th DR		Community-Minded	Rich Webb
Joyce LEIGH	6408 Zang St. Unit C		Community living	Joyce Leigh
Lori WEBB	14060 W. 70 th DR Arvada 80004		Love the idea of walkable Village	Lori Webb
Rebecca A. Blewett	7144 Eldridge Arvada Co 800		11	Rebecca A. Blewett
Kasey Vair	14656 W. 70 th Dr Arvada, CO 80004		more compatible use	Kasey Vair
Michael Vair	14050 W. 70 th Dr. Arvada, CO 80004		More compatible use	Michael Vair
Shayla Snyder	8825 Cole Dr Arvada 80004		beautiful concept	Shayla Snyder
Helena Caya	6470 McIntyre Ct Arvada, CO 80007		more compatible	Helena Caya
Barb McMillin	15478 W. 75 th Ave Arvada		fabulous idea! we need to retain open space and provide food & markets	Barb McMillin
Angie Huchel	13412 W. 65 th Pl Arvada CO		Better Solution than Amazon	Angie Huchel

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Name	Address	Email and/or phone	Reason for SUPPORT	Signature
Paul Targoff	17923 W. 92nd Ave Arvada, CO 80007		Destination location	Paul Targoff
Math Allen	12765 W. 19th Pl Lakewood 80215		Local Preservation	Math Allen
SCOTT Foguel	15270 W. 69th CR #B ARVADA CO 80007		Local Preservation	Scott Foguel
Elaine Cheshire	14823 W. 76th Dr. Unit 10 Arvada, CO 80007		Local small business support & preservation	Elaine Cheshire
Natalie Mitchel	15051 W. 76th Dr Arvada, CO 80007		Local preservation	Natalie Mitchel
Wade Morris	6268 Park Ct #B Arvada, CO 80003		Local preservation	Wade Morris
Mary Durbin-Shoup	11878 W. 70th 141st W. Arvada		Support local small business	Mary Durbin-Shoup
CHRISTINE P. Pearson	8784 ELLIS CT. ARVADA CO, 80005		Support local small business	Christine P. Pearson
GEORGE WEBB	6391 WIER WAY ARVADA		History - local person	George Webb
Mark Frie	6372 S. 10th		Local Pres	Mark Frie

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Name	Address	Email and/or phone	Reason for SUPPORT	Signature
Brent Paxton	6929 Howell St. Arvada, CO 80004		Higher quality of life Increased small business for city	Brent Paxton
Laurie Miller	14090 W 70 Dr Arvada, CO 80001		Lo " "	L. Miller
Michele LaFave	11957 W 71st Pl Arvada CO 80006		Like your idea	Michele LaFave
Chris Janson	34 Lookout View Golden		i	Chris Janson
Scott Jensen	344 Lookout View Dr		LESS DEVELOPMENT	Scott Jensen
James Jenchura	14320 W 71st Ave Arvada CO 80004		Higher quality of life and less destruction of habitat	James Jenchura
Karen Jenchura	14320 W 71st Ave ARVADA, CO 80004		Quality of Life and Nature are affected too much TRAFFIC in Residential Neighborhood	Karen Jenchura
Mary Metropoulos	14074 W 71st Pl Arvada CO		Quality of life	Mary Metropoulos
Brian Volker	1335 W 69th Pl Arvada 80004		Quality of life	Brian Volker
Kenn Potter	6005 Kenan Arvada CO 80004		good Family Friendly Places!	Kenn Potter

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Name	Address	Email and/or phone	Reason for SUPPORT	Signature
Talynor CUE	15560 W 6TH VL ARVADA, CO 80004		Aligns with vision for neighborhood with mixed-use walkable space	Talynor
Justin Mathis	7158 Russell Ct Arvada CO 80007		Great plan!	Justin Mathis
Sharon Lasser	16753 W 61ST Ln Arvada 80403		Love this	Sharon Lasser
Erin Lee	18545 W 83rd Dr Arvada, CO 800		compatible with neighborhood	Erin Lee
Donna Thiel	13781 West 65th Lane Arvada		Needed...	Donna Thiel
Steve Linn	16279 W 12th Ave Golden, CO 80403		Better Plan	Steve Linn
Doug Ketchiffe	7119 Devonney Ct Arvada CO 80005		et need a plan	Doug Ketchiffe
Linda Ratcliffe	7119 Devonney Arvada 80004		Love this!	Linda Ratcliffe
Sara Farren	6094 Rogers Cir Arvada, CO 80403		wonderful idea, bring neighbors/city together	Sara Farren
Joseph Reig	15375 W 51st Ave Golden 80403		This plan is more conducive to enjoyment	Joseph Reig

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Name	Address	Email and/or phone	Reason for SUPPORT	Signature
Synda Holland	14837 W 69th #3 Arvada 80007		more green space	Synda Holland
Deanna Estel	6955 Indiana Ct Arvada, CO 80007		Community space	[Signature]
Alyson Ochs	6249 Holman Ct. Arvada, CO 80004		community space	alysoneochs
Vaughn Ochs	6249 Holman Ct Arvada CO 80004		need comm. area	Vaughn Ochs
Patty Quinn	14437 W 71st Dr Arvada, CO 80007		common area	[Signature]
Krista Christopher	6539 Amber Cir Arvada, CO 80007		Common area	Krista Christopher
Cheryl Casey	14349 W 69th Pl Arvada 80004		Community space in Arvada	Cheryl Casey
Sarah Bradford	6546 P.K. Ct Arvada, CO 80007		A great place for our community	Sarah Bradford
Patrick Kohl	15841 W 66th Pl Arvada CO 80007		1'	Patrick Kohl
Stephen Peterson	7264 Beech Ct Arvada CO 80005		Better Idea	Stephen Peterson

Submitted by Protect Maple Valley Park
Committee

Exhibit B

Petition Status (As of 3/1/21)

PROJECT OPPOSITION

- Online Petition = 409 Household Responses Representing:
 - 852 Adults (18+)
 - 318 Children
- Hard Copy Petition (Wet signatures)
 - 655 Adults
- Petitions will be active and ongoing until the City Council Public Hearing
 - Updates planned monthly

As of 3/1/21, A Total of 1,472* Adult Residents Oppose
Project Indiana 24/7 Amazon Distribution Center

*Overlap for those who signed both hard copy and online were subtracted from this total number of adults

Additional Survey Data

ALTERNATE VISION RESPONSES

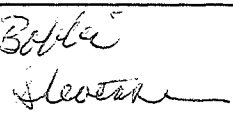
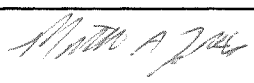
- Petitioners support a less invasive, mixed use development with **town square/village concept**
 - Online Petition Responses = 339 Households Representing:
 - 706 Adults
 - 265 Children
 - Hard Copy Petition Signatures
 - 200 Adults
- Petitioners support **expanding Maple Valley Park** into the proposed area*
 - Online Petition Responses = 411 Households Representing:
 - 856 Adults
 - 324 Children

Citizens Support Other Land Uses Including Alternative Development

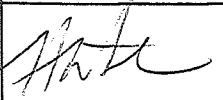
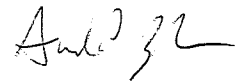
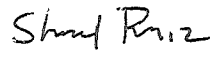
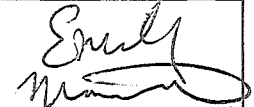
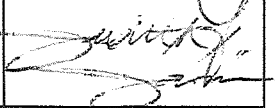
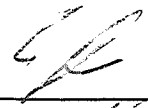
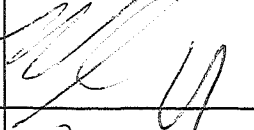
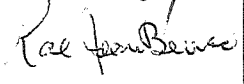
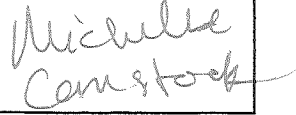
*This question was only posed in the online survey, not on the hard copy petition

OPPOSITION

We, the undersigned, are in **OPPOSITION** of the proposed minor adjustment, minor variance, annexation, rezoning and development of the collective properties located at 6700 Indiana Street, 6702 Indiana Street, 6710 Indiana Street and 6720 Indiana Street known as the Scannell Properties, aka Project Indiana (#DA2020-01117 and Amazon Project Indiana #DA2020-0132), Maple Valley Park Annexation (#DA2020-0118), Jeffco Annexation (#20-130002AX), Minor Adjustment (#20-123867MAA), Minor Variance (#20-129804MVR), aka **AMAZON Distribution Center with 24/7 operations**.

Name	Address	Email and/or phone	Reason for Opposition	Signature
Jessica Duggan	13872 W. 64th Place, Arvada 80004		Traffic, pollution, 24hr/7day operation, open space for wildlife	
Jackie Triplett	13893 W 64th Pl Arvada 80004		Traffic, noise, open space	
Roberta Shearer				
Bobbi Stevenson	13882 W. 64th Pl Arvada, CO 80004		property values decreased Traffic, noise, destroying open space, too close to residential, Balston Creek Trail with families	
Matt Triplett	13893 W 64th Pl Arvada, CO 80004		Area not able to support this plan. It's a bad idea that will lead to increased traffic w/ increased accidents & noise	
Marie Bell	13863 W. 64th Pl Arvada, CO 80004		It is too close to houses and open space - property values will hurt - noise pollution & traffic	
Kristin Sommerfelt	13852 W 64th Pl Arvada CO 80004		not safety near walking path / parks	
Donna Speirs	13872 W 64th Pl Arvada, CO 80004		environmental impact on open space families w/ kids walking	
Rex Bell	13863 W 64th Pl ARVADA, CO 80004		TRAFFIC & NOISE CLOSE TO HOMES AND TRAILS	
Stephanie Volz	6613 Zang Ct. Arvada, CO 80004		Traffic, 24hr operation, noise too close to homes & paths	

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Hillary White	13831 W. 66th Dr Arvada CO 80004		Noise, safety for community	
Drew Rayburn	13831 W 66th Dr Arvada CO 80004		Better alternative, traffic, light, noise	
Shanel Ruiz	7003 Quay St Arvada, CO 80003		Noise + safety	
Emily Minnema	6677 Denney Ct Arvada CO, 80004		NOISE + Safety	
Jack James	6687 DeFrame Ct Arvada, CO		noise / safety / traffic / light / environmental	
Craig James	6687 DeFrame Ct Arvada, CO		noise / safety / traffic / light / environmental	
M. Carter Sennick	13812 W 66th Arvada CO		traffic / noise / walking	
Rae Jean Benson	6682 DeFrame Ct Arvada CO		trafficked noise / safety	
Suzanne Smith	13823 W. 66th Pl Arvada CO 80004		wildlife, traffic, noise, safety	
Michelle Comstock	13823 W. 66th Pl Arvada CO 80004		wildlife, traffic, noise	

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Name	Address	Email and/or phone	Reason for Opposition	Signature
David Dr. Elor	7449 Garrison Ct		unnecessary traffic noise mitigation impact improper zoning	David Elor
Patricia J. Elor	7449 Garrison Ct		improper zoning	Patricia J. Elor
Alice Salony	8398 Hayt Way		Improper zoning	Alice Salony
JAMES WESTON	10505 W 79 th Way ARVADA, CO 80005		IMPACT TRAFFIC, NOISE, NEIGHBORHOOD	James Weston
Randall Mitchell	11225 W. 77 th Arvada CO 80005		traffic welfare destruction	Randall Mitchell
WES GREEN	17747 GOALF ARVADA 80005		traffic impact	Wes Green
Lynn Westdal	10505 W 79 th Way Arvada CO 80005		traffic, neighborhood destruction	Lynn Westdal
Elaine Cheshire	14823 W. 70 th Dr Unit A Arvada, CO 80007		increased traffic, noise, neighborhood trash & destruction, inappropriate zoning, treatment of employees poor.	Elaine Cheshire
Natalie Mitchel	15051 W. 76 th Dr Arvada, Co. 80007		traffic, noise, neighborhoods,	Natalie Mitchell
Mitchalina Pietras	5110 Bang ST Arvada CO 80002		traffic - Road Condition Noise Welfare	Mitchalina Pietras

amend
not with an address to change it

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Nelisse Lovell	12361 W. 67th CT Arvada		POT AMAZON AT CANOE LARS.	Nelisse Lovell
Simon Lovell	13861 W 67th Ct, ARVADA		Traffic / light / park wildlife encroachment	Simon Lovell
Ally Blair	14050 W. 70th Dr Arvada, CO 80007		Traffic, noise, light, disruption to the neighborhood, harmful to animals	Ally Blair
MARIANNE RUIZ	13376 W 68th AVE ARVADA CO 80004		TOO CLOSE TO TRAIL - WILL BE TOO NOISY - DISRUPTIVE - INCREASE TRAFFIC	Marianne Ruiz
Louise Nelson	14838 W 69th Dr Unit A Arvada, CO 80007		too close to trail - will be too noisy & disruptive / increase traffic	Louise Nelson
Don Pingley, Jr.	6963 Indiana Ct Arvada, CO 80007		Too close to trail + neighborhoods with families + children	Don Pingley, Jr.
Dorian E. Ross	4679 Kendrick Dr		Too much traffic, Takes away from Neighborhood	Dorian E. Ross
Brian Smiley	11370 W 84th Pl Arvada, CO 80005		Too Near NEIGHBORHOODS	Brian Smiley
Theresa Smiley	11370 W. 84th PL Arvada, CO 80005		Too much traffic and too industrial (noise!) for a neighborhood area. Pick an industrial area	Theresa Smiley
Bob Skoput	11898 W. 74th Arvada CO 80665		Too much traffic for the area	Bob Skoput

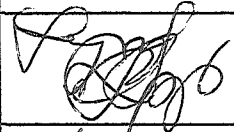
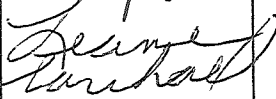
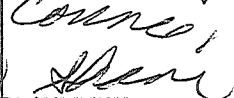
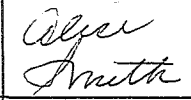
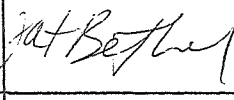
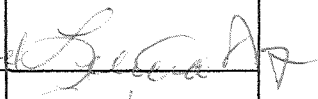
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Name	Address	Email and/or phone	Reason for Opposition	Signature
Lisa Niamon	6465 Newcombe Ct Arvada, CO 80004		Preserve Nature while family enjoys the outdoors	Lisa Niamon
Jakub Jackson	11721 Dove Elispe 12th		Preserve habitat	Jakub Jackson
Allen Bohling	5612 Brentwood St Arvada CO 80002		Wildlife and Ralston creek	Allen Bohling
Sally Wimbush	14577 W. Gallop Arvada 80004		Wildlife - noise abatement	Sally Wimbush
Colleen Young	6739 Von Gordon St Arvada, CO 80004		Preserving nature	Colleen Young
Mary Ann Tillman	15386 W. 66th Unit F Arvada, CO 80002		Nature, traffic, lights	Mary Ann Tillman
Dave Tillman	15386 W 66th Unit F Arvada, CO		traffic	Dave Tillman
Val Mann	Golden, CO		Traffic preserving nature	Val Mann
Dale Dann	Golden, CO			Dale Dann
JUSTINE OLIVER	7010 NEWMA ST		NOISE TRAFFIC	JUSTINE OLIVER

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Chris Wood	13683 W. 66th Way		open space preservation	Chris Wood
Bret Richards	12829 W 73rd Place		open space	Bret Richards
Ben Hale	14848 W 09th Dr Unit A Ar		open space	Ben Hale
Allison Clapp	14848 W 69th Dr Unit 4 80007		open space, wildlife protection, quality of life	Allison Clapp
Brandon Hagen	13950 W 73rd Ave ARVADA CO 80005		open space	Brandon Hagen
Carole Hagen	13950 W 73rd Ave ARVADA CO 80005		open space	Carole Hagen
ANN LAZZERJ	7554 SUNIPER ST.		OPEN Space	Ann Lazzarj
Wendy Anderson	15071 W. 70th Ave ARVADA CO 80007		open space	Wendy Anderson
Harley T. Bergeron	5853 Pierce St. #304 Arvada, CO 80003		Amazon is exploitative of the labor and economic resources	Harley T. Bergeron
Kathleen Newton	5853 Pierce St #304 Arvada CO 80003		need open space	Kathleen Newton

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Name	Address	Email and/or phone	Reason for Opposition	Signature
LYNN LIPP	11778 W. 59th ARVADA CO 80002		TRAFFIC, CRIME	
Leanne Carmichael	7707 W. 54th Ave #103		traffic destruction of openspace & wildlife	
Melinda Roy	13010 W. 63rd Cir Arvada, CO 80004		Traffic, wildlife	
Connie Sharin	6116 Coors Way Arvada		TRAFFIC & Rd noise	
Alice Smith	12011 W 60 Ave Arvada		traffic, wildlife noise	
Patricia Bethel	8490 W. 57th Ave Arvada		traffic - space is too small for this huge proposal	
Hillary Roemersberger	15075 W 93rd Ave. Arvada CO 80007		Traffic - space is too small	
Letitia Dymant	8551 Orchard Way Arvada CO 80007		Traffic - Keep small town feel	
Paul Gargoff	13922 West 97th Ave Arvada, CO 80007		Traffic	
Bill Bahar	1945 Union St Wheatwood Colo 80211		Traffic	

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Gerardo M. Aguilera	15102 W 69th Pl, Arvada, CO, 80007		Noise, Traffic, Light pollution	Gerardo M. Aguilera
Ryan Bearder	15102 W 69th Pl, Arvada, CO 80007		Traffic	Ryan Bearder
Mingjuns Lee	15122 W 69th place, Arvada, CO, 80007		Traffic	Mingjuns Lee
Robert Clemans	6494 Long Eagle Pl, Golden, CO 80403		Traffic + Noise/light disturbing wildlife	Robert Clemans
Abigail Hernandez	14971 W. 70th Ave, Arvada, CO 80007		Noise, pollution	Abigail Hernandez
Elisabeth Lovering	7258 Kendrick St, Arvada		traffic/lights	Elisabeth Lovering
MICHAEL FRANCIS	13940 W. 73rd Ave, Arvada 80005		noise pollution	Michael Francis
JoEllen Francis	7952 Orion Arvada Way, Arvada, CO 80007		traffic, noise	JoEllen Francis
Janifer Herbel	9586 Jupiter Way, Arvada, 80007		traffic, want other vision	Janifer Herbel
Leslie Herbel	14847A W 69th Dr, Arvada, CO 80007		traffic - son just driving noise, wildlife, other vision	Leslie Herbel

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Michelle Killeen	9547 Iron Mountain Way		traffic neighborhood loss	Michelle Killeen
Chris Schmidt	14761 W. 70th Ave Arvada CO 80007		Traffic Loss of trails	Chris Schmidt
Kristine Dellon	14161 W. 70th Ave Arvada, CO 80007		Traffic	Kristine Dellon
Monique Cooper	6197 Holman Arvada CO 80004		Traffic Loss of natural environment	Monique Cooper
Bianca Tobin	13710 W 74th Dr Arvada CO		wild life + trails	Bianca Tobin
Lrista Hollins	0126 Jones Arvada CO		traffic walk way	Lrista Hollins
Jody Bickster	13839 W. 76th Ave Arvada 80005		Trail	Jody Bickster
Brad Young	14346 W 67th Dr Arvada, CO 80004		traffic, trail use and wildlife	Brad Young
JASON ANDERSON	15071 W 70th AVE ARVADA CO 80007		TRAFFIC	Jason Anderson
Genea Lewis	15331 W 73rd Ave Arvada CO 80007		traffic	Genea Lewis

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Carrie Kavanaugh	6176 Hoyt Ct Arvada, CO 80004		Traffic + safety affects on wildlife	Carrie Kavanaugh
Tanya Buxton Torres	14360 W 70th Pl Arvada CO 80004		Traffic Horrible Around 64th & up Indiana, noise,	Tanya Buxton Torres
Marilyn Buxton	14365 W 70th Pl Arvada CO 80004		11 Dille	Marilyn Buxton
Kevin Knoll	7164 Eldridge Ct Arvada, CO 80004		Traffic & Safety	Kevin F. Knoll
Elizabeth Schnell	9728 W 70th Pl Arvada, CO 80004		Traffic, Safety, noise affects on wildlife	Elizabeth Schnell
Paul Schnell	9728 W 70th Pl Arvada, CO 80004		Traffic, safety, audio + light noise	Paul Schnell
Beth Kaelin	6961 Sape Ln Arvada CO 80004		Quality of life	Beth Kaelin
CHRIS KANAGY	13831 W 67th Pl ARVADA CO 80004		TRAFFIC, noise, property values, road deterioration	Chris Kanagy
Danielle Van Horn	6972 Juniper Ct Unit A Arvada		Traffic, govt, don't support amazon as business	Danielle Van Horn
SCOTT LOVERING	7258 Kendrick St ARVADA		NOT APPROPRIATE	Scott Lovering

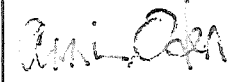
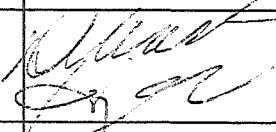
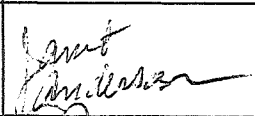
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Stephanie Hansen	10774 W 54th Ln. Arvada, CO 80005 80002		Displaces wild life and increase traffic on Indiana	<i>Stephanie Hansen</i>
RACHEL SHEPHERD	14655 W 78TH AVE ARVADA CO 80007		INCREASED TRAFFIC, INDUSTRIAL/COMMERCIAL INSTEAD OF AGRICULTURE NOT OKAY!	<i>Rachel Shepherd</i>
DON SHEPHERD	14655 W 78TH AVE ARVADA CO 80007		INCREASED TRAFFIC ON INDIANA	<i>Don Shepherd</i>
Hester Haxmeier	7363 Braun St Arvada CO 80005 80005		Noise & traffic, displaces wildlife	<i>Hester Haxmeier</i>
Mat Haxmeier	7363 Braun St. Arvada CO 80005		Traffic/wildlife	<i>Mat Haxmeier</i>
Dawn Joselyn	7360 Braunway Arvada, CO 80005		Noise + Traffic infringement on wildlife	<i>Dawn Joselyn</i>
Annette Fahlberg	20410 Brookmont Rd Morrison CO 80465		As property owner in Arvada this will be traffic on inadequate roads	<i>Annette Fahlberg</i>
Gene Fahlberg	20410 Brookmont Rd Morrison CO 80465		Property owner in Arvada Traffic problems problems	<i>Gene Fahlberg</i>
Cheryl Kotowski	7065 Eldridge Arvada CO 80004		traffic/noise wild life own property in Arvada	<i>Cheryl Kotowski</i>
Jim Kotowski	7065 Eldridge Arvada 80004		own property close to new development, Traffic, Noise, etc.	<i>Jim Kotowski</i>

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Nicole Bradburn	Arvada CO 80007 14545 W 78th Ave		TO much traffic	Nicole Bradburn
Hunter Petersen	Arvada, CO 80003 144105 W 65th Ave		Harm to Wildlife/Traffic	Hunter Petersen
nanbeth lzvent	9094 W 75th Way Arvada, CO 80005		encroaching on open space and wildlife	M. L. Lzvent
Finnieles	4531 Teller Wheat Ridge CO		Harm to Wildlife + Humans	Finnieles
ASHLINNE HAGESTAD	12547 W 69th Ave ARVADA, CO 80004		TOO MUCH TRAFFIC	ASHLINNE HAGESTAD
Val Marshall	14377 W 71st Dr Arvada 80004		Pollution, Harm to Wildlife, traffic	Val Marshall
Kinzic Leeds	6867 Robb Ct Arvada, CO 80004		Harm to Wildlife	Kinzic Leeds
Mary Prewitt	9700 W 104th Dr 80021		Traffic - congestion in rural open space area	Mary Prewitt
AUSTIN WILSON	8145 S Otis CT Littleton CO		TO MUCH TRAFFIC	Austin Wilson
April Hagestad	12547 W 69 Ave Arvada 80004		traffic, noise, wildlife	April Hagestad

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Roxette Dixon	1992 Applewood Lakewood		traffic & wildlife encroachment	
Amanda Dora	6430 Simms St #83 Arvada CO 80004		Encroachment traffic wildlife endangerment	
Alan Dora	6430 Simms St. Arvada CO 80004		alan83dora@gmail.com	
Ann Oden	2705 Langst Wheat Ridge 80214		traffic & wildlife misplaced	
Rebecca Hyton	10220 W 66 Arvada		too much TRAFFIC	
Mel Milward	14410 W 70th Arvada 80004		traffic wildlife noise	
SARAH McDowell	5808 Upham St Arvada		DANGEROUS TRUCK TRAFFIC	
Janet Anderson	6362 moore cir Arvada		traffic & wildlife endangerment	
Judy Rogan	10088 W 55th Dr ARVADA		TRAFFIC !!!	
Jason Thornburg	14545 W 78th Arvada		Traffic	

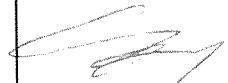
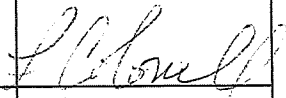
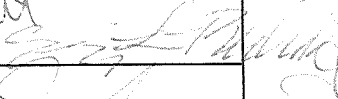
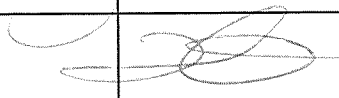
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Name	Address	Email and/or phone	Reason for Opposition	Signature
Michelle Slaby	12712 W. 74th Dr.		Not the place for a warehouse too congested	Michelle Slaby
Scott Slaby	12712 W. 74th Dr			Scott Slaby
Chris Novack	13410 W. 73rd Ave		Too much traffic already in that area	Chris Novack
Christina Novack	13410 W. 73rd Ave		Do not want the noise and traffic in the area!	Christina Novack
Cheryl Almquist	6627 Lee St.			Cheryl Almquist
Katie Boyce	6607 Lee St			Katie Boyce
Cynthia Knutson	10743 W 84th Pl Arvada		Not zoned for such large business. Traffic noise trucks. Zoned for ag.	Cynthia Knutson
Jay Knutson	10743 W. 84th Pl Arvada		Too much traffic not enough infrastructure	Jay Knutson
Melissa Nilsen	13445 W 73rd Ave Arvada 80005		rezoning will negatively affect the neighborhoods not enough infrastructure to support.	Melissa Nilsen
Brent Nixen	13445 W. 73rd Ave Arvada Co 80005			Brent Nixen

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MEL HALLER	13394 W. 70TH PL. ARVADA CO		Too Much TRAFFIC	Maya K. Haller
Debra Plotkin	13394 W. 70TH PL Arvada 80004		Too much traffic - <u>Not</u> Needed!	Debra S. Plotkin
Kacie Trehan	14269 W 84TH DR. Arvada, CO 80007		Too much traffic	Kacie Trehan
Clearman Cindy	6782 Coors Ct Arvada CO 80004		Too much traffic for area!	Cindy Clearman
Truett Clearman	6782 Coors Ct Arvada CO 80004		Too much traffic	Truett Clearman
Irene Zerr	9925 W. 85TH Way, Arvada, CO 80005		Wrong Area for all the also	Irene Zerr
Robert ZERR	9925 W. 85TH WAY, ARVADA CO 80005		NO infrastructure, wrong area for warehouse	Robert Zerr
Laura Wahne	14490 W 70TH DR Arvada CO 80004		Not fitting for West Arvada too much traffic	Laura Wahne
Treat Wahne	14490 W. 70TH ARVADA CO 80004		not an appropriate location for proposed development / Activity	Treat Wahne
Sandra Gomo	9487 Iron Mtn Way, Arvada, 80007		Not appropriate location	Sandra Gomo

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Steve Henarey	14555 W 70th Dr Arvada, CO 80009		Too much traffic + noise	
Kim THORNTON	261 LEYDEN DEN, CO 80		TRAFFIC	
Jim	14572 W. 69th Arvada, CO 80009		Traffic / Noise	
Steve	14536 W 69th			
Marilyn Bryan A	5464 Arvada, CO		47466 Pollution Mainly traffic noise	
John Arberling	7129 Decatur Arvada, CO		Traffic + take away natural habitat	
Sam	5120 Brown Arvada, CO		Traffic + noise	
Joanne Siebert	10773 W. 69th Pl Arvada, CO 80004		Traffic	
Jonathan GOLDMAN	6414 DECATUR ST			
Lisa Jespersen	6895 Gladiolus St		Traffic / noise / impact on wildlife	

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Laura Hollenbaugh	6963 Fig Ct.		poor location choice	
Brad Hollenbaugh	6963 Fig Ct		poor location choice too much local impact	
Jack Enomoto	14547 W. 8TH PL		Traffic	
Laura Svejcar	14278 W. 69th Pl		poor location choice decrease in property value	
Craig Hughes	5702 Yank St. Arvada, CO 80002		Keep open space. open space	
Ken Charles	14279 W. 69th Pl. Arvada, CO 80004		Quality of Life	
Jocynna Comeau	14310 W 70th Dr. Arvada, CO 80004		Quality of Life	
Dave Comeau	14310 W 70th Dr. Arvada, CO 80004			
Jared Stewart	14220 W 71st Ave Arvada CO 80002		Quality of Life	
Teresa Hughes	5762 Yank St Arvada, CO 80002		too much traffic, property value Keep open space	

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Lois Tenhulzen	4249 W. 69th Pl.		Would rather have a town center!	Lois Tenhulzen
Judith Eberwein	15151 W. 76TH DRIVE		NOISE POLLUTION RUIN OPEN RALSTON CREEK	Judith Eberwein
Jared Miller	7138 Devinney Ct		Light pollution Traffic / Noise	Jared Miller
Arlene Gregerisen	14020 W. 70th Pl Arvada CO 80005		Traffic congestion Noise Wildlife Habitats	Arlene Gregerisen
Cheryl Schack	10080 W 73rd Arvada CO 80005		Traffic Noise	Cheryl Schack
Richard Schack	10080 W 73rd Arvada, CO 80005		Traffic Noise Road Congestion	Richard Schack
Judy Crawford	14359 W. 69th Arvada CO 80005		Environment traffic Noise	Judy Crawford
Brian Charles	7126 Ford St Arvada CO 80005			Brian Charles
Kate Heller	7138 Devinney Ct Arvada, CO 80005		traffic, noise, pollution neighborhood impact	Kate Heller
DAVID CRAWFORD	14359 W. 69TH PL ARVADA, CO 80004		ENVIRONMENT IMPACT/ TRAFFIC/NOISE/CONGESTION	David Crawford

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Kelly A. Matten	13860 W. 67th Ct		Too many semis - 24 Hour operation - Pollution	Kelly A. Matten
VINCENT GALTERIO	13801 W 67th Ct. ARVADA		TRAFFIC	Vincent Galterio
Judith Galterio	13801 W. 67th Ct. Arvada CO. 80004		noise, pollution, traffic 24 hrs. a day... in a neighborhood full of homes	Judith Galterio
John Phillips	13957 W. 65th Arvada, CO 80004		noise & traffic	John Phillips
Joseph Antonio	13964 W 65th Arvada, CO 80004		Noise pollution	Joseph Antonio
Eugene Hay	6465 Devinney St 80004		Wrong Neighborhood No infrastructure	Eugene Hay
Sharon Hay	"		Do not put industrial in residents	Sharon Hay
Sheryl George	6459 Devinney St 80004		Not zoned for heavy industrial & prop values ↑ traffic on already too busy roads	Sheryl George
Jill Hollman	6468 Devinney St Arvada 80004		Noise Home Values Traffic	Jill Hollman
Sue Sweet	6471 W. 67th Arvada CO		" " "	Sue Sweet

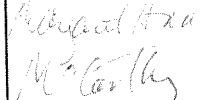
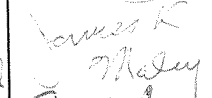
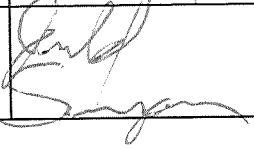
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Name	Address	Email and/or phone	Reason for Opposition	Signature
Nancy King	14219 W 69th Pl Arvada		traffic	Nancy King
Mike King	14219 W 69th Pl Arvada		traffic + congestion	Mike King
Jennifer Chergo	14209 W 69th Pl Arvada, CO 80004		light/noise pollution!!	Jennifer Chergo
Diane Snyder	14228 W 69th Pl Arvada, CO 80004		traffic, noise, lights, crime, parking, drones	Diane Snyder
Rex Snyder	14228 W 69th Pl Arvada, CO 80004		neighborhood, traffic, noise, lights, crime, parking	Rex Snyder
MARY LINDBERGH	14199 W 69th Pl ARVADA, CO 80004		TRAFFIC, NOISE, LIGHTS	Mary Lindbergh
TIMOTHY RICE	14199 W 69th Pl ARVADA, CO 80004		TRAFFIC, LIGHTS	Timothy Rice
TIMOTHY RICE	6962 Fig Ct ARVADA CO 80004		TRAFFIC, NOISE, ...	Timothy Rice
Leanne Rice	6962 Fig Ct Arvada CO 80004		traffic, noise, illogical placement	Leanne Rice
Patrick Phillips	14198 W 69th Pl Place, Arvada Colorado 80004		Traffic, noise, light pollution	Patrick J. Phillips

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Kathy Lindeberg	7558 Isabel Circle		traffic	Kathy Lindeberg
John Lindeberg	7558 Isabel Circle		TRAFFIC	John Lindeberg
Cory Kahler	7107 Flora St		TRAFFIC	Cory Kahler
Andrea Kahler	7107 Flora St.		traffic - 24 hr. operation	Andrea Kahler
Bruce Gushorn	7142 Ellis St		traffic - open space	Bruce Gushorn
Chris Tidd	7145 Gladiola St.		open space	Chris Tidd
Megan Tidd	7145 Gladiola St		open space	Megan Tidd
Mary Albertow	14289 W 69th Pl. Arvada, CO 80004		lights, noise, traffic, animals	Mary Albertow
Nicole Mason	14329 W 69th Pl. Arvada 80004		open space, roads, congestion, inadequate roads, infrastructure	Nicole Mason
Joshua Mason	14329 W 69th Pl. Arvada, CO 80004		open space, traffic congestion	Joshua Mason

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Hudree Akens	14192 W. 70th Pl. Arvada CO 80004		traffic, trail, noise NO, NO, NO!!!	
Eunice Catania	6124 Cole Ct Arvada, CO 80004			
Carman Catania	6124 Cole Ct Arvada, CO 80004			
Joe Hunt	16592 W 74th Pl Arvada, CO 80004		traffic, trail, noise keep open space	
Nichole Pfeffer	7124 Fig St Arvada, CO 80004		traffic, we love our trails!	
Karleen Quackenbush	6524 Zinnia St Arvada, CO 80004		Environmental concerns-wildlife living in area, traffic, trail recreation affected	
Kevin Quackenbush	6524 Zinnia St. Arvada, CO 80004		Traffic, noise, proximity to neighborhoods + trails, environmental protection	
Meg (Margaret) McCarthy	14486 W 68th Pl Arvada CO 80004		Noise, sound, traffic pollution	
JIM MALEY	14486 W 68th Pl		24/7 lighting, traffic possible insufficiently small detention pad	
Jerold Sampson	6065 Brentwood St		Traffic problems and interfering with trails	

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Jim Rice	8310 ^W Over		Preservation	Jim Rice
Jim Rice	" "		"	Jim Rice
Patricia Zukman	7148 Dewing Ct.		Vehicular traffic + noise	Patricia Zukman
Adam Zukman	" "		Vehicular traffic + noise	Adam Zukman
DAVID LUPER	13712 W 6TH PLACE		TRAFFIC NOISE LOSS OF NATURE	David Luper
Bill Anderson	6984 Gladia St		Traffic problem . . . + +	Bill Anderson
Bill Anderson	6984 Gladia St		TRAFFIC SAFETY	Bill Anderson
Theresa Graymer	12095 W. 53rd PL Mundt		wild life traffic	Theresa Graymer
George Newman	12095 W 53rd PL Mundt		Traffic wild life	George Newman
Ethan Brenker	10052 W 81st Dr.		I hate amazon	Ethan Brenker

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Andrea Schlingens	14309 W 69th PI Arvada		environmental, noise, light, pollution...	Andrea Schlingens
Paul Schlingens	14309 W. 69th PI Arvada, CO 80004		open space infringement, added traffic, noise, light	Paul Schlingens
Amy Schack	6561 Downing Arvada CO 80		ENVIRONMENT, noise, traffic,	Amy Schack
David Deard	14184 W 71st PI Arvada CO 80004		Traffic, pollution	David Deard
Tara Deard	14184 W. 71st PI Arvada, CO 80004		Traffic, noise, light taking over park/Run Trail	Tara Deard
Logan Boyd	14342 W 71st PI Arvada, CO 80004		traffic, environment + water	Logan Boyd
Logan Boyd	14342 W 70th PI Arvada 80004		Open space infringement, added noise, congestion, traffic	Logan Boyd
Gary Teubner	4240 N 69th PI Arvada CO 80004		Environment	Gary Teubner
Bill Blacklock	7569 Isabell circ ARVADA CO 80007		Environment	Bill Blacklock
Mary Blacklock	7569 Isabell C Arvada, CO 8000		Environment, traffic, noise,	Mary Blacklock

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Brian Bom	7114 Fig		Traffic, wildlife, property value	Brian K. Bom
Evelyn Peacock	7134 Fig St		Noise, traffic, reduced property value, wildlife	Evelyn Peacock
James O'Donnell	7079 Deviney St		TRAFFIC, WILDLIFE, LOSS OF SCENIC BEAUTY	James O'Donnell
Pamela O'Donnell	7079 Deviney St		traffic, noise, light pollution	Pamela O'Donnell
Liane Harvaneck	14546 W 65 th Pl		traffic - noise - scenic	Liane Harvaneck
James Harvaneck	14546 West 68 th Pl		Traffic-noise continual 24 HR. Activity Wildlife	James Harvaneck
Don Boyd	15456 W 72 nd Pl		TRAFFIC / NOISE / ENVIRONMENT / PROPERTY VALUES	Don Boyd
Chris Stutz	14339 W. 69 th Pl		Noise and Traffic property value	Chris Stutz
AMANDA TRISTEN-BLOOM	5395 Pike St, Golden		Traffic, Property Value, changes character of neighborhood	Amanda Tristen-Bloom
BARRY BLOOM	"		"	Barry Bloom

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Donna Malya	1424 W 76th St		noise, light, traffic	Donna Malya
Cathy Webster	14645 W 72nd Ave ARUAORA CO. 80015		traffic noise, air pollution	Catherine Webster
Ed Gaudin	14559 W 69th Pl Arvada		noise / light	Ed Gaudin
Joseph Gaudin	14020 W 76th Ave		Traffic, Noise, Wild Life,	Joe Gaudin
JAMELA ROSE	7114 FIG ST		TRAFFIC; WILDLIFE; PROP. VALUES	Jamelia Rose
MICHAEL BROWN	7074 FIG ST		NOT IN CONFORMANCE of MASTER PLAN	Michael Brown
Michael Brown	7074 FIG ST		WILDLIFE; NOISE; TRAFFIC; PROPERTY VALUES	Michael Brown
Crystal Stone	14339 W 69th Pl		Traffic, wild life, property values, safety of children	Crystal Stone
Marcia Charles	14279 W 69th Pl		wild life noise light	Marcia Charles
WILLIAM F. GORDON	JEFFCO ARVADA ST		traffic	William F. Gordon

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Name	Address	Email and/or phone	Reason for Opposition	Signature
John Doe	7113 E 111st		Proximity to houses wildlife	John Doe
Steve Dunn	7438 Queen Ct		Traffic noise	Steve Dunn
Greg Dunn	7438 Queen Ct		Traffic	Greg Dunn
Sherrill Shaffer	7385 Braemar		Don't want in this area	Sherrill Shaffer
Terry Shaffer	7385 Braemar		Traffic	Terry Shaffer
Erik Jackson	11415 W 74th Dr		Pollution / traffic	Erik Jackson
John Goodman	6410 Delirane		too destroying rural area	John Goodman
John Doe	7123 GARDENIA AVE ARVADA, CO 80004		TRAFFIC, CONGESTION, Noise, Quality of Neighborhood	John Doe
Lee Harrison	6082 Alkire Ct Arvada, CO 80004		Traffic, Quality of Neighborhood	Lee Harrison
Tina Harrison	6082 Alkire Ct Arvada, CO 80004		Quality of Neighborhood	Tina Harrison

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WYATT JONES	14269 W. 69TH AVE ARVADA, CO 80004		Not consistent w/ zoning, neighborhood character.	
Jesse Brown	14506 W. 68TH AVE Arvada 80004		Heavy industrial use not compatible w/ residential ^{space} space	
LIVSEL STEWART	14220 W 71ST AVE ARVADA 80004		NOT COMPATIBLE w/ NEIGHBORHOOD	Giesel Stewart
Richard Klemm	7312 Deerpark Dr Arvada 80005		Too much traffic for neighborhood	Richard Klemm
Ralph Freehling	7538 Isabell Cir Arvada 80007		Too much traffic Not compatible	Ralph Freehling
Michael Vair	4950 W. 70th Pl. Arvada CO 80004		Too much traffic	Michael Vair
Ron Eggleston	8852 Flattop ST Arvada CO 80007		Bad choice of location	Ron Eggleston
Kate Eggleston	8852 Flattop St. Arvada CO 80007		Poor location, not a fit for this area. Too much traffic. Displaces wildlife.	Kate Eggleston
Don Eggleston	8811 W 69TH AVE Arvada, CO		Bad location	Don Eggleston
Chris Lake	82705 Clarksburg Arvada, CO 80004		Traffic/location	Chris Lake

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Rebecca Boyd	15456 W 72 Pl Arvada 80007		too much traffic	Rebecca Boyd
Debbie Martinez	14369 W. 69th Pl Arvada 80007		too much traffic too much noise	Debbie Martinez
Erin Lantz	6845 Tubor St Arvada, CO		too much traffic, noise, hurts natural area for kids and animals	E-Lantz
Jerry Schroeder	15005 Isabella Cir Arvada, CO 80007		too much traffic	Jerry Schroeder
Marcia Schroeder	7545 Isabella Cir Arvada, CO 80007		too much traffic for Indiana - Wrong neighborhood	Marcia Schroeder
Halle Arnold	7724 Lewis St. Arvada CO 80005		creates pollution & congestion noise pollution.	Halle Arnold
Sabrina Baker	1001 Tiverton Ave LA, CA 90024		water noise light pollution - traffic	Sabrina Baker
Claire Levitt	13861 W 89 Pl 80005 Arvada CO		NOT ENOUGH SPACE. TOO MUCH TRAFFIC. KILLING HUNDREDS OF WILDLIFE NESTS	Claire Levitt
Osmirell Kidwell	19176 W 89th Pl Arvada, CO 80007		traffic & noise	Osmirell Kidwell
Matt Kidwell	19176 W 89th Pl Arvada, CO 80007		light pollution & destroying animal habitats	Matthew Kidwell

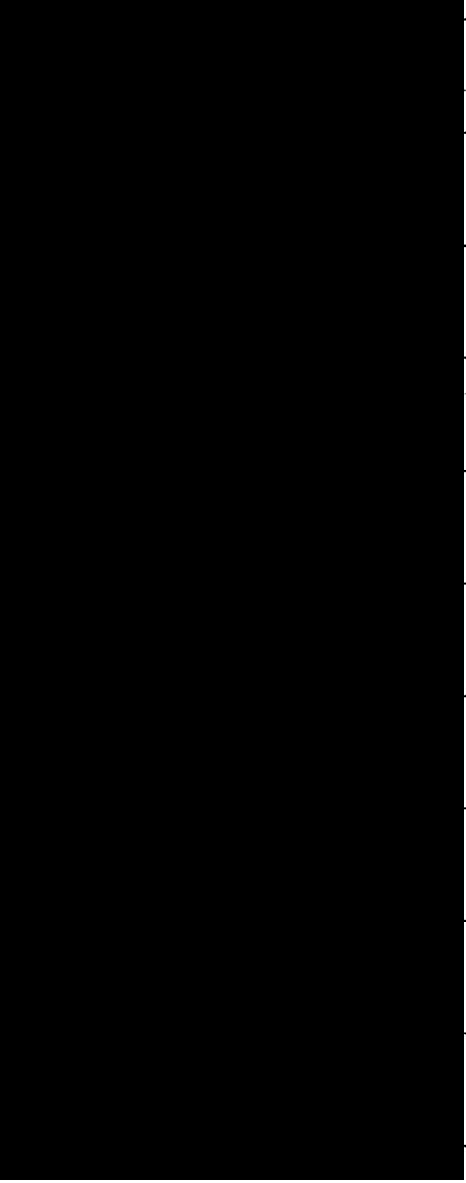
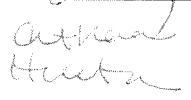
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Name	Address		Reason for Opposition	Signature
Chris Tracy Pascoe	6919 Howell St Arvada, CO 80004		Pollution, light & noise	Chris Tracy
Ken COURSON	14633 W. 69th Pl Arvada, CO 80004		Pollution, Traffic, Noise	Ken Courson
Jane MATTINGLY	↑ same		Noise & Pollution from cars	Jane Mattingly
KARLA CAIDWELL	14553 W. 69th Pl. ARVADA 80004		IT WILL BE A BLIGHT ON THE LANDSCAPE.	Karla G. Caldwell
WILLIAM CROY	14553 W. 69th Pl ARVADA 80004		NOT COMPATIBLE W/ RESIDENTIAL COMMUNITY	William Croy
PAMELA COLBORG	14552 W 69th Pl ARVADA, CO 80004		TRAFFIC, LIGHT, HARMFUL TO WILDLIFE & NATURE	Pamela Colborg
Kevin Colborg	14552 W 69th Pl ARVADA, CO 80004		"	Kevin Colborg
DEIS HOUSAND	6917 HOLMAN ARVADA CO 80004		LIGHTS & NOISE WILDLIFE/NATURE	Deis Housand
ED HOUSAND	6917 HOLMAN ARVADA CO 80004		LIGHTS & NOISE WILDLIFE/NATURE	Ed Housand
Mike DelVecchio	7698 Devanney Ct Arvada, CO 80004		Noise, Traffic	Mike DelVecchio

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Name	Address	Email and/or phone	Reason for Opposition	Signature
SARA Loiacono	6689 DeFrame Ct Arvada, CO 80004		noise, traffic, environmental	Sara Loiacono
Matt Loiacono	6689 DeFrame Ct Arvada, CO 80004		noise, traffic, environmental	Matt Loiacono
Kathie Moore	14154 W 71st Pl Arvada CO		Noise Disturbing wildlife	Kathie Moore
Heidi Seabaugh	6689 Devinnery Ct.		noise / traffic / environmental	Heidi Seabaugh
Vivian Stevens	6949 Howell Arvada CO		Keep it open to wildlife	Vivian Stevens
Nalley Arcuri	14910 W. 72nd Ave Arvada CO		noise, traffic, wild life.	Nalley Arcuri
MARIE LARRY SNOW	7128 DEVINNEY ST ARVADA 80004		NOISE, AIR, TRAFFIC OPEN SPACE	Marie Snow
Sarah Voller	13315 69th Pl Arvada, CO 80004		+ Live hear	Sarah Voller
Michele Hoffmann	14420 W. 71st Ave Arvada CO 80004		All of the above Noise, quality of life, neg. effect to wildlife	Michele Hoffmann
LEO E. BAROS	6811 DEVINNEY ST. ARVADA, CO 80004		WHAT ABOUT THE RESIDENTS WE COUNT.	Leo Baros

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Jill YATES	17396 W. 77th Pl		IMPACT ON RESIDENCES TRAFFIC, RECREATION, WILDLIFE	
Mark Probst	11895 W. 56th Dr		Traffic, neighborhood	
Athena Huerta	8410 Sheridan Blvd 101		traffic, neighborhood	
Melissa Luke	10090 W. 64th Ave. Arvada, CO 80004		traffic, neighborhood. anti small business	
Sy Luke	10090 W 64th Ave Arvada, CO 80004		Small business	
Helen Street	13189 W 11th Pl		neighborhood concern	
Angie Butler	12904 W 69th Ave.		SUPPORT SMALL BUSINESS	
Jeffrey Jarvis	518 22nd St apt 2 Golden		traffic	
Samira Herron	7115 7th St Arvada CO		traffic, lights, wildlife	
Enza Herron	1250 Golden Circle Golden CO		traffic	

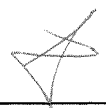
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Name	Address	Email and/or phone	Reason for Opposition	Signature
John Johnston	10416 W 44th Ave		Poor match	[Signature]
Tanya White	1980 Newland Ct		no glen Amazon in Area	[Signature]
Susan Rausch	7484 Kenner St. Arvada, CO 80003		No Amazon - Big Business!	[Signature]
GEORGE O'BRIEN	4451 ZANG CT ARVADA 80004		CONCERNED ABOUT IMPACT ON TRAFFIC & WILDLIFE	
LARRY CLARK	9553 Hooters Ct WESTMINSTER CO 80031		POOR MATCH	[Signature]
Susan Chelars	15712 W 7th Dune Arvada			[Signature]
Shane [unclear]	750 Van Gorder Ct.		Poor match	[Signature]
NORA HUERTA	3324 W. 73 RD Arvada		Poor match	[Signature]
Art Huerta	3324 W. 73 RD Arvada		Poor match	[Signature]
BRADLEY T. MCLEAN	7653 W. 87th Cir. Arvada, CO 80005		Poor match	[Signature]

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Karen Juliano	6327 Jellison Way, Arvada 80004		anti-community	Karen Juliano
Sunny Hackman	465 Kendall Lakewood		unnecessary gmail.com Ruins Parkway	Sunny Hackman
Angela Taylor	11604 Comm Ct Dr #11 Northglenn		traffic unnecessary	Angela Taylor
Akon Gharret	6463 W 98th Ct Westminster, CO 80021		location	Akon Gharret
Andie Lindgren	450 W 1st St Bridge CO		inconvenience for the community	Andie Lindgren
Lisa Hough	"		Location	Lisa Hough
Jean Schwartz	14327 W 69th Dr, Arvada 80004		use, traffic, location, overall incompatibility w/plans	Jean Schwartz
Stuart Schwartz	14327 W 69th Dr Arvada, CO 80004		fitness of use, environmental impact, property value	Stuart Schwartz
Jaquie McIntyre	6967 Garden Ct Arvada 80005		noise & light, pollution too close to trail	Jaquie McIntyre
Lee Conley	6967 GARDEN COURT ARVADA 80004		TRAFFIC, IMPACT ON REGIONAL OPEN SPACE	Lee Conley

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Name	Address	Email and/or phone	Reason for Opposition	Signature
NORBERT KLEBL	15047 W 68TH PL		environmental impact traffic	
Karen Gerbatsch	6872 Juniper Ct Arvada, CO		TOO much traffic / noise + lights	K Gerbatsch
PLINER GERBATSCH	6872 Juniper Ct Arvada, CO		TOO MUCH TRAFFIC, NOISE, LIGHT, NEGATIVE IMPACT ON ENVIRONMENT	
Dave Matzinger	6932 Juniper Ct Arvada CO 80007		too much traffic	Dave Matzinger
Karen Thomas	6942 Juniper Ct Arvada CO 80007		traffic, rezoning, better use for something better	
SHEA THOMAS	6942 Juniper Ct Arvada CO 80007		lost opportunity, lights, traffic	
Andy Bilisoly	15082 W 69th Pl Arvada, CO 80007		o.com Traffic	
Patricia Horan	15062 W 69th Pl Arvada CO 80007		traffic	Patricia Horan
Jim Horan	15062 W. 69th Pl Arvada, CO 80007		Noise, light pollution, destruction of wild areas	James Horan
BART MOKSIA	15035 68TH PL		NOISE, LIGHT, TRAFFIC KEEP OPEN SPACE + PARKS	

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Jennifer Page	6862 Juniper Ct Arvada 80007		encroachment on Ralston Creek + environmental impact + traffic on Indiana	Jennifer Page
Katie Lehr	14606 W 68th Pl Arvada CO 80004		↑ Same! + property value	Katie Lehr
Victoria Baker	15047 W 68th Pl. Arvada, CO 80007		environmental impact on wildlife at Ralston Creek	Victoria Baker
ERIK MATHYS	15025 W 68th Pl ARVADA, CO 80007		ENCROACHMENT TRAIL + TRAFFIC	Erik Mathys
Jenise Neale	14686 W 68th Pl. Arvada 80004		Same!	Jenise Neale
Griffin Neale	14686 W 68th Pl. Arvada 80004		Same!	GRIFFIN NEALE
Debra Gander	15025 W 68th Pl Arvada, CO 80007		Encroachment on R.C Trail dramatic ↑ in traffic!	Debra Gander
Dar-Len Chang	6876 Juniper Ct Arvada, CO 80007		Environmental impact and traffic	Dar-Len Chang
Darling Ouyang	Same		Same	Darling Ouyang
Ayla Chang	Same		Same + also because Amazon just generally sucks	Ayla Chang

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Patti Lewis	8424 Violet Arvada, CO 80009		Incompatible w/ neighborhood - 24/7 business.	Patti Lewis
John Lewis	8424 Violet ARVADA 80009		Not compatible with surrounding bus & resid Inadequate infrastructure	John Lewis
Mark Reimer	6948 Howell St Arvada, CO 80004		Not compatible w/ neighborhood	Mark Reimer
Zoe Broughton	7103 Ellis St Arvada 8004		traffic, pollution, disturbs wild life & our enjoyment of trails	Zoe Broughton
Andy Leoska	12480 W 71st Ave Arvada 80004		traffic	Andy Leoska
Ellie Webrick	14480 W 71st Ave Arvada 80004		traffic, not compatible w/ neighborhood	Ellie Webrick
Terri Hoy	7568 Isabell		Traffic	Terri Hoy
Barbara Hoy	7568 Isabell Cir Arvada, CO 80009		traffic, pollution, congestion	Barbara Hoy
Alisa Shanks	6510 Virgil Way Arvada, CO 80009		traffic, pollution, noise	Alisa Shanks
OSCAR TORRES	14360 W 70th Arvada, CO 80009		traffic, pollution	Oscar Torres

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Patty Lancaster	6798 Coors Ct.		Too much traffic	Patty Lancaster
Jeri Sampson	6065 Brentwood Arvada 80004		protect & expand existing parks, also too much traffic!	Jeri Sampson
Emma Albertoni	14239 W 69th Pl Arvada CO 80004		Too much traffic light pollution	Emma Albertoni
Elizabeth FOX	14507 W 71st Arvada 80004		TOO MUCH TRAFFIC	Elizabeth FOX
DAVID FOX	14507 W 71st		on traffic issues	David Fox
Karin Gallup	11916 W. 74th Dr. Arvada CO 80005		light pollution wild life protection community	Karin Gallup
John Morris	7559 Isabelle Arvada CO 80007		TOO MUCH TRAFFIC	John Morris
Nancy Wylie	5243 Urban Gt Arvada, CO 80004		Too much Traffic, lights, 24/5 next to open space/wild life	Nancy Wylie
Rick Trout	6884 Gladwin Ct ARVADA, CO 80004		QUALITY OF LIFE	Rick Trout
Cindy Trout	6884 Gladwin Arvada 80004		traffic pollution, impact on neighborhood - open space	Cindy Trout

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Maureen Phillips	14198 W. 69th Pl. Arvada CO 80004		Traffic, loss of community feeling, open space to enjoy on not more CEMENT!	m. k. Phillips
Meghan Phillips	14198 W 69th Pl Arvada, CO 80004		traffic, noise, pollution, need to preserve the integrity of the community	Meghan Phillips
Julie Ford	14229 W. 69th Pl Arvada, CO 80004		24/7 operation - impact on wildlife and humans. Traffic	J. Ford
Alan Siebert	10773 W. 69th Place Arvada CO, 80004		net Traffic, Noise, path use	Alan Siebert
Paul Soper	6895 Gladstone St. Arvada CO 80004		Traffic, Noise & impact on wildlife & humans	Paul Soper
Bennis Pade	15097 W. 54th Dr Arvada CO 80003		Traffic, Noise - TOO MANY ARVADA	Bennis Pade
Chris Pade	15097 W. 54th Dr Arvada CO 80003		Traffic, Noise, Wildlife Pollution etc.	Chris Pade
Jan Hay	14526 W 65th Pl Arvada CO		TRAFFIC LIGHTS	Jan Hay
Laura Plante	14215 W. 70th Dr. Arvada, CO 80004		Traffic, noise, lights. not a good area for so much industrial traffic	Laura Plante
Betty Lewis	12174 W. 68th Pl Arvada CO 80004		Traffic, Noise	Betty Lewis

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Gina Hallisey	14626 W. 68th Pl. Arvada, CO 80004		24/7 operation is incompatible w/ open space & homes nearby	Gina Hallisey
Tom Hallisey	14626 W. 68th Pl. ARVADA, CO 80004		NOT A GOOD FIT TO CLOSE TO FAMILY DWELLINGS	Tom Hallisey
Louise Kuck	13501 W. 63rd Pl. Arvada, CO 80004		traffic	Sticker
Linda Chapman	6209 Zinnia St. Arvada, CO 80004		traffic	Linda Chapman
Agatha Macheta Gauron	15848 W. 65th Pl. Arvada, CO 80007		traffic development not suitable for the needs of this community	Agatha Gauron
Alex N. Thompson	14336 W. 69th Pl. Arvada, CO 80004		Will Ruin our neighborhood	Alex Thompson
Bonnie Thompson	14336 W. 69th Pl. Arvada, CO 80004		will ruin neighborhood	Bonnie Thompson
DAVID KRICKBAUM	6475 DeFrame Way, Arvada, CO 80004		TRAFFIC, USE INCOMPATIBLE w/ SURROUNDING AREA, WATER QUALITY	David P. Krickbaum
Joni Krickbaum	6475 DeFrame Way, Arvada, CO 80004		Traffic - Destroying open space, water quality - Not compatible w/ neighborhood	Joni Krickbaum
Suzon Kennedy	8488 W. 62nd Pl. Arvada, CO 80004		traffic	Suzon Kennedy

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Pam Donker	6522 Umber Circle Arvada CO 80007		Noise Impact Traffic on wildlife	Pam Donker
Dawn Christopherson	6522 Umber Circle Arvada, CO 80007		WANT A COMMUNITY BASED SOLUTION OWANT: NOISE & TRAFFIC	Dawn Christopherson
Kelly Schlinger	14309 W. 69th Pl Arvada, CO 80004		Noise	Kelly Schlinger
Tonya Lynch	12175 W. 68th Pl Arvada, CO 80004		Traffic, noise, incompatible	Tonya Lynch
TERESA MOORE	7559 Cabell Circle Arvada 80007		TRAFFIC!	Teresa Moore
NICHOLAS KIVSALAAS	14290 W 70th Drive		Traffic	N. Kivsa
Mawleen Kivsa	14290 W 70th Dr Arvada 80007		wild life, traffic	Mawleen Kivsa
Andrew Klumper	7139 Gladiola St Arvada		Traffic, noise	Andrew Klumper
Julianna Klumper	7139 Gladiola St Arvada, CO 80004		pollution, noise, ruins the neighborhood vibe, traffic	Julianna Klumper
Catherine Paxton	6929 Howell St Arvada CO 80		Traffic, noise, light pollution	Catherine Paxton

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Sydney Holmes	1001 Twerton Ave Apt. 4136 Los Angeles CA 90024		Traffic and will ruin property value. pollution	Sydney Holmes
Natale Baker	17487 W. 69 Ave Arvada CO 80007		Traffic, noise pollution	Natale Baker
Sean Baker	17487 W. 69 Ave Arvada CO 80007		Traffic. Destruction of animal life	Sean Baker
Andrea Martinez	9194 EAST KANSAS PL. DENVER CO 80242		Traffic	Andrea Martinez
Miguel Tanner	8317 Yarrow Ct Arvada CO 80005		destruction of animal homes in	Miguel Tanner
Lindsey Drenner	1222 10th Ct Jupiter FL 33411		noise and light	Lindsey Drenner
TESS STREMBTJEFFER	2526 KENTON CT Denver, CO 80239		noise & light pollution	Tess Strembtjeffer
Vestutis Blaskevicius	6957 N. Uniplex Ave Arvada, 80007		Noise, Traffic	Vestutis Blaskevicius
DAVID COSOLO	7218 KENDRICK AVE ARVADA, CO. 80007		Noise, TRAFFIC 24 HOURS POLLUTION, WILD LIFE, WALKING TRAIL	David Cosolo
Nica Cosolo	7218 Kendrick Ave Arvada, CO 80007		noise, traffic	Nica Cosolo

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Robert Scogin	13398 W 68 th PL Arvada CO 80004		not appropriate for neighborhood too many trucks	R Scogin
Jeff Levitt	14310 W 70 th Arvada CO 80004		Not Appropriate for neighborhood	Jeff Levitt
Howard Small	15127 W. 63 RD Arvada, CO 80403		Not appropriate over developed	Howard Small
Debbie Howell	14210 W 70 th Arvada CO 80004		over developed	Debbie Howell
Atonia Brehler	10052 W 81 st Arvada		Pollution / crowded	Atonia Brehler
Kristen Davis	14572 W. 65 th N. Arvada CO 80004		STORM drainage into creek noise pollution traffic	Kristen Davis
Angie Blomquist	13840 W 67 th CT. Arvada 80004		too much noise / light for neighborhood	Angie Blomquist
Brad Cordell	14653 W 69 th PL		Indiana St Has An excess amount of traffic Already	Brad Cordell
JANIS LEWIS	6377 Gladida Ct		Too much traffic + noise. want what was planned.	Janis Lewis
David DiCato	6852 Juniper Ct Unit B		- Bad for local wildlife - Bad for Arvada (Town square would be better)	David DiCato

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Mary Marthe	14477 W. 71 st Dr		traffic; better community & use of land; pollution	Mary Marthe
MARCIA HERNANDEZ	14971 W 70 th AVE		traffic, noise, too close to TRAIL	Marcia Hernandez
BARB ZEROMSKY	6656 Zang St		Traffic / Wildlife concerns noise pollution	Barb Zeromsky
Terry Knoll	7164 Eldridge Ct. Arvada, CO 80004		traffic - lack of infrastructure, too close to neighborhoods - 24 hr operat.	Terry Knoll
Karen Randall	7019 Howell St Arvada, CO 80004		traffic / noise pollution wildlife and preserve along Ralston Creek trail	Karen Randall
John Randall	7019 Howell St Arvada, CO 80004		increased traffic and congestion - infringement on wildlife	John Randall
Leslie Kanczy	13831 W. 67 th Ave Arvada CO 80004		traffic, Light, noise	Leslie Kanczy
TIMOTHY KILLEN	9547 Iron MOUNTAIN WAY ARVADA, CO 80007		TRAFFIC	Timothy Killen
Amanda Butzen	15101 W. 70 th AVE ARVADA CO 80007		traffic safety	Amanda Butzen
MIKE FERRO	13080 W 73 rd ARVADA 80005		traffic protection of natural habitat	Mike Ferro

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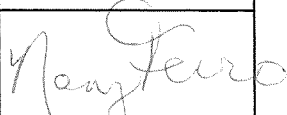
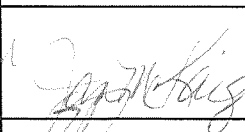
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Name	Address	Email and/or phone	Reason for Opposition	Signature
Rebecca Sanchez	11 11		11 11	
Melissa Lovell	13861 W. 67th CT		Not in CANDLER !! NOT HERE.	Sum Lovell
Simon Lovell	11		TRAFFIC Light Pollution. Pollution.	Melissa Lovell
Alice Sanders	13851 W CT 4		traffic/noise hotmail.com pollution	Alice Sanders
Marieta Ferrington	13841 W. 67th Ct. 1		noise / traffic	elips
Elizabeth Ferrington	11		11	Signature
Michael Ferrington	-11		11	W/ Joe
Robert Martin	13860 W 67th CT ARVADA 80004		Disruption of wildlife CONSTANT NOISE POLLUTION PLACE IN STACHELSKI NEIGHBOR	Robert Martin
MARK ELGER	6958 Isabelle ST ALVARA 8007		TRAFFIC + ABOVE	Mark Elger
Rachel Gouss-Johnson	6989 Joyce Lane unit B ARVADA 80007		no amazon in residential area	Rachel Gouss-Johnson

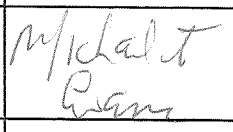
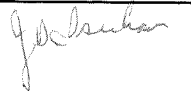
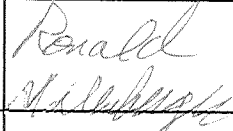
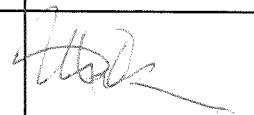
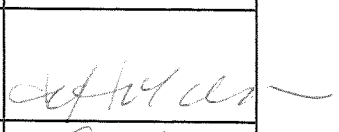
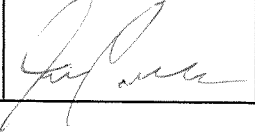
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Name	Address	Email and/or phone	Reason for Opposition	Signature
Alice J. Nichol	16090 W. 64th Ave WAY ARVADA CO 80007		Against Amazon warehouse in this beautiful neighborhood.	Alice J. Nichol
GARY GAMBINO	11950 W. 76th Ave ARVADA CO. 80005		NOT IN HARMONY WITH SURROUNDING AREA - DISTRACTIVE TO OPEN SPACES.	Gary Gambino
Stek Olism	5355 Gladys St ARVADA, CO 80002		NOT TOO MUCH TRAFFIC, 24/7 operations	Stek Olism
Connie Hansell	9599 Seneca Way Arvada 80007		I Live in Candelas I don't want the traffic already bad on Candelas	Connie Hansell
Leanne J Thompson	13811 W Dakota Ave Lakewood, CO 80225		Not appropriate for the area. Protect the park area.	Leanne J Thompson
DAVID JONES	10490 W. 78th Ave ARVADA, CO 80005		TRAFFIC CONCERNS	David Jones
Sandra R Jones	10490 W. 78th Ave Arvada, CO 80005		residential area & park no place for large industry	Sandra R Jones
Mary Arnold	7266 Torrey St ARVADA CO 80007		Not Appropriate for the Park 3 neighborhood	Mary Arnold
Jim Arnold	7266 Torrey St Arvada CO		Not compatible to the area. Traffic density too great	Jim Arnold
John Rotola	6951-B Isbell Ct. Arvada, CO 80007		Not a good fit for the area. Bad for traffic.	John Rotola

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Sueby Johnson	6951-B Isabell Ct Arvada, CO 80007		Not appropriate for this neighborhood	
Nancy Ferro	13080 W 73rd Pl Arvada, CO 80005		Indiana can not handle traffic	
DAWN SIMANSON	7585 Coors St Arvada, CO 80005		↓ ↓ net	
Jan McKaig	14871 W. 70th Arvada, CO		not appropriate for neighborhood	
Tim Connolly	7201 Kendrick St Arvada, CO		Traffic	
Mary Ann Cleverhart	13770 W 78th Ave Arvada, CO 80005		Traffic congestion	
Talia Vessy	12085 W. 10th Way Arvada, CO 80044		traffic, not appropriate, open space	
Carolyn Gibson	6956 Isabell St Arvada, CO 80007		Traffic & wildlife = valston trail	
Curt Gibson	6956 Isabell St Arvada, CO 80007		Traffic	
SCOTT LEIVIAN	15755 W 71st Pl Arvada, CO 80007		TRAFFIC CONGESTION NOT APPROPRIATE FOR COMMUNITY NOISE / OPEN SPACE	

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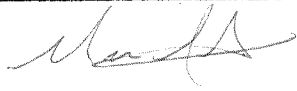
Name	Address	Email and/or phone	Reason for Opposition	Signature
Ryan Rice	7092 Ellis St Arvada Co 80004		TRAFFIC & TO CLOSE TO ESTABLISHED NEIGHBORHOOD	
Danielle Rice	7092 Ellis Street Arvada, Co 80004		Traffic, Lights at night, owls homes and its way to close to neighborhoods	
Michael Evans	6846 Coors Ct Arvada, Co 80004		traffic, noise, lighting, too large for surrounding area	
Amy Cunningham	7208 Kendrick St Arvada - 80007		Traffic - better place in North Indiana	
Jeant Isenhart	13770 W 18th Arvada		Congestion -	
RONALD MILTENBERGER	14843 W. ARVADA 70TH DR #A		CONGESTION	
Lee White	10610 W 66th Ave Arvada, CO 80004		Ralston Creek	
Mike Holden	8802 Dunraven St Arvada 80007		Congestion	
Sue Holden	8802 Dun Raven Arvada 80007		Congestion / Ralston Creek	
Jesse Caravone	6879 Howell St Arvada CO 80004		Congestion	

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Lauren Butler	6926 Holman St Arvada, SD 5004		Home values & the animals in the open space.	Lauren Butler
DAEMON Butler	6926 HOLMAN ST ARVADA, 8004		SAFETY, LIZARD LIFE	Daemon Butler
Taylor Karr	19806 W 93rd Ave Arvada, CO 80007		road crowding, home values	
Angie Edrington	12650 W. 64th Arvada CO		TRAFFIC	Angie Edrington
Dawn KLINE	201st W 93rd Pl Arvada 80007		use of land, preserving wildlife, traffic	Dawn Kline
Julie Young	8305 W 81st Dr Arvada 80005		preserve wildlife outdoor space	Julie Young
Tony Karthaus	14218 W 69th Pl Arvada CO 80004		Safety	Tony Karthaus
Wanda	14506 W 68th Pl Arvada CO 80004		No 24/7 lighting, wildlife, etc.	Wanda
David Derks	14646 W. 68th Pl Arvada, CO 80004		Wrong kind of business for the area.	David Derks
Linda Brown	14506 W. 68th Place		Wrong development for the site future impacts to MVP	Linda Brown

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Name	Address	Reason for Opposition	Signature and Date
Julie Carver	6990 Isabell Ct Arvada CO 80007	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date <u>2/2/2021</u>
Cynthia Leeper	6987 Isabell Ln B Arvada CO 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date <u>2/14/21</u>
Jennifer Barber	1945 Union St. Lakewood CO 80215 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date <u>2-21-21</u>
Matt Allen	12765 W. 19th Pl. Lakewood 80215 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date <u>2/21/21</u>
Scott Feave	15270 W. 69th CR # B ARVADA, CO 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date <u>2-21-21</u>
Boston Creek	14090 N. 70th Dr. Arvada, CO 80004 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date <u>2-28-21</u>
Diana Mattheis	11225 W. 77th Dr. Arvada, CO 80005 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date <u>2-28-21</u>

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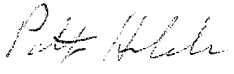
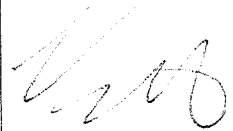
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Name	Address	Reason for Opposition	Signature and Date
Megan Kurz	6967 Isabell St Arvada, CO 80007	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	Megan Kurz Date 02/02/2021
Sara Dickinson	15011 W. 70th Ave Arvada, CO 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	Sara Date 2/2/21
CLIFTON S DICKINSON	15011 W 70TH AVE ARVADA, CO 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date 2/2/21
ERIK CARVER	6990 ISABELL CT ARVADA, CO 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	Erik Carver Date 2/2/21
STEVEN THORNDON	14941 W. 70th Ave ARVADA, CO 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	Steven Thorndon Date 2/2/21
Peggy Carter	6969 Joyce Ln #B Arvada, CO 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	Peggy Carter Date 2/4/21
Nathaniel Carter	6969 Joyce Ln B Arvada CO 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	Nathaniel Carter Date 2/4/21

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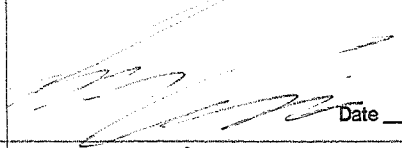
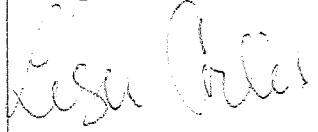
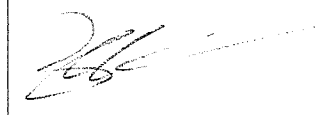
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Name	Address	Reason for Opposition	Signature and Date
Gencie Salter	15289 W 69th Cir Arvada, CO 80007	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date 2/1/21
Patty Huchler	13412 W. 65th Pl. Arvada, CO 80004 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date 2/1/21
Vivian Sylvest	6961 Joyce Lane Unit B Arvada, CO 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date 2/1/21
Christina Klumph	15032 W. 70th Ave Arvada CO 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date 2/1/2021
Ryan Klumph	15032 W 70th Ave Arvada CO 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date 2-1-21
Melinda Murphy	14992 W. 70th Ave Arvada, CO 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date 2/1/21
Wendy Wing	15001 W 70th Ave Arvada, CO 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date 2/2/21

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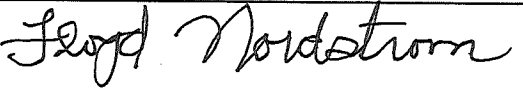
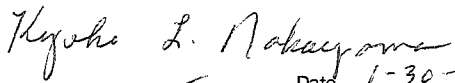
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Name	Address	Reason for Opposition	Signature and Date
Heather Seelbach	15002 W 70th Ave Arvada CO 80007	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date 2/1/2021
Marz Seelbach	15002 W 70th Ave Arvada, CO 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date 2/1/21
Eric Fields	6962 Juniper Ct. B Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date 2/1/21
Lynda Perciante	15280 W 69th Unit B Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date 2.1.21
LEVI COLLISS	15270 W 69TH UNIT A Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date 2.1.21
LISA COLLISS	15270 W. 69TH UNIT A Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date 2-1-21
Zach Shuman	15250 W 70th Dr Unit B Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date 2-1-21

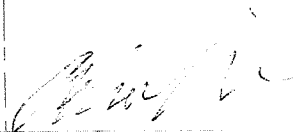
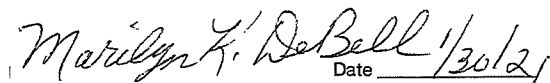
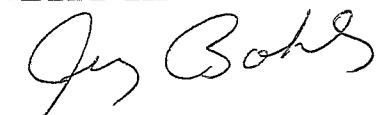
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Name	Address	Reason for Opposition	Signature and Date
FLOYD NORDSTROM	6973A ISABELL CT ARVADA 80007	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date <u>1-30-21</u>
WENDY HENRY	6973A ISABELL CT Arvada, 80007 Address same as above ☒	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date <u>1-30-21</u>
Kyoko Nakayama	6970 Isabella Ct, # B Arvada, CO 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date <u>1-30-21</u>
Dalyn Blackney	6983 A Isabella Ct Arvada, CO. 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date <u>1-30-21</u>
SARAH BLACKNEY	6983-A ISABELL CT Arvada, CO 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date <u>1-30-21</u>
MATT SIMMS	6952 Isabella Ct. Arvada, CO 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date <u>1/30/21</u>
René Simms	 Address same as above ☒	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date <u>1/30/21</u>

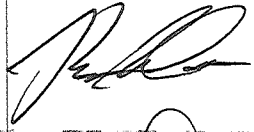
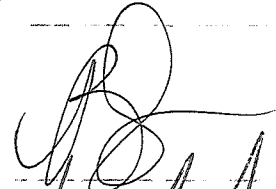
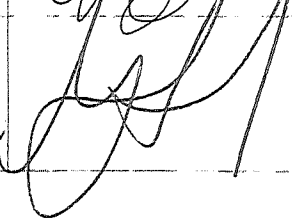
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Name	Address	Reason for Opposition	Signature and Date
Adam Kimber	6980 ISABELL CT ARVADA	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date <u>1/30/21</u>
Cara Kimber	6980 Isabell Court Arvada CO 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date <u>1-30-21</u>
Marilyn Kay De Bell	6983 Isabell Ct Unit B Arvada, CO 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date <u>1/30/21</u>
Judy Bohling	14991 West 70th Ave Arvada, CO 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date <u>1-30-21</u>
Marcus Pham	9783 W 85th Ave Arvada CO 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date <u>1/30/21</u>
ERA CYGUSON TON CYRUSON	15041 W. 70th Ave ARVADA CO 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date <u>1/30/21</u>
Cal Hanks	15061 W. 70th Ave Arvada, CO 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date <u>1/30/21</u>

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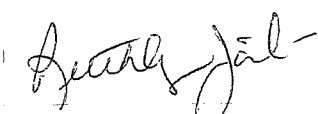
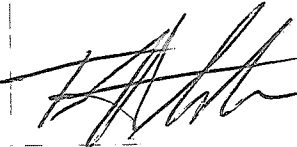
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Name	Address	Reason for Opposition	Signature and Date
Chris Hawks St	6469 B Kendrick St Arvada, CO 80007	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date 1/31/21
JANE FERRERO	17041 W. 64 DR ARVADA, CO 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date 1/51/21
LAURELA COLVIN	14951 W. 70TH AVE ARVADA, CO 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date 1/31/21
URSULA STEPHENS	8254 WARD LN. ARVADA, CO 80005 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date 1/31/21
Kyle Webb	6955 Isabell Ln. Unit B Arvada, CO 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date 2/6/21
BRANDY LOMBARDI	 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date 2/6/21
Yvette Hartleben	6979 Howell St. Arvada, CO 80004 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date 2/6/21

Arvada, CO 80007 Please return to Floyd Nordstrom 6973A Isabell Ct

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Name	Address	Reason for Opposition	Signature and Date
CHRIS HERIZA	6989 A Joyce Lane Arvada, CO 80007	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date 2/1/21
Kim Heriza	6969A Joyce Lane Arvada CO 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date 2/2/21
DAVE JASINSKI	14757 W 72nd Dr Arvada, CO 80004 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date 2/6/21
R. Adanna Jasinski	S Address same as above [X]	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date 2-6-21
Katie Zeiner	14737 W. 71st Dr. Arvada, CO 80004 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date 2-6-21
Jordan Shippard	 Address same as above [X]	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date 2-6-21
Tim Hartleiben	6979 Howell St. Arvada, CO 80004 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date 2/6/21

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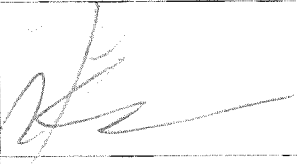
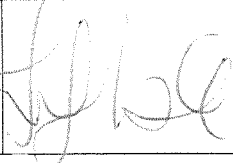
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Name	Address	Reason for Opposition	Signature and Date
Sherri Lafferty	14921 W. 70th Ave Arvada CO 80007	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	Sherri Lafferty Date 2/3/21
Donald Lafferty	" Address same as above ☒	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	Donald Lafferty Date 2/3/21
Moses Sandora	6979 Howell St. Arvada, CO 80004 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	Moses Sandora Date 2/6/21
Sonia Sandora	" Address same as above ☒	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	Sonia Sandora Date 2/6/21
Dirck Tromp	6989 Kendrick St. Unit A Arvada, CO 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	Dirck Tromp Date 2/6/21
Anna Tromp	" Address same as above ☒	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	Anna Tromp Date 2/6/21
Martha DAVIDSON	6966 Isabell ST ARVADA, CA 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	Martha Davidson Date 2/6/21

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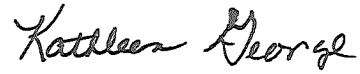
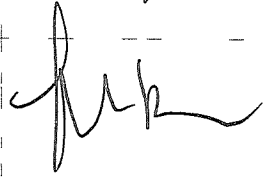
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Name	Address	Reason for Opposition	Signature and Date
Michelle Byatt	8443 Gladiola St Arvada CO 80005	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date <u>2-3-21</u>
John Guller	11916 W. 74TH Dr Arvada, CO 80005 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date <u>2-8-21</u>
Erica Spender	16283 W 63RD - C Arvada CO 80403 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date <u>2/9/2021</u>
Amy Zucal	19722 W 93RD Place UNIT E Arvada, CO 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date <u>11 Feb 21</u>
Tosh Vega	6430 W 83RD PL Arvada, CO 80005 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date <u>2/1/21</u>
Maria Delgado	8445 POPPY ST Arvada, CO, 80005 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date <u>2/10/21</u>
Lucas Hall	18892 W. 84TH AVE. Arvada CO 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date <u>2/10/21</u>

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SIGN PETITION TO PROTECT HALSTON CREEK TRAIL
Submitted by Protect Maple Valley Committee Exhibit B
THE TRAIL ISN'T GOING ANYWHERE!! IT'S THEIR LAND.

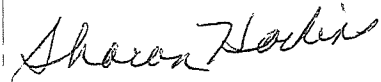
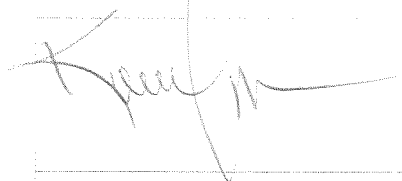
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Name	Address	Reason for Opposition	Signature and Date
Robert Van Horn	6972 Juniper Ct Unit A Arvada CO 80007	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date <u>1/31/21</u>
Kathleen George	6975 Indiana Ct. Arvada, CO. 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date <u>2-1-21</u>
Mary Miura	14901 W. 70th Ave Arvada, Co 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date <u>2/2/21</u>
Akari Miura	<u>Address same as above</u> ☒	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date <u>2/2/21</u>
Kelly Yorse	6979 Kendrick St. Unit B Arvada CO 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date <u>2-2-21</u>
Jovanka Balac	15051 W 70th Avenue Arvada CO 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date <u>2/2/21</u>
ALEXANDER NGUYEN	15051 W 70th Ave. ARVADA, CO, 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date <u>2/2/21</u>

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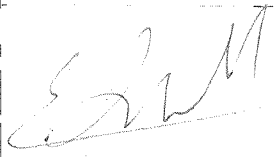
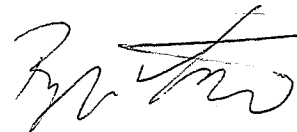
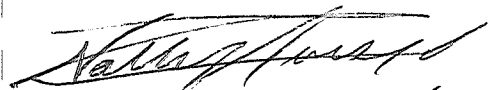
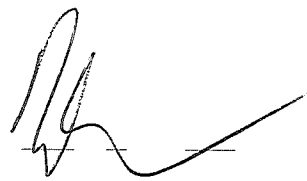
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Name	Address	Reason for Opposition	Signature and Date
Linda Howle	Arvada, Co 80004 2119 Gladida St	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date <u>1-30-21</u>
Ronald E Howle	7119 Gladida St Arvada Co 80004 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date <u>01-30-21</u>
Sharon Harlin	14833B West 70th Arvada, Co 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date <u>1-30-21</u>
Sherry Pond	15290 W 69th Circle Arvada, Co 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date <u>1-31-21</u>
Kymfin	15290 W 69th Circle Arvada Co 80007 A-B Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date <u>1-31-21</u>
Katrina Kohn	6969 Kendrick St Unit A Arvada, Co 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date <u>1-31-21</u>
Audette M	6969 Kendrick St Unit A Arvada, Co 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date <u>1-31-21</u>

Arvada, CO 80007 Please return to Floyd Nordstrom 6973A Isabell Ct

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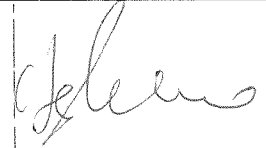
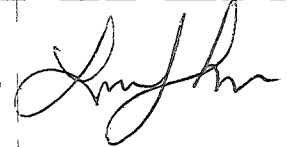
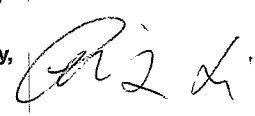
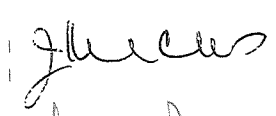
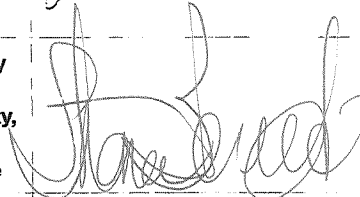
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Name	Address	Reason for Opposition	Signature and Date
Nicholas Flood	15022 W 70th Ave	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date 1/31/21
Mehmet Belviranli	15191 W 70th Ave Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date 1/31/21
Vildan Belviranli	15191 W 70th Ave Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date 1/31/21
JAMES R THOMSON	6988 Kendrick St Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date 1/31/21
RYAN LINDEER	15151 W 70th AVE Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date 1/31/21
NATHAN GRITZOFF	6963 Isabell Ct UNIT A Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date 1/31/21
Ben Murphy	14992 W 70th Ave Arvada, CO 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date 1/31/21

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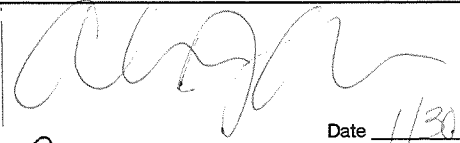
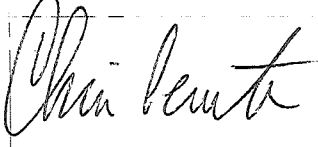
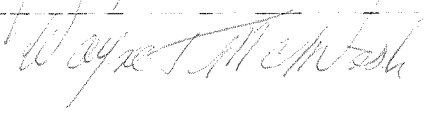
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Name	Address	Reason for Opposition	Signature and Date
Hangbin Gao	6963-B Isabell Ct. Arvada, CO 80007	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date 1/30/2021
Clare Adams	6963 Isabell Ct Unit A Arvada, CO 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date 1/31/21
Laura Johnson	6963 Isabell Ct Unit A Arvada, CO 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date 1/31/21
Margaret Li	6963-B Isabell Ct. Arvada, CO 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date 1/31/21
Janet Kucks	6963 A Isabell Lane A Arvada, CO 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date 1/31/21
James Bruck	6936 Juniper Court Arvada CO 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date 1/31/21
LISA M HERBERT	15031 W. 68th Pl Arvada, CO 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date 1/31/2021

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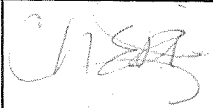
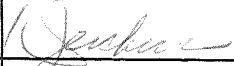
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Alexa Anderson	15061 W. 70 th Ave. Arvada, CO 80007	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date <u>1/30/21</u>
Chris Perciante	15280 W 69th Circle, Unit B Arvada, CO 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date <u>1/30/21</u>
Anne Robinson	6977 Isabell Ln Unit A Arvada, 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date <u>1/30/2021</u>
Charles Robinson	6977 Isabell Ln. Unit A Arvada, CO 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date <u>1/30/2021</u>
Jamie Rohrs ② Patricia Rohrs	6957 Isabell St Arvada, CO 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date <u>1/31/2021</u>
Wendy Thompson	14911 W 70th Ave Arvada, CO 80007 Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	 Date <u>1/31/21</u>
	Address same as above []	Negative Impact to residential property values, 24/7 operations do not reflect character and culture of the community, overwhelming impact to traffic on Indiana St. with access at 68th Avenue	Date _____

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Sandra Curtis	6506 Lee St Arvada, CO 80004		save Nature!!!	
Brent Paxton	6929 Howell St. Arvada, CO 80004		Increased traffic on Indiana Infringement on natural area.	
Lauren Miller	14090 W 70th Arvada, CO 80031		Protect Nature. Too much traffic.	
Michelle LaFave	11957 W. 71st Arvada Co 8		SAVE NATURE	
Scott Jensen	314 Lookout View G.		LESS DEVELOPMENT	
Cheri Jensen	"		"	
Karen JENCHURA	14320 W 71st Ave ARVADA CO 80009		Save the Beauty and Quality of Life in the Area Too much traffic	
James Jenchura	14320 W. 71st Ave Arvada CO 80009		Resist the thoughtless, selfish destruction of nature to unnecessary development projects	
Mary Metropoulos	14074 W 71st Pl Arvada 80004		Quality of life	
Brian Volter	13315 W 69th Pl Arvada, 80004		Quality of life	

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Cindy Pughes	13450 W 73RD Ave		TRAFFIC inadequate infrastructure	Cindy Pughes
Alan Pughes	13450 W 73RD Ave		Traffic infrastructure is inadequate	Alan Pughes
Rachel Higgins	13435 W 73rd Ave		Traffic infrastructure	Rachel Higgins
STEVE SANELLI	13415 W 73RD DR.		TRAFFIC CONGESTION, NOISE	Steve Sanelli
Brooke Ledden	13415 W 73RD Ave		Traffic, noise, semis	Brooke Ledden
LINDA STERK	6252 NOBLE LN		TRAFFIC	Linda Sterk
JIM STERK	6252 NOBLE LN		TOO MUCH TRAFFIC	Jim Sterk
CEAR CHAND	7018 HOWELL ST		REZONING OF LAND TO CLOSE PROXIMITY OF # OF RESIDENTIAL IS EXCESSIVE	Cear Chand
Landra Clivas	7018 Howell St		"	Landra Clivas
George Millward	14410 W 73RD DR		too much traffic	George Millward

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Pam Dougherty	8426 Newcombe		traffic congestion	Pam Dougherty
Betsy Franks-Cassidy	8445 Newcombe		Traffic	Betsy Franks-Cassidy
Ken Zimmermann	8455 Newcombe St		traffic	Ken Zimmermann
Natalie Davis	10732 W 84th Pl		Traffic	Natalie Davis
Kevin Beaulieu	10723 W 84th Pl		Traffic	Kevin Beaulieu
Bob Cole	10733 W 84th Pl		Traffic	Bob Cole
Tracy Paslloff	6919 Howell St		traffic/nature	Tracy Paslloff
Petra St George	14833-A W. 70 Dr Arvada CO 80007		traffic, more than enough L.I. in the area	Petra St George
ERIN JOHNSON	5034 Kenilworth Ct (JEFFCO) Golden, CO 80403		traffic	Erin Johnson
Julie MAMIGAN	15449 W. 77th Dr Arvada CO 80007		traffic congestion - need more retail, food service, social	Julie MAMIGAN

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Joel Webb	14060 W. 70th Dr		Traffic !!!	Joel Webb
RICHARD WEBB	14060 W. 70 TH DR		TRAFFIC.	Richard Webb
JOYCE LEIGH	6408 Zang St. Unit C		Traffic	Joyce Leigh
E/AINÉ HERMANN	16208 W. 59th PL.		" "	E/AINÉ HERMANN
Rebecca A Bleiwas	7144 Eldridge		" "	Rebecca A Bleiwas
DONALD I Bleiwas	7144 Eldridge Ct		TRAFFIC - Security	Donald I Bleiwas
Lowell Holland	14837 W. 69th Unit B Arvada, CO 80007		Traffic	Lowell Holland
Kathy McBride	6160 Vivian St Arvada 80004		Traffic & Security	Kathy McBride
John Campbell	6160 Vivian St Arvada, CO 80007		TRAFFIC	John Campbell
Michael Thomas	15348 W. 75th Pl, Arvada, CO 80007		Traffic	Michael Thomas

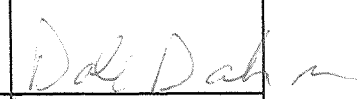
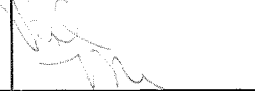
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Name	Address	Email and/or phone	Reason for Opposition	Signature
EVAN LYNCH	12175 W. 65TH PL ARVADA, CO 80004		VALUABLE IS GOOD ENOUGH	
Phil Lewis	12174 W. 65TH PL ARVADA 8000		TOO MUCH TRAFFIC, NOISE, LIGHT POLLUTION	
Terry Bender	6125 SALVIA Lane, Arvada, CO 80403		too Big, too much traffic - conflicts w/ wildlife	
KATHRYN STROUD	9895 OTIS CT WESTMINSTER, CO 80021 (Jeffco)		Pollution } TOO MUCH TRAFFIC }	
Nate M. Fels	15051 W 176TH AVE ARVADA CO 80007		Traffic	
Tammy Morris	6268 Pike Ct. Unit B Arvada, CO 80403		too big, too much pollution and traffic, devaluation of property	
Andrew Krutsvanger	6989B KENDRICK ST ARVADA, CO 80007		POLLUTION TRAFFIC	
IMYTRC STARODUB	6899 Howell St Arvada CO 80004		Traffic. NOISE	
Kennia Starodub	6899 Howell St Arvada CO 80004		Traffic No	
Jermy	12681 W 75TH AVE Arvada, CO 80007		Traffic - pollution	

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Julie Cole	10733 W. 84TH PL. Arvada, CO 80005		Traffic impact. horrible location for this, residential area impact. NO NO NO!!!	Julie L. Cole
JAN MARES	10722 W 84TH ARVADA CO 80005		traffic undeterred - will affect way of life for all of residents	Jan Mares
ADOLPH MARES	10722 W 84TH PL. Arvada CO 80005		overconcentration of residents; negative impact on utilities, etc	Adolph A. Mares
Kristin Hemphill	10702 W. 84TH PL. Arvada, CO		Traffic issues.	Kristin Hemphill
Colin Robison	8435 Newcombe Arvada, CO		Traffic, overcrowding	Colin Robison
Robilyn Robison	8435 Newcombe Arvada, CO 80005		Traffic issues - overcrowding	Robilyn Robison
BARNUL DOUGAN	8440 NEWCOMBE ST ARVADA, CO 80005		Congestion / Traffic.	Barnul Dougan
Jara Natter-Jensen	7702 Noble St Arvada, CO 80005		Safety, traffic	Jara Natter-Jensen
JASON JENSEN	7702 Noble St Arvada, CO 80005		Traffic	Jason Jensen
Roger A. MERRIMAN	12681 W. 75TH AVE Arvada, Co. 80005		Traffic / Safety	Roger A. Merriman

We, the undersigned, are in **SUPPORT** of a "Town Square Village Concept" for future development of the collective properties located at 6700 Indiana Street, 6702 Indiana Street, 6710 Indiana Street and 6720 Indiana Street. We support a development that would expand the Maple Valley Park open space as described in the Arvada Parks, Open Space and Trails 2016 Master Plan and create a 2nd cultural arts district as described in the Arvada Arts and Cultural 2018 Master Plan. We encourage the City of Arvada to follow their master plans and act responsibly when planning future development adjacent to the Maple Valley Park and Ralston Creek Trail. Arvada's 2017 Comp Plan Goal R-1 states: "Minimize the impact of new development on natural areas to allow continued cohabitation of people and wildlife." We envision a community-minded development that reflects the character of the area, protects the adjacent open space, encourages a mixed use of green space, smaller businesses and retail, supports arts and culture and is a walkable village with an environment-friendly design.

Name	Address	Email and/or phone	Reason for SUPPORT	Signature
JASON ANDERSON	15071 W 70th AVE ARVADA CO 80007		NEW BUSINESS	
Renee Lewis	15331 W 73rd PL Arvada CO 80007		new business	
Sally Winkler	14577 W. 59th AVE Arvada CO 80007		" "	
Colleen Young	6759 Von Gordon St Arvada, CO 80004		" "	
Mindy Ann Tiltman	15386 W. 66th DR UNIT F, Arvada, CO 80007		community	
Dave Tiltman	15386 W 66th DR UNIT F Arvada CO		"	
Dale Dahn	Golden, CO			
Val Maurin	Golden, CO		to preserve nature	
Sandra Curtis	6506 Lee St Arvada, CO 80004		Save Nature!!	
JUSTIN OLIVER	7010 NEWMA ARVADA CO 80007			

SUPPORT

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Name	Address	Email and/or phone	Reason for SUPPORT	Signature
Julie Tippett	3343 W 64th Pl Arvada, CO 80004		like the community feel	[Signature]
Jessica Dugger	13873 W 64th Pl Arvada, CO 80004		Community!	[Signature]
Bobbi Stevenson	13882 W. 64th Pl Arvada, CO 80004		Love idea of the feel of a town village	Bobbi Stevenson
Marie Bell	13863 W 64th Pl.		wonderful for our community	Marie Bell
Kristin Sommerfeldt	13852 W 64th Pl Arvada CO 80004		Excellent concept for our community	[Signature]
Donna Speirs	13872 W 64th Pl Arvada, CO 80004			[Signature]
REX BELL	13863 W. 64th PLACE ARVADA, CO 80004		GOOD FOR ARVADA	R.B.
SARA LOIACONO	6689 Deframe Ct Arvada, CO 80004		aligns with Master Plan, would provide community hub for West Arvada	Sara Loiacono
Matt Loiacono	6689 Deframe Ct Arvada, CO 80004		aligns with master plan and great for our community	[Signature]
Kim SUNDSTROM	15612 W. 72nd Cir ARVADA CO 80007		GOOD FOR ARVADA	[Signature]

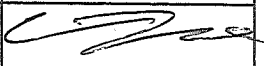
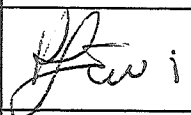
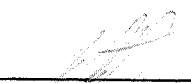
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Name	Address	Email and/or phone	Reason for SUPPORT	Signature
John Lewis	8424 Violet Ct ARVADA CO 80007		See above	John Lewis
Pat Lewis	8424 Violet Ct Arvada, CO 80007		See Above	Pat Lewis
Mark Reiner	6948 Howell St Arvada, CO 80004		see above	Mark Reiner
Barbara Hoy	7568 Isabell Cir Arvada CO 80007		see above	Barbara Hoy
Tenny Hoy	7568 Isabell Arvada CO 80007		" "	Tenny Hoy
Cindy Trout	6884 Gladiosa Arvada 80004		See above	Cindy Trout
RICH TROUT	6884 GLADIOSA ST ARVADA CO 80004		SEE ABOVE	RICH TROUT
Brad Young	14346 W 67th Dr Arvada CO 80004		" "	Brad Young
Wendy Anderson	15071 W 70th Ave ARVADA CO 80007		" "	Wendy Anderson
Laurie Ross	4679 Kendrick Dr. Arvada CO 80007		West Arvada needs more community places to gather. Remember events like the Sand Sculpture competition? Things like that w/ good	Laurie Ross

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Name	Address	Reason for SUPPORT	Signature
CHARLES VANAGE	13831 W 67th Ave ARVADA, CO 80004	Traffic, Property values, Road deterioration	Charles Vanage
Scott LOVERING	7258 Kendrick St ARVADA	APPROPRIATE	Scott Lovering
Robert ZERR	9925 W. 85th Way ARVADA CO 80005	Good use; if needs developed	Robert Zerr
Irene Zerr	9925 W. 85th Way ARVADA, CO 80005	Good use for community bonding	Irene Zerr
Laura Walne	14490 W 70th Dr Arvada CO 80004	More open space support small business, walking	Laura Walne
Sandra Gomo	9487 Iron Mountain Way Arvada CO 80007	Great Community Gathering Place	Sandra Gomo
Jodie Miller	8931 Ellis St Arvada, CO 80005	Wonderful use of Space and respecting nature	Jodie Miller
Michelle Lindsay	7249 Kendrick St Arvada CO 80007	improve community	Michelle Lindsay
Bethan Kirk	14090 N. 70th Dr. Arvada, CO 80007	Communities & open space	Bethan Kirk
Diana Mitchell	11225 W. 77th Dr	"	Diana Mitchell

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EVAN LYNCH	12115 W. 68th Pl ARVADA CO 80004	OPEN SPACE !!!	
Phil Lewis	12124 W 68th Pl ARVADA CO 80004	MAKE SITE MORE COMMUNITY FRIENDLY	
Terry Bender	6125 SALVIA LN Arvada, CO 80403	more shops + restaurants	
Tammy McPris	6268 Pike Ct Unit B Arvada, CO 80403	making the site community friendly	
Andrew Kruttschnitt	6989B KENDRICK ST ARVADA, CO 80007	SHOPS, RESTAURANTS	
Kathy Herrin	112681 W 75th Ave Arvada, CO 80005	shops, restaurant community friendly	
Tracy Paskoff	6919 Howell St Arvada, CO 80004	family friendly	
Lowell Holland	14837 W. 69th Unit B Arvada, CO 80007	" "	
Kathy McBride	6160 Vivian St Arvada 80004	Shops, Family friendly	
John Chapman	6160 Vivian St Arvada CO 80007	" " "	

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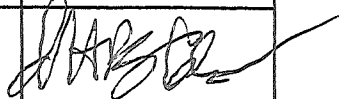
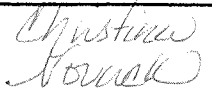
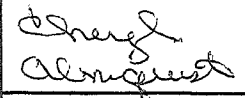
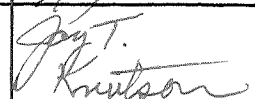
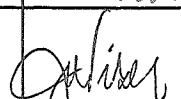
Name	Address		Reason for SUPPORT	Signature
Steve Thormed	14941 W 70th Ave Arvada 80007		Community Gatherings Open - Walk Space	Steve Thormed
Jan McKaig	14871 W 70th Ave			Jan McKaig
Amy Cunningham	7208 Kendrick Arvada 80007		Great for community/neighborhood	Amy Cunningham
Dorian E Ross	6679 Kendrick Dr.		Open. walk space for Neighborhood	Dorian E Ross
Gary Tenhulzen	14249 W 69th Pl Arvada CO 80007		" "	Gary Tenhulzen
Robert Shopnitz	11898 W 74th Arvada CO 80005		Great venue for Arvada	Robert Shopnitz
Roger A. Morrison	12681 W 75th Ave Arvada, CO 80005		Great Venue for Arvada	Roger A. Morrison
Petra Stedje	14833-A W. 70 Dr. Arvada CO 80007		walkable commercial community	Petra Stedje
Michelle Krasovich	6453 Isabell Ct. Unit B Arvada, CO 80007		As a native of Arvada, this is what we need	Michelle Krasovich
Cyrena Leniger	7124 Howell Ct Arvada, CO 80004		this would be wonderful for our community	Cyrena Leniger

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Name	Address	Reason for SUPPORT	Signature
Jennifer Page	6862 Juniper Ct Arvada 80007	Community	Jennifer Page
Robert Clemens	6494 Lone Eagle Rd Golden, CO 80403	Community	Robert Clemens
Abigail Hernandez	14971 W. 70th Ave Arvada, CO 80005	Community	Abigail Hernandez
Elisabeth Lovering	7258 Kendrick Street	Better use of space for a residential area	Elisabeth Lovering
MICHAEL FRANCIS	13940 W. 73rd Ave Arvada 80005	community	Michael Francis
Joellen Francis	7952 Orion Way Arvada	Community use of space	Joellen Francis
Kathleen Newton	5883 Pierce St #304 Arvada, CO 80005	community space	Kathleen Newton
Harley T. Bergeron	5883 Pierce St #304 Arvada, CO 80005	com NO Amazon	Harley Bergeron
BRIAN HOOVER	7045 GARDOLA ST Arvada CO 80007	community	Brian Hoover
Angie Coffey	15270 W 69th Arvada 80007	community space	Angie Coffey

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Michelle Slaby	12712 W. 74th Dr.	the area for warehouse too congested Would love this!	
Scott Slaby	12712 W. 74th Dr		
Chris Novack	13410 W. 73rd Ave		
Christina Novack	13410 W. 73rd Ave	would love to have more restaurants + community areas	
Cheryl Almquist	6627 Lee St	om	
Katie Boyce	6607 Lee St.		
Cynthia Knutson	10743 W 84th PL Arvada	Restaurants, Community Activities. Place for everyone to use	
Jay Knutson	10743 W. 84th PL Arvada		
Jodi Weiser	8432 Everet Way # D Arvada, CO 80005	less congestion, better for neighborhood	
Michael Milow	8931 Ellis St. Arvada CO 80005		

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Name	Address	Reason for SUPPORT	Signature
Kathy #1071	13560 W 67th	To enhance quality of life in neighborhood	Kathy #1071
Judith Galterio	13801 W. 67th Ct, Arvada, CO, 80004	To preserve the natural habitat and beauty of area.	Judith Galterio
John Phillips	13951 W. 65th Dr. Arvada, CO 80004	Preserve quality of life.	John Phillips
William Martin	13860 W 67th Ct Arvada, CO, 80004	Keep Horse Trail intact preserve wildlife area	William Martin
Michelle Killeen	9547 11th Mountain Way Arvada CO 80005	preserve quality of life	Michelle Killeen
Mike Hill	6958 Isabel St Arvada CO 80005	ABOVE -	Mike Hill
SONNIE GLENN Thompson	14336 W. 69th Dr	Live where we will be very affected	Sonnie Glenn Thompson
Kristi Holland	6126 Janice Way	Traffic	Kristi Holland
Jody Beckster	13830 W. 76th Ave Arvada, CO 80005	preserve trail/outdoor space	Jody Beckster
Lehana Dymont	8551 Orchard way Arvada, CO 80005	keep horses & farms more family based small town feel	Lehana Dymont

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Name	Address		Reason for SUPPORT	Signature
Brian Fowkes	6208 Union St Arvada 80004		The facility is too big and the way they are going about it is deceitful and underhanded	Brian Fowkes
Christy Belmont	7105 Eldridge Ct Arvada 80007		damage to environment ↓ property values	Christy Belmont
Kenee Stark	16062 W. 63rd Line, Unit A 80455		Noise, traffic, damage natural habitats, property values	Kenee Stark
Cheryl Walton	6369 Howell Arvada St		traffic, environment, "your motto 'Dream Big'	Cheryl Walton
JAMIE ARENS	14492 W. 70th Pl ARVADA 80004		TRAFFIC DAMAGE	Jamie Arens
ERIC GRAVIL	7085 Gladstone St Arvada		Traffic, noise	Eric Gravit
Paula Duncan-Guthrie	7142 Ellis St Arvada, CO 80007		Traffic	Paula Duncan-Guthrie
Sheila Bowman	14547 W. 68th Pl Arvada CO 80004		Traffic	Sheila Bowman
Brittney Bowman	14547 W. 68th Pl Arvada CO 80004		Traffic	Brittney Bowman
Scott Alberton	14289 W. 69th Pl. Arvada CO 80004		Trail, wildlife	Scott Alberton

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Meghan Phillips	14198 W 69th place Arvada, CO 80004		preserve integrity of the community	Meghan Phillips
Patrick K Phillips	14198 W. 69th Pl. Arvada, CO 80004		Preserve the integrity of the community	Patrick K. Phillips
Julie Ford	14229 W. 69th Pl Arvada, CO		small business makes for good neighbors. Good solid jobs, good wages	Julie Ford
Pam Dunker	6522 Vinton Circle Arvada, CO 80007		Integrity of Community	Pam Dunker
Dawn Christoffersen	6522 Vinton Circle ARVADA, CO 80007		Preserve Integrity of the Community	Dawn Christoffersen
Betty Lewis	12174 W 68th Pl Arvada CO 80004		+ Preserve the integrity of the community	Betty Lewis
Tonya Lynen	12175 W. 68th Pl Arvada, CO 80004		↑ same	Tonya Lynen
Zee Broughton	7103 Ellis St Arvada 80004		Community Connection & enrichment	Zee Broughton
Ryan Rice	7092 Ellis St ARVADA CO 80004		INTEGRITY OF COMMUNITY	Ryan Rice
Danielle Rice	7092 Ellis St. Arvada CO 80004		Integrity of community and enhancement of neighborhood	Danielle Rice

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Name	Address		Reason for SUPPORT	Signature
Nancy King	14219 W 69th Pl Arvada		community	Nancy King
Mike King	14219 W. 69th Pl Arvada		compatibility	Mike King
Jennifer Cherigo	14209 W. 69th Arvada, CO 8		team - com Opportunity to preserve Habitat	Jennifer
Diane Snyder	14225 W. 69th Pl Arvada CO 80004		simplicity!	Diane Snyder
Rex Snyder	14228 W 69th Pl Arvada CO 80004		community	Rex
GARY LINDBERGH	14199 W. 69th Pl ARVADA CO 80004		community	GARY LINDBERGH
TAMARA LINDBERGH	14199 W. 69th Pl ARVADA CO 80004		Community	TAMARA LINDBERGH
Leanne Rice	6962 Fig Ct Arvada CO 80004		Community	Leanne Rice
TIMOTHY RICE	6962 FIG CT ARVADA CO 80004		COMMUNITY	Timothy Rice
Margaret Phillips	14198 W. 69th Pl. ARVADA 80004		Enjoy sense of community not industrial park.	M. V. Phillips

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Name	Address		Reason for SUPPORT	Signature
Brian Hallen	13950 W 73 rd Ave Arvada, CO		Small Business	BH
Kathleen Leivian	15755 W 71st Pl Arvada, CO 80007		Small business Quiet neighborhood protect Ralston Creek Trail	Kathleen Leivian
RYAN ZERR	6928 Howell St Arvada, CO 80004		Quiet Neighborhood, Infrastructure	Ryan Zerr
Tim Cunningham	7206 Knapel St Arvada, CO		Appropriate	Tim Cunningham
Jenny Isenhardt	13770 W 78th Ave Arvada, CO 80003		Protect neighborhood	Jenny Isenhardt
Ben Murphy	14992 W 70th St Arvada		better use of space	Ben Murphy
Curt Gibson	6956 Isabella St Arvada 80007		Protect Ralston Creek	Curt Gibson
Carolyn Gibson	6956 Isabella St Arvada, CO 80007		Appropriate For neighborhood	Carolyn Gibson
SCOTT LEIVIAN	15755 W 71st Pl Arvada CO 80007		QUIET OPEN SPACE PROTECT COMMUNITY AS IT IS TODAY	Scott Leivian
Jesse Carmora	15879 Howell St Arvada CO 80004		Project	Jesse Carmora

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Jacqui Anlay-Contey	6967 Gardenia Ct Arvada CO 80001		♡ Open Space + want to shop locally instead of Golden	Jacqui Anlay-Contey
Lee Conist	6967 Gardenia Ct Arvada 80004		Love open space, like local shopping & restaurants. Want walkable amenities.	Lee Conist
Burb Zeromdy	6656 Zang St 80004		OPEN SPACE WALKS	Burb Zeromdy
Linda Chapman	6209 Zinnia St Arvada 80001		open space	Linda Chapman
Agatha Mechota Gannon	15848 W 65th Pl. Arvada, CO 80007		This neighborhood needs more culture, restaurants, etc. love the idea	Agatha Gannon
TIMOTHY KILLEN	9547 Iron Mountain Way Arvada, CO 80003		WILDLIFE WILD LIFE LOCAL BUSINESS	Timothy Killen
Amanda Butzen	1510 W 70th Ave Arvada 80007		MORE COMMUNITY	Amanda Butzen
Mike Evans	6846 Cars Ct Arvada, CO 80004		appropriate development for the surrounding area; needed service	Michael Evans
RON MUELENBERGER	14843 W 70th #1A			Ron Muelenberger
ANN LAZZERI	2554 JUNIPER ST.		Open Space & small business	Ann Lazzeri

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Andrew Klumper	7139 Gladiola St Arvada		Quality of life	Andrew Klumper
Julianne Klumper	7139 Gladiola St. Arvada, CO, 80004		support local businesses, community space, ↑walkability	Julianne Klumper
Zeth Kaelin	6961 Soyce Lane Arvada Co, 80007		Quality of life	Zeth Kaelin
David Krickbaum	6475 DeFrame Way W. Arvada 80007		Quality of Life COMPATIBLE USE	David P. Krickbaum
Joni Krickbaum	6475 DeFrame Way Arvada, CO 80004		Quality of Life Area usage that supports the neighborhood	Joni Krickbaum
Kristina Dellore	14961 W 70th Ave Arvada, CO 80007		Quality of Life	Kristina Dellore
Chris Schmidt	14961 W 70th Ave Arvada CO 80007		Quality of life	Chris Schmidt
Bianca Tobin	13710 W 74 St Arvada 80005		Trail wildlife	Bianca Tobin
Monique Cooper	6197 Holman Arvada, CO 80004		Quality of life	Monique Cooper
Suzi Kennedy	8485 W. Grand Pl. Arvada, CO 80005		"	Suzi Kennedy

We, the undersigned, are in **SUPPORT** of a "Town Square Village Concept" for future development of the collective properties located at 6700 Indiana Street, 6702 Indiana Street, 6710 Indiana Street and 6720 Indiana Street. We support a development that would expand the Maple Valley Park open space as described in the Arvada Parks, Open Space and Trails 2016 Master Plan and create a 2nd cultural arts district as described in the Arvada Arts and Cultural 2018 Master Plan. We encourage the City of Arvada to follow their master plans and act responsibly when planning future development adjacent to the Maple Valley Park and Ralston Creek Trail. Arvada's 2017 Comp Plan Goal R-1 states: "Minimize the impact of new development on natural areas to allow continued cohabitation of people and wildlife." We envision a community-minded development that reflects the character of the area, protects the adjacent open space, encourages a mixed use of green space, smaller businesses and retail, supports arts and culture and is a walkable village with an environment-friendly design.

Name	Address	Email and/or phone	Reason for SUPPORT	Signature
Chris Horenstein	7120 Coors Ct Arv.		DO NOT WANT	
Lisa Gravil	7085 Gladiola St		Keep open space + quiet for owls + trails	Lisa Gravil
Scott Hunt	16592 W 74th AVE		Keep open space, TRAFFIC Impact	Scott Hunt
Nina Bell	6624 Zang Circle		Traffic impact Loss of open space	Nina Bell
Karin Gallup	11916 W. 74th Arvada, CO 80005		wildlife protection loss of open space	Karin Gallup
Kaley Schlimgen	4309 W 64th Pl Arvada, CO 80004		open space + less traffic	Kaley Schlimgen
Terry Knoll	7164 Eldridge Ct. Arvada, 80004		Arvada needs something besides emergency ctros	Terry Knoll
John Randall	7019 Howell St. Arvada, 80004		Cultural enhancement of the Community.	John Randall
Karen Randall	7019 Howell St Arvada, CO 80004		BETTER for the community to preserve open space less traffic	Karen Randall
DAVID COSOLO	7218 KENDRICK ST. ARVADA, CO. 8000		Community USE OPEN SPACE	David Cosolo

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Name	Address	Email and/or phone	Reason for SUPPORT	Signature
Nice Cosow	7218 Kendrick St		small business. walking village	Nice Cosow
Leslie Kanagy	13831 W. 67th Arvada CO 80004		small business support	Leslie Kanagy
Angie Blomquist	13840 W 67th Arvada CO 80004		Support small business & green space	Angie Blomquist
Brad Cordell	14653 W 67th Pl Arvada CO		small Business need in Arvada	Brad Cordell
Janis Lewis	6377 Gladys Ct. Arvada CO 80004		As planned small businesses close prop to arts	Janis Lewis
David DiZotto	6852 Juniper Ct Unit B		mixed-use, walkable, aesthetic, good for local businesses	David DiZotto
Rachel Sousa-Johnson	6989 Joyce Lane B Arvada 80004		small business walking to Arvada	Rachel Sousa-Johnson
Alison Cloud	14848 W 69th Unit A 80007		small business is good for the whole community	Alison Cloud
Bar Hale	14848 W 69th Dr Unit A 80007		small business is good for the community	Bar Hale
Clark Hagen	13950 W 73rd Arvada CO 80005		" " "	Clark Hagen

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Name	Address	Reason for SUPPORT	Signature
THOMAS PERKUSION	14308 W. 69th PLACE, ARVADA	I LIVE ON TRAIL AND SUPPORT THE WILDLIFE	[Signature]
Kayla Wroblewski	14298 W. 69th Pl, Arvada, CO	live off of trail and love the location as is	[Signature]
Jonathan Braverman	14298 W 69th Pl, Arvada, CO	live off trail, enjoy area as is	[Signature]
Michelle Jones	14269 W. 69th Pl Arvada, CO 80004	Love the trail! Preserve the natural feel of Arvada Traffic!	[Signature]
Steve Hug	14280 W 71 AVE Arvada CO 80004		[Signature]
Dawn Hug	14280 W. 71 Ave Arvada CO 80004	Preserve the area from too much Traffic	[Signature]
Tyler Schack	6861 Devinney St, Arvada, CO 80004	Warehouses shouldn't be part of parks + Residential	[Signature]
Teri Sampson	6065 Brentwood Arvada, CO	preserve natural areas and parks	[Signature]
Jerold Sampson	6065 Brentwood St	preserve open space	[Signature]
Kevin Knoll	7164 Eldridge Ct Arvada, CO 80004	OPEN SPACE & Family Values	[Signature]

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Name	Address		Reason for SUPPORT	Signature
Bob Lane	7770 Colorado		too much traffic	
Max Harte	14686 W. 68th Pl.		too much traffic	Max Harte
Jenise Neale	14686 W. 68th Pl.		too much traffic, loud!	Jenise Neale
William	6904 Gladwin		noise, pollution	W. Smith
Allan	13998 W. 59th Pl		too much traffic, noise	Robert Allan
William Allan	13998 W. 59th Pl		traffic pollution	W. Smith
Brian Turner	7159 Devinney Ct.		size, traffic, noise	Brian Turner
Kimberlie Lantz	7159 Devinney Ct.		traffic, noise, pollution, trail	Kimberlie Lantz
Beth Balen	14260 W 71st Ave		noise, traffic, ugly	Beth Balen
Greg Balen	14260 W 71st Ave		traffic, noise, light	Greg Balen

Arvada, CO 80007

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Name	Address		Reason for SUPPORT	Signature
Miss French	13895 W 68th Dr Arvada, CO 80007		at No Building like this in such a residential neighborhood. Wetlands will be lost!	K French
DAN FRENCH	13895 W. 68th Dr ARVADA CO 80007		WILL MAKE TOO MUCH TRAFFIC	Dan French
Colleen Miller	6507 Quaker Ct		too big! too much!	Colleen Miller
EDWARD MILLER	6507 QUAKER CT. ARVADA 80007		NOT APPROPRIATE FOR AREA. TOO NEAR RESIDENCES	Edward Miller
Adam Beehler	10052 W. 81st dr.		Too much! 24/7?!	Adam Beeler
Jenna Graham	15501 W. 66th Pl. Arvada		Ralston Creek trail Wildlife. Indian wands this traffic!	Jenna Graham
Tim Rockwood	16645 W. 80th Pl Unit B Arvada 80037		Not appropriate location	Tim Rockwood
Lynn Reed-Rockwood	"		"	Lynn Reed-Rockwood
Kassandra Williams	14331 G 70th Dr Arvada, CO 80031		Not appropriate for area. Noise pollution	Kassandra Williams
Jessie Lenahan	"		Not a appropriate for area! Noise pollution	Jessie Lenahan

Public Comment Submitted Through March 31, 2021 Exhibit C

Public Comment from (103 individual comments):

Anita Clark	Ed Guiducci	Kady Martin (Jan 31)
Michele Hope	Ethan Steinberg	Krystle T
Geraldine Wright	Laura Fukui	Kurt Seela
Kady Martin (Feb 1)	Gerrard Coelho	Kasey Vair
WFP POA	Geoff Jordan	Gina Lauricella
Betty Burkey	Gary Tenhulzen	Lynne Bessette
Brian Glover	Heidi Burtoni	Linda Brown
Bill Kunz	Heidi Frisch	Lee Conley
Beth Tannehill(Lovering) (March 22)	Jacqui Ainlay-Conley	Larry Martinez
Beth Tannehill(Lovering) (Feb 15)	Judy Bohling (Feb 1)	Sara Loiacono
	Judy Bohling (March 15)	Matt Loiacono
Bryan Lindsey	Jesse Brown	Linda Sorauf
Wendy and Lynn Brown	Janice Edwards Aston	Mehmet Belviranli
Benjamin Stanley	Bryan Cybyske	Mia Burr
Bonnie Thompson	Jenny Fukui McCarthy	Michelle Dye
Brian Turner	Jim Horan	Mark Fox
Christina Hatley	Jane Keys	Michael Horwith
Craig Johnson	Jeff Landskov	Meg McCarthy (Feb 1)
Colleen Miller (Feb 12)	Jen Levy	Meg McCarthy (Feb 13)
Colleen Miller (Mar 13)	Jim Maley (Feb 15)	Mel Milward
Carol Tveitmoe	Jim Maley (Mar 17)	Margie Snow
Deborah Guiducci	Joanne Nirschl	Marie Sonnen
David Knutson	Kathy Derks	Michael Vair
David Trumb	Karen Gerbatsch	Nancy Sheiner
Diane Vliem	Kim Kroeger	Patrick Tobin

Public Comment from (103 individual comments):

Pat Herrin	Tory Korthuis
Pam O'Donnell (Feb 23)	Terry Shaffer
Pam O'Donnell (Mar 9)	Wendell Carlson
Pam O'Donnell (Feb 24)	Cal Grant
Pamela Rose (Feb 11)	
Pamela Rose (Jan 29)	
Pamela Rose (Jan 29)	
Pamela Rose (Jan 29)	
Paul Schlimgen	
Robyn Albright	
Rena Grossman	
Richard Kuberski (Feb 10)	
Ronald Sacks	
Rick Squires	
Renee Stark	
Becky Welch	
Shannon Booth	
Susan and Patrick Campbell	
Sean Lovato	
Sophia Murphy	
Shalagh Peterson	
Sara Lucero	
Sarah Roth	
Sally Smith	
Gary Tenhulzen (Mar 12)	



CED Boards and Commission <cedboardsandcommission@arvada.org>

Public Hearing March 16, 2021

1 message

Anita Clark [REDACTED]

Thu, Feb 11, 2021 at 8:42 PM

To: cedboardsandcommission@arvada.org, jbebo@arvada.org, nford@arvada.org, lsimpson@arvada.org, jmarriott@arvada.org, djones@arvada.org, dmiller@arvada.org, mwilliams@arvada.org

Ladies and Gentlemen,

I am writing in opposition to Scannell's Project Indiana to build an Amazon distribution center.

I believe the traffic study is flawed and does not accurately reflect this business's impact on traffic. The current traffic study does not include the impact of traffic to and from the proposed distribution center on Fig, the connector streets to Fig, or the impact on nearby residential streets. Limited access from Indiana and peak volumes in and out will force employees and delivery vans onto Fig and adjacent connector and residential streets. A realistic traffic study needs to include these streets and volumes.

Thank you,

Anita Clark

[6897 Parfet St.](#)[Arvada, CO 80004](#)



Janet NEWMAN <jnewman@arvada.org>

Fwd: Rezoning for Amazon warehouse on Indiana

1 message

Kristen Rush <kristen@arvada.org>
To: Janet NEWMAN <jnewman@arvada.org>

Fri, Jan 22, 2021 at 5:36 PM

I'm not sure when this is going to council.

Sent from my iPhone

Begin forwarded message:

From: "Marc Williams, Arvada Mayor" <mwilliams@arvada.org>
Date: January 22, 2021 at 3:32:32 PM MST
To: Michele Hope <[REDACTED]>
Cc: [REDACTED] Nancy Ford <nford@arvada.org>, Lauren Simpson <lsimpson@arvada.org>, John Marriott <jmarriott@arvada.org>, David Jones <djones@arvada.org>, Dot Miller <dmiller@arvada.org>, "Fifer, Bob" <bfifer@arvada.org>, "Rush, Kristen" <kristen@arvada.org>
Subject: Re: Rezoning for Amazon warehouse on Indiana

Ms. Hope, thank you for your email. I am forwarding it to the City Clerk so that it can be made part of the record when we consider this project during a quasi judicial public hearing. It is not appropriate for Council to comment on the project prior to that public hearing. We will consider all of the evidence presented, including emails such as yours.

Marc Williams

Mayor

work: (303) 424-4486

cell: (720) 935-4979

mwilliams@arvada.org



On Fri, Jan 22, 2021 at 10:47 AM Michele Hope <[REDACTED]> wrote:

Please don't rezone farmland off Indiana for an Amazon Warehouse. There are empty warehouses that Amazon could purchase and demolish.

I am sure the many thousands of people who live in the area would never vote for representation that would approve this rezoning. As our representatives, your priority should be to vote in a manner consistent with what the voters would choose to do, not what benefits a large corporation with many other options.

Thank you for fully considering how this project negatively impacts Arvada and our community.

Michele Hope

15697 W 74th Pl, Arvada, CO 80007





Janet NEWMAN <jnewman@arvada.org>

Fwd: NO AMAZON 24/7 DISTRIBUTION FACILITY!!! PLEASE STOP RUINING ARVADA!!!!!!!!!!!!!!!!!!!!

1 message

Kristen Rush <kristen@arvada.org>
To: Janet NEWMAN <jnewman@arvada.org>

Fri, Jan 22, 2021 at 5:36 PM

Sent from my iPhone

Begin forwarded message:

From: "Marc Williams, Arvada Mayor" <mwilliams@arvada.org>
Date: January 22, 2021 at 3:29:47 PM MST
To: Geraldine <[REDACTED]>
Cc: [REDACTED] nford@arvada.org, lsimpson@arvada.org, jmarriott@arvada.org, djones@arvada.org, dmiller@arvada.org, bfifer@arvada.org, "Rush, Kristen" <kristen@arvada.org>
Subject: Re: NO AMAZON 24/7 DISTRIBUTION FACILITY!!! PLEASE STOP RUINING ARVADA!!!!!!!!!!!!!!!!!!!!

Ms. Wright, I am forwarding your email to the City Clerk so that it can be made part of the record. This will be a quasi judicial hearing, and as such, Council cannot comment on it or voice any opinions until after we receive all of the evidence, including emails such as yours. For the record, I live in Forest Springs, so I know the area well.

Marc Williams

Mayor

work: (303) 424-4486

cell: (720) 935-4979

mwilliams@arvada.org



On Fri, Jan 22, 2021 at 11:11 AM Geraldine <[REDACTED]> wrote:

PLEASE PLEASE PLEASE do NOT let this happen!!!! I live off 64th & Quaker, and have for over 10 years, the intersection at 64th & Indian is already a nightmare!! Back ups DAILY, near miss traffic accidents, constant work on the road. PLEASE DO NOT RUIN ANOTHER ARVADA NEIGHBORHOOD!!!

If you do not live in this area, then you are NOT qualified to determine what should be built here!!!!!!
STOP!

I have lived in Arvada since the early 70's, grew up here, moved to Arizona and then moved back. People stay here because Arvada has (or HAD) a small town feel. It was SAFE, it was friendly, it was clean. Not anymore, because you all are ruining it and not keeping it safe, and you are not keeping the people of Arvada safe!! Have you not learned anything from the fiasco that is Walmart???

Stop thinking of money and start thinking of people! PLEASE!!!! Be loyal to the people that LIVE here and not your own pocketbooks or egos!!!!!!!!!!

Disturbed,
Geraldine Wright

From: kady martin <[REDACTED]>
Date: Monday, February 1, 2021 at 12:34 PM
To: David Jones <djones@arvada.org>
Subject: amazon warehouse

Hi

I would like to register my utter disgust at the thought of cramming in a mammoth Amazon Warehouse on Fig and 67. Why do you and this council keep on ruining our lives in this neighborhood? the traffic, noise, semis at all hours of the day is enough to make a person cry.

We need you to register our complaint

Kady and Robert Martin

--
Kristen Rush
City Clerk
720-898-7546 (Work)
303-915-5246 (Cell)
kristen@arvada.org





Jeremiah Bebo <jbebo@arvada.org>

Fwd: Proposed Amazon Warehouse

WFP POA [REDACTED]

Sun, Mar 21, 2021 at 12:59 PM

To: djones@arvada.org, mdeven@arvada.org

Cc: RICHARD KUBERSKI <[REDACTED]>, mwilliams@arvada.org, rstachelski@arvada.org, jbebo@arvada.org, cokeefe@jeffco.us, nford@arvada.org, lsimpson@arvada.org, jmarriott@arvada.org, dmiller@arvada.org, bfifer@arvada.org

Dear Councilman Jones, Mr. Deven, and all,

I am the president of the Wildflower Ponds Property Owners' Association.

Our neighborhood is located on the south side of 64th Avenue, between Indiana and Gardenia Streets.

A number of us listened in on the March 11 online meeting with the Amazon people and their representative from Scannell.

Based on the information provided in that meeting, I have some surrounding questions.

The first question is regarding road maintenance. We know some of the streets involved in this project are under CDOT authority for maintenance, but we have concerns surrounding the traffic this project would generate. In one piece of information given by Amazon, they showed up to 42 semi truck trips during peak traffic, and my understanding is this traffic will be going through the intersection at 64th & Gardenia. This intersection is already poorly maintained, with many potholes and pavement damage in the lanes going southbound from Gardenia onto eastbound 64th. How does the city propose to ensure enough money is set aside to maintain this intersection?

Two examples of improper planning surrounding traffic/maintenance issues come to mind:

1. Our neighborhood was slated for a full repave in 2020, but we were told we had been put off because resources had been redirected to other, more urgent, projects. How will the city ensure this same scenario does not happen at the 64th & Gardenia intersection?
2. The development of Candelas brought an immense amount of increased traffic to the 64th & Indiana intersection. This intersection was not redeveloped until WELL AFTER the problem was already negatively impacting this intersection. Were traffic studies faulty? Could the current traffic study surrounding the Amazon development also be faulty? What is not being addressed before it becomes an issue?

Further, with 64th & Indiana being state-maintained roadways, how does the state plan to ensure proper maintenance? I could not easily find an email address for the person at CDOT who might be the proper person to answer this question. Perhaps one of you could reply with that email address?

Next question, we are curious as to how the city and county benefit from this development. How are revenues other than vehicle tax/registration generated and what do you project these revenues to be? What other benefits has Amazon promised the city and/or county, besides the road improvement of Indiana at its immediate location? What is the motivation for Amazon and/or the city/county for placing this facility in a mostly residential/light industrial area? We see no advantage to this area (traffic, infrastructure, parks, home values) in placing this facility here.

Next point: we believe Amazon's agenda in putting this facility this close to homes includes the testing and implementation of limited radius drone delivery even though the Amazon rep stated this is not in their current plan. Amazon Corporation has stated for quite some time that drone delivery technology is an objective of their corporation. We have also read that drones will land atop street lights to recharge. Amazon also uses its drones to gather analytics subsequently used to market products and services. The drones will also be noisy, maybe noisier than the vans currently illustrated in their plan, and we do not welcome the additional noise. We would ask that Arvada be made a drone-free zone, to keep our property values high.

Final question - what noise mitigation measures will be implemented? There are housing developments to the north, east, and south of this property. We have homes which back to 64th, and anticipate noise from semi backup alarms will be generated, and we imagine this noise will carry across 64th, especially if occurring in the middle of the night, when traffic on 64th is virtually nonexistent. We also expect the noise of semi trucks moving through the 64th & Gardenia intersection to be disruptive. The Amazon rep stated the van backup alarms will not make significant noise due to the traffic pattern into and out of the warehouse area (one-way, always forward) , but we did not address how the vans will initially be moved out of their parking places. If this involves backing up, it will create alarm noise. How do you plan to enforce noise ordinances in our area? Noise is already bad mid-evening from racing diesel trucks and modified cars and there seems to be no enforcement now. Why would our neighborhood want to increase our nighttime noise?

Lastly, Mr. Kuberski had submitted the following question in his email on February 7. Has anyone provided him/us with the list of contacts for surrounding HOAs? "I believe that the City has contact information for the HOA's, can you furnish me with a copy for the area surrounding the project in question?"

As may be readily apparent, our neighborhood is not in favor of this development. We feel the city is not necessarily looking out for the interests of current residents, nor do we feel the city is doing a great job of maintaining existing infrastructure, and do not feel adding more pressure to an already overwhelmed system is the best idea.

We suggest Amazon look at other, more appropriate areas for this development, such as Highway 93.

I look forward to your response to our questions.

Thank you,
Anne Schweitzer

----- Forwarded message -----
From: RICHARD KUBERSKI [REDACTED] >
Date: Wed, Feb 10, 2021 at 2:44 PM
Subject: Re: Proposed Amazon Warehouse
To: Mark Deven <mdeven@arvada.org>

Mr. Deven,

Thanks for the information. I will pass this on to our association members.

Rich Kuberski

Anne, please forward this information to everyone else.

From: Mark Deven <mdeven@arvada.org>
Sent: Wednesday, February 10, 2021 5:38 AM
To: RICHARD KUBERSKI [REDACTED]
Cc: David Jones <djones@arvada.org>; Marc Williams, Arvada Mayor <mwilliams@arvada.org>; Ryan Stachelski <rstachelski@arvada.org>
Subject: Re: Proposed Amazon Warehouse

Mr. Kuberski

Council member Jones provided you with the most relevant and updated information which is available by clicking on the link to our website. This information includes a description of the project, the public process and an additional neighborhood meeting that has been scheduled for Thursday, February 25, 5:30 PM using a virtual platform and how to register for the meeting.

On Tue, Feb 9, 2021 at 8:07 PM David Jones <djones@arvada.org> wrote:

Hello Again!

I just remembered that the city has put some information on the city’s website as well. Here is the link in case you have not already seen this information.

<https://arvada.org/business/development-in-arvada/project-indiana>

Have a great night!

David Jones / Councilmember - District 4
720.889.8860 (office)
303.949.0452 (cell)



From: RICHARD KUBERSKI [REDACTED] >
Date: Tuesday, February 9, 2021 at 8:01 PM
To: David Jones <djones@arvada.org>
Cc: Mark Deven <mdeven@arvada.org>
Subject: Re: Proposed Amazon Warehouse

Mr. Jones,

Thanks for your acknowledgment and information. I look forward to hearing from the City Manager on this issue in the near future.

Rich Kuberski

From: David Jones <djones@arvada.org>
Sent: Tuesday, February 9, 2021 7:50 PM
To: RICHARD KUBERSKI <[REDACTED]>
Cc: Mark Deven <mdeven@arvada.org>
Subject: Re: Proposed Amazon Warehouse

Good evening Mr. Kuberski,

As this matter will potentially come to the City Council for a quasi judicial hearing, it would be improper for Councilmembers or myself to comment on this matter at this time. If we have that hearing, it is important that we consider all of the evidence, including emails such as yours, the applicant's presentation, staff report, and public testimony before we voice our opinions and vote on our decision.

You are more than welcome to reach out to the City team if you have questions. I have copied our City Manager, Mark Deven so he can direct your questions to the right team.

Best regards,

David Jones / Councilmember - District 4
720.889.8860 (office)
303.949.0452 (cell)



From: RICHARD KUBERSKI [REDACTED]
Date: Tuesday, February 9, 2021 at 5:15 PM
To: "djones@arvada.org" <djones@arvada.org>
Subject: Re: Proposed Amazon Warehouse

Please acknowledge receipt of this email.

Rich Kuberski

From: RICHARD KUBERSKI
Sent: Sunday, February 7, 2021 7:36 PM
To: djones@arvada.org <djones@arvada.org>
Subject: Proposed Amazon Warehouse

February 7, 2021
Mr. David Jones
Arvada City Council - District 4

Dear Mr. Jones,

This is Richard Kuberski from the Wild Flower Ponds neighborhood.

As news of the proposed Amazon Warehouse in West Arvada spreads around, many of my friends and neighbors, myself included, are very concerned about this proposed project. All we really know is what little information has been in the press. Size of building, size of parking lot and location.

The building itself is not so much of a concern as are the activities that will be associated with this project. To date, the light industry area to our north has not had a deleterious effect on the surrounding residential neighborhoods. But this Amazon project has the likely potential to overload the very few roads available to them to move the huge number of large and medium sized trucks that will service this warehouse.

Wild Flower Ponds and the other neighborhoods surrounding this project most certainly want an opportunity to be involved in any decisions affecting our part of the City/County.

We would like to have the opportunity to review all of the information that the City has on this project. I tried to find information on this project on line, but was not able to. Has there been a formal submittal to the City or the Planning Commission? If so, can you furnish me with a digital copy?

We would also like to have an opportunity to meet in person with Amazon project managers, City officials and other interested parties. We know this can be done because it's been done before for us. Most recently was when Home Depot wanted to have zoning changes to allow them to build in the residential area to the north of the Westwoods Shopping Center. A project that was wisely decided to be inappropriate for that location.

I believe that the City has contact information for the HOA's, can you furnish me with a copy for the area surrounding the project in question?

We appreciate your time on this issue and look forward to being involved in this process.

Thanks,

Rich Kuberski
6359 Holman Ct.
Arvada, Co. 80004

[REDACTED]
[REDACTED]

BCC: WFPPOA Board, Friends/Neighbors

--
Mark G. Deven
City Manager
720-898-7510 (office)
303-483-3344 (cell)
mdeven@arvada.org





Jeremiah Bebo <jbebo@arvada.org>

Fwd: Amazon warehouse

Janet NEWMAN <jnewman@arvada.org>
To: Jeremiah Bebo <jbebo@arvada.org>

Thu, Mar 25, 2021 at 4:55 PM

Are you collecting these?

----- Forwarded message -----
From: **Kristen Rush** <kristen@arvada.org>
Date: Sun, Mar 21, 2021 at 8:45 AM
Subject: Fwd: Amazon warehouse
To: Janet NEWMAN <jnewman@arvada.org>

Sent from my iPhone

Begin forwarded message:

From: Bette Burkey [REDACTED] >
Date: March 21, 2021 at 8:38:53 AM MDT
To: kristen@arvada.org
Subject: Amazon warehouse

City Council of Arvada,
My family has lived in three different houses in Arvada during the past 31 years. We moved recently to I am dismayed that Amazon wants to build a warehouse in a prime area of west Arvada, near treasured wildlife habitats along Ralston Creek and residential properties that were built to enjoy the beauty of the surrounding area.I have two adult children who work in supply management for different companies. Their companies' warehouses are nowhere near residential areas. There is a good reason for that zoning. Long term studies show that pollution is high in communities with warehouses and diesel trucks. Not only will the quality of life be affected by the noise and air pollution, a warehouse will add traffic in an already congested area at 64th and Indiana. Not one of my neighbors has told me that they think a warehouse close to 64th Ave is a good idea. Please listen to your constituents and help Amazon find an area that is not close to established residential property.
Thank you.
Bette Burkey

Sent from my iPad

--
Janet Newman
Administrative Assistant
City Clerk's Office
(720) 898-7549
jnewman@arvada.org



Scannell Properties, aka Project Indiana (Application #DA2020-01117) and Maple Valley Park Annexation (Application #DA2020-0118)

Brian Glover [REDACTED]

Fri, Feb 19, 2021 at 12:23 PM

To: "jbebo@arvada.org" <jbebo@arvada.org>

Dear Mr. Bebo-

My name is Brian Glover. I am an Arvada "native" who has lived in Arvada from the time I was 6 months old until now (63 years total). I have a lot of heritage in Arvada and my relatives are the Spano's (whom you may have heard of). My Grandfather and Grandmother Spano owned a celery and other produce farm in Arvada and my mother and her sisters were born in Arvada on that farm. My mother went to Arvada High school as did I and my siblings. I've lived in Olde Town Arvada, central Arvada and west Arvada. I currently live in west Arvada and have since 2002. I've seen a tremendous amount of growth in Arvada on the west side since moving here and I'm certain development will continue to be a regular occurrence. My hope is that we see "smart" and "sensible" development that is a good fit for the surrounding area.

I'm writing today to voice my concerns about the Scannell Properties (AKA Project Indiana and Maple Valley Park Annexation).

I do not believe that a large Amazon distribution center and warehouse is a good fit in the area being considered. There are many other individuals who live nearby that feel the same. Here, I list a variety of reasons why Amazon should not locate in this area:

- The development of that size is out of place within the surrounding area. It's a huge operation and will be operating 24/7 in a relatively quiet area near a park, open space and adjacent homes.
- Indiana street is incredibly busy now with traffic and may not be able to withstand a new large development that will see a huge increase of traffic coming off of and onto the street. The surrounding/adjacent streets will also see a tremendous increase in traffic that may not be able to support it.
- With increased traffic including large trucks transporting goods, and vans constantly in and out, maintenance of Indiana and adjacent roadways will need to be constant resulting in an increased cost to everyone that pays for road maintenance.
- The Ralston Creek Trail is in very close proximity to the proposed warehouse site and will be totally disturbed by having the Amazon facility functioning 24/7. This trail has historical significance to Arvada and should be respected and left as undisturbed as possible. Development should be considered that fits with the historical significance and character of that trail.
 - o This trail area is a habitat for many kinds of wildlife (birds –including owls and raptors, squirrels, bobcats, raccoons and more) and would be severely disturbed by a large warehouse and accompanying traffic, lights, noise and activity. Numerous trees will have to be removed to build the Amazon facility. This is an extremely negative thing for the creatures that now use them for living, mating, hiding, finding food and shelter. They will all have to relocate which should not be acceptable without an incredibly valid reason.
 - o The trail is used by numerous people every day for exercise, relaxation and nature viewing and would be negatively impacted by a large warehouse and accompanying traffic, lights and activity within close proximity.
- Amazon may wish to have a distribution area out on the west side of the Denver Metro area. Locating it in western Arvada may help them but would be negative for mostly everyone else. There are other areas to consider for such a large Amazon operation. Perhaps somewhere along I-76 in the already busy industrial area. It's only about 10 minutes away from the proposed Arvada site, meaning quick access to the west area. I'm certain that there are other possibilities for location as well.
- There is a shortage of restaurants in the west Arvada area meaning the potential lunch crowd of Amazon workers would not be handled efficiently. Where will these workers go to eat? What about that increased traffic at that time? Not everyone brings their lunch every day.
- Homeowners' property values nearby are bound to decrease after Amazon locates in the proposed site. After all, if someone wants a home, it's hard to imagine they would be satisfied living close to a huge, noisy industrial operation. As a result, the value of the home because of the area it's in, will logically decrease.

I'm certain that revenue potential should not be the overwhelming consideration for Arvada approving this project. Revenue streams can be identified and captured in other more reasonable development projects in the vicinity. It's critical that we are respectful to the people, animals and the accompanying ecosystem and habitat that has long had a presence in the area. It is not fair or equitable to suddenly have a large industrial neighbor like Amazon right next door that dominates all and sacrifices so much. Amazon is a huge corporation that can easily find another suitable location for development. They will not be negatively impacted if they cannot locate here but the people already here certainly will be if they do.

Thank you and please feel free to reach out to me to discuss any of this further.

Brian Glover

720-412-4734
[REDACTED]



CED Boards and Commission <cedboardsandcommission@arvada.org>

Project Indiana comments for March 16, 2021 meeting

1 message

Bill Kun

Tue, Mar 2, 2021 at 11:33 AM

To: cedboardsandcommission@arvada.org

After review of the Project Indiana project proposal I have the following comments-

One would be hard pressed to find a less appropriate developement for the site in question. The close proximity to the residential areas and adjacent greenbelt/trail is totaly in conflict with the proposed use. There will be high levels of traffic 24/7, (On an already overly congested Indiana) truck engines idling 24/7, back-up warnings going off 24/7. HVAC/airconditioning will run 24/7- try sleeping within earshot of that all summer long. And there will be high levels of parking lot lighting all night. For anyone living nearby it will be a nightmare.

Storm water run off will inevitably create pollution to the creek and tax the stormwater system. Regardless of engineering studies, it will happen. As a facility and operations manager for large sites I know this to be an almost universal constant.

In addition, the Ralston trail and greenbelt is an amenity which is irreplaceable to the residents of Arvada. Having such intense development next to it shows a complete lack of vision or understanding on why people chose to live in this area. It is the lack of intense commercial developement, trails and openness that attracts residents. There are far more valuable uses for this site than what is being proposed. This area should be given far more consideration as the asset it is, rather than just another spot for another commercial eyesore.

William Kunz
[8366 Noble Ct, Arvada](#)

Amazon Distribution Center

Beth Tannehill <[REDACTED]>
To: Jeremiah Bebo <jbebo@arvada.org>

Mon, Mar 22, 2021 at 4:37 PM

Dear Mr. Bebo, ,

I am writing to express my opposition to the Amazon Distribution Center proposed location off Indiana and 67th Streets in Arvada. After reading the Phase I Environmental Impact Report (prepared by Terracon in September of 2020) I have multiple concerns about the long-term safety for residents of the area if Amazon is allowed to build at this location.

My concerns, in part, are based on these conclusions in Terracon's report:

- The former presence of leaking underground storage tanks at 6730 Indiana Street.
- The reported presence of an historical landfill at a south-adjoining property
- The long-term maintenance operations, including historical use of a waste oil UST, which lacked adequate closure sampling, at the west-adjoining Arvada Fleet Maintenance Division facility.
- Likely use of PFAS-containing AFFF at the west-adjoining, Arvada Fire Protection District Training facility

According to Terracon's report: "Based on the scope of services, limitations, and conclusions ..., Terracon recommends conducting additional investigation.... If the client anticipates encountering groundwater in the down-gradient vicinity of the west-adjoining Arvada Fire Protection District Training facility as a result of redevelopment activities, Terracon recommends analyzing groundwater in that area for PFAS compounds to evaluatemanagement practices are warranted."

Per Amazon's own schematic, their plans create an entrance at Indiana Street directly across from the Arvada Fire Protection district Training Facility. This construction would potentially disturb the groundwater. I can find no information that an additional, more comprehensive, environmental study has been conducted. Has the groundwater been tested for PFA compounds? According the the U.S. Fish and Wildlife National Wetlands Inventory, Ralston Creek is a Riverine and is thus considered a wetlands area. As recent as 2013 the area flooded due to heavy rains and is considered a flood plain. There is a clear relationship between groundwater, wetlands and the flood plain in Ralston Creek. According to FEMA "Surface water, ground water, floodplains, wetlands and other features do not function as separate and isolated components of the watershed, but rather as a single, integrated natural system. Disruption of any one part of this system can have long-term and far-reaching consequences on the functioning of the entire system."

It is clear that additional information on potential hazards must be gathered before the City of Arvada and/or Jefferson County authorize any building at this location. It seems incumbent for city and county officials to thoroughly consider the health and safety of residents and the costs of disturbing the watershed before agreeing to any rezoning or building applications. For these reasons I believe that Amazon's rezoning request should be denied and that the proposed Amazon Distribution Center is better suited to a different location.

Sincerely,
Beth Lovering
7258 Kendrick Street
Arvada



Jeremiah Bebo <jbebo@arvada.org>

Proposed Arvada Distribution Center

Beth Tannehill <[REDACTED]>
To: "jbebo@arvada.org" <jbebo@arvada.org>

Mon, Feb 15, 2021 at 8:10 AM

Dear Mr. Bobo,

Hello, we are residents of Westwoods Estates, a neighborhood located at 72nd Avenue and Indiana Street. We are writing to express our opposition to Amazon's proposed Distribution Center in Arvada.

Although Amazon has several warehouses and distribution centers in Colorado, this is the only facility that would be located in a primarily residential area. All other Amazon facilities are within heavily industrialized commercial developments, such as the location in Colorado Springs which is to be built in an industrial complex next to the airport and the Amazon Fulfillment Center in Thornton. Why would Arvada or Jefferson County grant a zoning variance for a large distribution center which does not align with the residential and rural nature of the surrounding area and conflicts with Arvada's own 2018 Master plan for the location?

Here are several major reasons why we believe Amazon's request for a zoning variance to build at this location should be denied:

- * **Building Size:** Amazon's building will be +/- 112,000sf with a height of 44 feet, which is greater than the current 35 foot Arvada height limit code.
- * **Light Pollution:** The proposed development's 24/7 operation will generate considerable light pollution. Lights from the 1,500 sf parking lot will shine directly into homes on the north side of Ralston Creek, an area which is exclusively comprised of residential and rural properties.
- * **Noise Pollution:** Future drone operations proposed by Amazon will create noise pollution and negatively affect property values for local homeowners.
- * **Environmental Impact:** The proposed site provides no buffer to the Ralston Creek Trail, which is a habitat for a variety of wildlife. Construction on the project will remove numerous old growth trees, impacting local native species.
- * **Traffic:** Amazon's initial traffic study suggests at least an additional 1,400 trucks per day coming and going from the Distribution Center. Since there is no direct access to major highways from Indiana Street (as exists for all other Amazon facilities in Colorado) will these thousands of trucks travel on residential side streets to reach nearby Highways 93, 36 or C470? In addition, there will be surely be a few hundred truck and van drivers and drone operators coming and going from their homes in other parts of town to the facility. This will add even more traffic to an already congested Indiana Street, in effect turning it into a "highway" within our residential community.

Residents are drawn to this part of Arvada and Jefferson County for its rural feel. Our property is adjacent to a cattle ranch. Riders cross 72nd with their horses to walk through our neighborhood. Bobcats roam our streets with their kits. A 24/7 distribution center, bringing with it noise and light pollution as well as a significant increase in traffic noise from thousands of trucks, vans and drones is at odds with the rural feel of this area and will diminish our property values and quality of life. Therefore, we ask that you redirect Amazon to other, more appropriate nearby locations.

Sincerely,

2/16/2021

City of Arvada Mail - Proposed Arvada Distribution Center

Public Comment Submitted
Through March 31, 2021
Exhibit C

Scott and Beth Lovering
7258 Kendrick Street
Arvada, Colorado 80007



Jeremiah Bebo <jbebo@arvada.org>

Amazon Distribution Center in Arvada

Bryan Lindsey <[REDACTED]>
To: "jbebo@arvada.org" <jbebo@arvada.org>
Cc: michelle [REDACTED]

Sat, Feb 20, 2021 at 1:36 PM

Jeremiah Bebo,

We are residents of Westwoods Estates, a neighborhood located west of Indiana St. at 72nd Ave, and we are writing to express our opposition to Amazon’s proposed Distribution Center in Arvada.

Although Amazon has several warehouses and distribution centers in Colorado, this is the only facility that would be located in a primarily residential area.

All other Amazon facilities are within heavily industrialized commercial developments, such as the location in Colorado Springs which is to be built in an industrial complex next to the airport and the Amazon Fulfillment Center in Thornton which is right next to I-25.

Why would Arvada or Jefferson County grant a variance for a large distribution center which does not align with the residential and rural nature of the surrounding area and conflicts with Arvada's own 2018 Master plan for the location?

Here are the reasons why we STRONGLY believe Amazon’s request for a zoning variance to build at this location should be denied:

- **Building Size:** Amazon’s building will be +/- 112,000 square feet with a height of 45 feet. Did the Arvada City Council amend the long-standing code of 35 feet purely to accommodate Amazon or will we begin to see additional oversized commercial buildings in our residential/rural community?
- **Light Pollution:** The proposed development’s 24/7 operation will generate considerable light pollution. Lights from the 1,500 square foot parking lot will shine directly into homes on the north side of Ralston Creek, an area which is exclusively comprised of single-family homes.
- **Noise Pollution:** Future 24/7 drone flights proposed by Amazon will create noise pollution and negatively affect property values for local homeowners.
- **Environmental Impact:** The proposed site provides no buffer to the Ralston Creek Trail, which is a habitat for a variety of wildlife. Construction on the project will remove numerous old growth trees, impacting local native species.
- **Traffic:** Amazon’s initial traffic study suggests at least an additional 1,400 trucks per day will be entering and exiting the Distribution Center. Since there is no direct access to major highways from Indiana Street (as exists for all other Amazon facilities in Colorado) will these thousands of trucks travel on residential side streets to reach nearby Highways 93, 36 or C470? In addition, there will be surely be a few hundred truck and van drivers as well as drone operators coming and going from their homes in other parts of town to the facility. This will add even more traffic to an already congested Indiana Street, in effect turning it into a “highway” within our residential community.

My wife and I, and our neighbors, moved here to raise our family in the quiet suburbs of West Arvada. IF YOU allow this facility to be built in our neighborhood, with all its impacts mentioned above, you will be responsible for destroying the community culture we have fought to hard to preserve.

Would YOU want to raise your family, live or retire in a community with such noise and light pollution from drones and trucks continuously moving around your neighborhood?

We ask that you redirect Amazon to other heavy industrial developments and NOT build in our rural residential area.

Sincerely,

Bryan, Michelle, Sam & Ben Lindsey

7249 Kendrick St.
Arvada, CO 80007

February 21, 2021

Memorandum to:

Mayor Marc Williams
Councilmember Bob Fifer
Councilmember Dot Miller
Councilmember John Marriott
Councilmember David Jones
Planner Jeremiah Bebo

Re: Development Application #DA2020-0117 – Project Indiana

We have reviewed the documents related to this project and have some major concerns.

Impact on the roads and streets in Arvada.

As the proposed location is not located near a major highway, the 12-15 semi trucks which will go to the “distribution center” every night will have to take Ward Rd and 64th Avenue as an option. Both streets already have very heavy traffic which require maintenance and repair on them. The City and state are already overburdened with both. Unfortunately, the citizens of Arvada weren’t willing to increase a funding source for the maintenance and repair. Can either street handle so much increased traffic? We don’t think so.

If the option of using Indiana Street to get to a state highway is used, that will impact the already bumper to bumper traffic on the street all day long.

It looks like the proposed 3 entrances to the parking lot off of Fig Street is a suggested way for 12 semi trucks, 896 vans and 292 associates (employee) to get to the parking. This increase of traffic 24 hours a day will have an incredibly negative impact on the Hillcrest and surrounding neighborhoods, let alone 64th Ave. and whatever access used to get to 64th.

At a time when the City of Arvada is trying to implement a sustainability plan, adding the traffic 24/7 of hundreds of employees, vans for delivery and 12-15 semi-trucks only adds to the impact from fuel emissions and would be counter to any effort the City is making to have a sustainable city. As there is no public transportation to the site for hundreds of employees who do not live in adjoining neighborhoods, they will have to drive from other parts of the Denver Metro Area. This project contributes nothing to Arvada and causes much harm. It is a very poor location for a “distribution center” with so much traffic.

Annex property from Jefferson County and rezone to light industrial.

While we are not opposed to the annexation of the property and the rezoning to light industrial, we would question how this proposed Project Indiana with a distribution center and so much traffic fits the definitions of Industrial/Office -Light Industrial (Arvada Comprehensive Plan page 2-28), which discusses development that will minimally affect surrounding properties. The project also does not meet the definition of “Land for Employment Use” (Arvada Comprehensive Plan Policy ED 2.1). This policy targets industries that include medical, manufacturing, research and development, biomedical, energy, enabling technology and professional services. A warehouse and distribution center doesn’t fit either of these definitions or examples and impacts all the neighborhoods surrounding the project as well as the whole character of West Arvada.

We are strongly opposed to Project Indiana. We are sure that the City has other development options that would fit the various planning documents of the City.

Sincerely,

Wendy Brown
13813 W. 65th Drive
Hillcrest Neighborhood
Arvada

Lynn Brown
13684 W. 61st Circle
Wyndham Park Neighborhood
Arvada



CED Boards and Commission <cedboardsandcommission@arvada.org>

Project Indiana Distribution Center Development

2 messages

Benjamin Stanley [REDACTED]
To: jbebo@arvada.org, cedboardsandcommission@arvada.org

Wed, Feb 24, 2021 at 9:31 AM

Greetings Jeremiah and City of Arvada Officials,

Thank you for taking the time to illicit public comment regarding the proposed development of a 24/7 distribution center located on Indiana Street in Arvada.

As a neighbor and longtime resident of Arvada, I would like to express my strong opposition to this project in the proposed form. I chose to raise my two children in this neighborhood based on the quiet nature and access to walking trails and the mostly undisturbed viewshed of the foothills and North Table Mountain. This proposed distribution center is in direct conflict with the neighborhood values and the reason why residents moved here in the first place.

Traffic along 64th Avenue, Indiana and McIntyre has increased exponentially and is already congested and busy. The intersection at 64th and Indiana is constantly backed up and is the scene of constant MVAs. The addition of hundreds of semi truck trailers and vans going through the area will only serve to increase congestion, frustration, and dangers to the commuting public. The increase in traffic will drastically decrease the quality of life enjoyed by residents in the area, who are proud to call Arvada home.

I realize that this undeveloped parcel of land would likely be developed at some point. I am a wildlife biologist, and I have enjoyed the wildlife that frequent the area including Great Horned Owls, Red Tailed Hawks, Bald Eagle, Osprey, Bobcats, mule deer, coyotes, and even a mountain lion. Vital wildlife corridors such as these should be preserved whenever possible, however I understand that some will eventually be developed. Some functions of these valuable corridors can still be preserved with other development that does not include constant vehicular semi truck traffic, vans and unmanned aerial vehicles (UAVs). Development of the parcel to include constant traffic, light pollution and a massive parking lot will ensure that all wildlife, including the bald eagles that travel east from Arvada Reservoir will be driven out of the area permanently.

The other proposed development for the property, the mixed use development including commercial and residential space could be developed in a way that would both preserve the neighborhood home values, and allow for the wildlife (some federally protected species) to continue to inhabit the area and utilize the wildlife migration corridors. I believe this route would be a winning situation for everyone involved, City of Arvada included.

To be clear, I am in strong opposition of the proposed distribution center, in any form. I would however, be in strong support of the mixed use commercial and residential development of the area to include restaurants and local businesses. This area has very few options for dining, particularly within walking or biking distance. If the City of Arvada is looking to develop the area in a way that would increase tax revenue, provide services for residents, and increase home values while keeping the roadways quiet and safe, then either a vote of non-development, or the mixed use development is undeniable the correct choice for the residents that you represent.

Thank you for taking the time to read my email, and please make the decision that will support the sentiments of the City of Arvada residents and taxpayers.

Ben Stanley
Arvada

Jeremiah Bebo <jbe
To: Benjamin Stanley [REDACTED]
Cc: CED Boards and Commission <cedboardsandcommission@arvada.org>

Wed, Feb 24, 2021 at 10:12 AM

Good Morning Ben,

Thank you for your comments. I will make sure that they are added to the record.

Regarding the annexation and rezoning applications, a Planning Commission public hearing will be held virtually on March 16th and a City Council public hearings will be held later this spring. Public notice will be given as required by the Land Development Code.

Please utilize the [webpage](#) we have created on the City's website to obtain additional information on the project including links to the plans.

Best,

Jeremiah Bebo, AICP
He/Him/His
Planner II
Community & Economic Development
(720)898-7438
jbebo@arvada.org



[Quoted text hidden]



CED Boards and Commission <cedboardsandcommission@arvada.org>

Traffic study

2 messages

Bonnie Thompson <[REDACTED]>
To: cedboardsandcommission@arvada.org

Thu, Feb 11, 2021 at 4:24 PM

Concerns public meeting March 16, 2021.

I am writing in opposition to Scannell's Project Indiana to build an Amazon distribution center.

I believe the traffic study is flawed and does not accurately reflect this business's impact on traffic. The current traffic study does not include the impact of traffic to and from the proposed distribution center on Fig, the connector streets to Fig, or the impact on nearby residential streets. Limited access from Indiana and peak volumes in and out will force employees and delivery vans onto Fig and adjacent connector and residential streets. A realistic traffic study needs to include these streets and volumes.

Thank you,

Glenn and Bonnie Thompson
14336 West 69th Dr.
Arvada, CO 80004
[REDACTED]

Sent from my iPhone, B. P. Thompson

Sent from my iPhone, B. P. Thompson

CED Boards and Commission <cedboardsandcommission@arvada.org>
To: Bonnie Thompson <[REDACTED]>

Thu, Feb 11, 2021 at 4:47 PM

Hello Ms. Thompson,

We have received your comments for Project Indiana and will included them in the packet that is sent to the Commission, the packet will be available on March 11, 2021 and can be viewed [online](#). Due to the increase interest in the March 16th meeting, KATV will air the meeting on channel 8 and 880 as well as provide a live stream at www.arvada.org/live-stream. Please let me know if I can provide any other assistance to you.

Thank you,

CED Planning

[Quoted text hidden]

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Community and Economic Development

Desk: [720-898-7435](tel:720-898-7435)

E-Mail: cedboardsandcommission@arvada.org





Jeremiah Bebo <jbebo@arvada.org>

Fulfillment center

Brian Turner [REDACTED]
To: jbebo@arvada.org

Mon, Feb 1, 2021 at 1:28 PM

Jeremiah,

My name is Brian Turner and my home is at 7159 Devinney Ct. Arvada. Recently I have learned of a potential building sight for an Amazon fulfillment center that is 115'000 sq. ft. facility with over 800 delivery vans and 46 load bays to stock the facility. There is a reason that distribution centers of this size are not located in proximity of neighborhoods. The 24 hour 7 days a week traffic and activity at these facilities would destroy what we all are trying to support and build in West Arvada. We were drawn to this area to this area for the outdoor accessibility and condition of the neighborhoods. The investment that we have made into this community would take a very large negative hit if this plan were allowed to go through. Please reconsider and put yourself in our shoes.

Concerned citizen,

Brian Turner



Jeremiah Bebo <jbebo@arvada.org>

Amazon Facility

Christina Hatley [REDACTED]
To: "jbebo@arvada.org" <jbebo@arvada.org>

Sat, Mar 13, 2021 at 7:42 AM

Hello!

I wanted to voice my disapproval of the proposed Amazon facility. The proposed facility will negatively impact the area we live in on so many different levels. We do not need the additional traffic or noise. Is this a done deal? What can concerned citizens do to voice our disapproval?

Christina Stout Hatley
[REDACTED]
Spring Mesa Resident
--
Christina Stout Hatley
[REDACTED]



Jeremiah Bebo <jbebo@arvada.org>

Proposed commercial distribution site between Indiana St and Fig St

[REDACTED] <[REDACTED]>
Reply-To: "[REDACTED]"
To: "jbebo@arvada.org" <jbebo@arvada.org>

Tue, Feb 16, 2021 at 12:17 PM

Mr. Bebo,

You will hear plenty of legitimate reasons, from Maple Valley Park residents, why this annexation and rezoning is a poor and misconceived idea. Here is another reason from a Ralston Valley/Shadow Mtn. Park resident. Just across Indiana from this site is an industrial building that has been vacant for quite a while. It is already in an industrial area with the Jefferson County school district bus lot and City of Arvada streets division on the south. It would have no more impact on the local citizens than it already has. Why, in the name of common sense, wouldn't city and county officials look at this alternative rather than trying to disrupt hundreds of lives and lower all property values. So what, if it isn't as large a site. Your office should have some bright people in it, you can figure it out. It might cost more but the proposed company that will use this site is has plenty of money. The City has already allowed two new commercial warehouses to be built on Fig street with multiple bay doors for truck pickup/delivery. Now you want to add 1000 plus commercial and employee vehicles traveling the streets. This proposed annexation and rezoning should never get past your office.

Adamantly, Craig Johnson



Jeremiah Bebo <jbebo@arvada.org>

Amazon

Colleen Miller <[REDACTED]> Fri, Feb 12, 2021 at 3:22 PM

To: "cedboardsandcommission@arvada.org" <cedboardsandcommission@arvada.org>, "jbebo@arvada.org" <jbebo@arvada.org>, "nford@arvada.com" <nford@arvada.com>, "lsimpson@arvada.org" <lsimpson@arvada.org>, "jmarriott@arvada.org" <jmarriott@arvada.org>, "djones@arvada.org" <djones@arvada.org>, "dmiller@arvada.org" <dmiller@arvada.org>, "bfifer@arvada.org" <bfifer@arvada.org>, "mwilliams@arvada.org" <mwilliams@arvada.org>

I am writing in **opposition** to Scannell's Project Indiana to build an Amazon distribution center.

1st - This is not what we the residents want of Arvada. I realize the Pro Growth stance that the city takes but this is just too much!! Roads are not maintained with existing increased traffic from additional housing built. This will only make road maintenance worse AND will NOT add to Quality of Life in Arvada.

2nd - I believe the traffic study is flawed and does not accurately reflect this business's impact on traffic. The current traffic study does not include the impact of traffic to and from the proposed distribution center on Fig, the connector streets to Fig, or the impact on nearby residential streets. Limited access from Indiana and peak volumes in and out will force employees and delivery vans onto Fig and adjacent connector and residential streets. A realistic traffic study needs to include these streets and volumes.

The current traffic studies only estimate 1,352 daily trips and underestimates the daily trips by a factor of three, since it does not account for 292 building employees and the 896 van drivers—a total of 4,168 trips per day

- 292 building employees making a trip in and a trip out = 584 daily trips
- 896 van drivers making a trip into work and out of work = 1,792 daily trips
- 896 van drivers making a delivery trip out of the premises and a delivery trip returning to the premises = 1,792 daily trips
- An acceptable traffic study needs to include realistic estimates.

The current traffic study does not include the impact of traffic to/from Fig and the connector streets to Fig or the impact on nearby residential streets

- Limited access from Indiana and peak volumes in/out will force employees and delivery vans onto Fig and adjacent connector streets and residential streets
- A realistic traffic study needed to include these streets and volumes.

Colleen Miller
6507 Quaker Ct
[REDACTED]



Jeremiah Bebo <jbebo@arvada.org>

Amazon !!

Colleen Miller <[REDACTED]> Sat, Mar 13, 2021 at 3:25 PM
To: "mwilliams@arvada.org" <mwilliams@arvada.org>
Cc: "cedboardsandcommission@arvada.org" <cedboardsandcommission@arvada.org>, "jbebo@arvada.org" <jbebo@arvada.org>, "lsimpson@arvada.org" <lsimpson@arvada.org>, "jmarriott@arvada.org" <jmarriott@arvada.org>, "djones@arvada.org" <djones@arvada.org>, "dmiller@arvada.org" <dmiller@arvada.org>, "bfifer@arvada.org" <bfifer@arvada.org>, "nford@arvada.org" <nford@arvada.org>

It’s Amazon rather than the less confrontational “Project Indiana”. Call it what it is.

I realize it would be improper for Council to respond but here’s another email to add to the “packet”.
The traffic study guy could not say who paid for the traffic study he did but later referred to “WE” when talking about having the vans and employees enter and leave following a specific route. His study is highly suspect given the pandemic and traffic patterns over the last one year.
Of the 4 hour call, a whooping 20 minutes was allowed for Maple Valley’s time to the point of calling “1 minute left” while the PR spin from Amazon continued for **hours** to present the Kool Aid to be consumed by Arvada (or pronounced another way by one of the Amazon talking heads who cares so much about our community he couldn’t be bothered to know how to say Arvada).
The call was not open and transparent and clearly was delayed for 2 weeks while a PR firm could work their magic and control the entire call. It was scripted and constrained.
This will not enhance life in Arvada! It does nothing to help any Arvada Small Business.
We do not need their 1000 employees (their number for a 6 week+ seasonal spike) nor the 12+ semi’s per night nor 500-600 daily vans (again - their numbers) and the traffic, congestion, noise and pollution brought by all that. Common sense tells a rational person these numbers do not correspond with the numbers and low traffic impact that was presented by the Traffic guy.
As for job opportunities for Arvada citizens, when asked, Amazon could not even say what the retention rate of employees is (Really????! Every large company knows that and Mega Amazon certainly knows it too).

Bottom line - Still NO! And for my part I will NEVER buy another thing from Amazon.
I will be highly disillusioned should the Arvada City Council (and Jeffco for their part) allow this monstrosity to intrude on our lives and already changing community.
Arvada seems to want to be the Aurora of the west side. Stop it!

Colleen Miller
6507 Quaker Ct
[REDACTED]

On Fri, Feb 12, 2021 at 3:22 PM Colleen Miller <colleenmil@msn.com> wrote:

I am writing in opposition to Scannell’s Project Indiana to build an Amazon distribution center.

1st - This is not what we the residents want of Arvada. I realize the Pro Growth stance that the city takes but this is just too much!! Roads are not maintained with existing increased traffic from additional housing built. This will only make road maintenance worse AND will NOT add to Quality of Life in Arvada.

2nd - I believe the traffic study is flawed and does not accurately reflect this business’s impact on traffic. The current traffic study does not include the impact of traffic to and from the proposed distribution center on Fig, the connector streets to Fig, or the impact on nearby residential streets. Limited access from Indiana and peak volumes in and out will force employees and delivery vans onto Fig and adjacent connector and residential streets. A realistic traffic study needs to include these streets and volumes.

The current traffic studies only estimate 1,352 daily trips and underestimates the daily trips by a factor of three, since it does not account for 292 building employees and the 896 van drivers—a total of 4,168 trips per day

- 292 building employees making a trip in and a trip out = 584 daily trips
- 896 van drivers making a trip into work and out of work = 1,792 daily trips
- 896 van drivers making a delivery trip out of the premises and a delivery trip returning to the premises = 1,792 daily trips
- An acceptable traffic study needs to include realistic estimates.

The current traffic study does not include the impact of traffic to/from Fig and the connector streets to Fig or the impact on nearby residential streets

- Limited access from Indiana and peak volumes in/out will force employees and delivery vans onto Fig and adjacent connector streets and residential streets
- A realistic traffic study needed to include these streets and volumes.

Colleen Miller
6507 Quaker Ct
303-246-6735



Jeremiah Bebo <jbebo@arvada.org>

Amazon Distribution Center West Arvada

Carol Tveitmoe [REDACTED]
To: Jbebo@arvada.org

Wed, Feb 3, 2021 at 6:23 AM

Mr. Bebo,

I am writing as a Citizen and Native of Arvada for over 62 years and currently own a home and live in West Arvada Whisper Creek subdivision. My opposition is in regards to the proposed Amazon Distribution Center at 66th and Indiana. In addition, I have a daughter who is a Manager employed at one of the local Amazon Distribution Centers so I am familiar with the Distribution Centers.

The size and operation of this large development and it being a 24/7 operation is going to negatively impact residents in the West Arvada home developments as well as the Wildlife surrounding. Commercial operations of this magnitude should not be put in the middle of a residential neighborhood. It does not meet the current character or culture of this area. Indiana is already stressed with high traffic volume especially at the intersection of 64th and Indiana and to add more high volume traffic from the Distribution Center is unreasonable. I had read whereby a project traffic study was completed during the Covid lockdown so it is highly inaccurate.

I am also very concerned about the height of the building 44' not meeting Arvada's code of 35' as well as the lighting 24/7 and the noise created by a very large industrial building. It seems like we just went through this with the City Council and planners for the development of storage units in West Arvada. The development of these businesses in the middle of residential areas just does not make sense. It is not good for the people of West Arvada! In my opinion these sites should be away from residential homes.

It is my hope that you will listen to all the concerns about this Amazon Distribution Center development and make good and thoughtful decisions about building a very large commercial project in our communities. We moved to West Arvada for a reason and it was not this.

Sincerely,
Carol Tveitmoe



CED Boards and Commission <cedboardsandcommission@arvada.org>

RE: Public Hearing March 16, 2021/ opposition to Amazon warehouse

1 message

Deborah Guiducci

Fri, Feb 26, 2021 at 10:56 AM

To: "cedboardsandcommission@arvada.org" <cedboardsandcommission@arvada.org>, "jbedo@arvada.org" <jbedo@arvada.org>, "nford@arvada.org" <nford@arvada.org>, "lsimpson@arvada.org" <lsimpson@arvada.org>, "jmarriott@arvada.org" <jmarriott@arvada.org>, "djones@arvada.org" <djones@arvada.org>, "dmiller@arvada.org" <dmiller@arvada.org>, "bfifer@arvada.org" <bfifer@arvada.org>, "mwilliams@arvada.org" <mwilliams@arvada.org>
Cc: Deborah Guiducci <dguiducci@guiduccilaw.com>

Dear Arvada City Council Members:

I am vehemently opposed to the proposed Amazon Warehouse located off of Indiana close to 64th Avenue. I live in Maple Valley and I walk my dog daily on the Ralston Valley Trail and thru the Maple Valley Park. I am very concerned about the 24 hour traffic at this proposed Amazon Warehouse sight. The other warehouses in this area do not have 24 hour operations nor do they have this extreme amount of traffic. I believe that the traffic studies that you have conducted are inaccurate and that if employees are included, the number of trips going in and out of this facility will be close to 4200 vehicles per day. I do not want the traffic congestion, light pollution, and noise from this type of facility to ruin my peaceful use and enjoyment of the Ralston Valley Trail, the Maple Valley Park and my home in Maple Valley. Amazon also wants to start using drones. I absolutely do not want drones flying over my house multiple times per day which would again interfere with my peaceful use and enjoyment of my house. This proposed Amazon Warehouse will undoubtedly hurt my home values because of the constant light pollution, noise, drones, and traffic congestion. This is not the area of Arvada to place this kind of facility and this high traffic, 24 hour warehouse is not consistent with the other businesses in the area.

I believe that this parcel of land in Arvada would be more beneficial to area residents if it was turned into an area with small restaurants and shops that is walkable. We desperately need more restaurants in this area of Arvada and this would benefit both the City of Arvada with increased tax revenues, while at the same time increasing our home values in the area and being an attractive place for the community to gather.

If you persist in your approval of this Amazon Warehouse at this location, I hope that you make Amazon 1) improve the roads and traffic lights to handle 4200 vehicles per day; 2) make Amazon install a large dense grouping of tall blue spruce to act as a buffer for sound and light pollution; 3) prohibit Amazon from using ANY drones at this location; 4) change the access patterns so that Amazon traffic is forced to enter and exit on Indiana only to avoid having 4200 vehicles go through the neighborhoods.

I hope that you vote against any proposed measures including rezoning, which would enable Amazon to build a Warehouse in this location.

Sincerely,

Deborah K. Guiducci**14239 W. 69th Place****Arvada, CO 80004**



Jeremiah Bebo <jbebo@arvada.org>

Amazon distribution facilities and Community Involvement

dave [REDACTED] <[REDACTED]>

To: Jeremiah Bebo <jbebo@arvada.org>

Tue, Mar 23, 2021 at 2:34 PM

Dear Mr Bebo,

Thank you for the courtesy of reply.

Suffice it to say I place little faith that community voice will ever be heard given their weak voting drive and the strong presence of real estate professionals in the City Council.

Arvada isn’t what we moved back into 30 years ago. It’s looking more and more like “Generic Overbuilt Suburb USA,” with green space gone (not everyone should be entitled to zoning changes to develop their land), strip malls with vacancies for decades (Builders Square and Home Depot lease buyouts) while the City pays to move Carpet Exchange for Costco (when does their tax deferral end?), residents complaining about being next to dumps (or plutonium trigger factories, on top of coal mines, in river drainage, etc), new developments need only build a turning pocket or get the City to subsidize roadways (who’s paying for those bonds?), traffic (most daylight hours it’s 20 mins to get across town), brownouts and blackouts, construction dust (Candellas - maybe Cesium too!), landfill debris (polyester fiberfill in our yard apparently from Republic mattress recycling miles west of us), water that used to be fresh but now tastes like pool water with all the chloramine, and excessive reliance upon builder self-inspection (fox guarding henhouse, which I and my neighbors are still paying to correct).

Finally, Arvada has an excessive reliance upon PUDs. It’s in public literature, journals, and in my own anecdotal observations from decades as a board member at two associations. PUDs drive residential spite, anger, and indifference - individual (“it’s my property so I can do what I want”) or electoral (“the city’s not involved in my neighborhood so no one I vote for really cares what happens here”). They may save a few admin dollars but HOA enforcement pits neighbor against neighbor, rather than against an amorphous “City Hall.” This indifference means people don’t look out for each other, and that gives criminals a place to breed.

Like that Boulder criminal.

IMHO.

Kind regards,
Dave Knutson
[REDACTED]

On Mar 23, 2021, at 9:25 AM, Jeremiah Bebo <jbebo@arvada.org> wrote:

City Council

Indiana Amazon project

David Trumb|[REDACTED]

Thu, Mar 11, 2021 at 2:27 PM

Reply-To: David Trumb <[REDACTED]>

To: "jbebo@arvada.org" <jbebo@arvada.org>

David Trumbo, OD
[REDACTED]
[5823 Cole Way, Arvada](#)

- Concerned about the Indiana Amazon Project.
Some quick points
1. A project that should have easy freeway access
 2. Indiana and the parkway have yet to be upgraded, finished or even started or built.
 3. Will there be easy access in the future to properly engendered roadways leading to freeway access to avoid traffic through residential?
 4. Impact on local residential quality of life.
 5. Possible future lawsuits if there is an impact on residential neighborhoods.
 6. Amazon has enough money to purchase land close to 36 or 50.

These are some of the questions I had when Arvada started Candelas and Leydon Rock. I always wondered why the county and city allowed suck large scale projects before improving the infrastructure? Now, once many familues live in these areas it makes it more difficult.

I lived in orange county california for several years and developments weren't allowed until the infrastructure was in place first. Libby Szabo would tell me it's all about the money. I can't believe there isn't enough new money coming from these developments.

Just some food for thought

[Sent from Yahoo Mail on Android](#)
[Sent from Yahoo Mail on Android](#)



Jeremiah Bebo <jbebo@arvada.org>

Project Indiana

Diane Vliem <[REDACTED]>

Sun, Feb 14, 2021 at 12:43 PM

To: mwilliams@arvada.org, jbebo@arvada.org

Two negative impacts need to be avoided to keep Arvada attractive to home and business.

1. Protect the meager amount of park space Arvada can enjoy! Studies increasingly show the health benefits of outdoor and natural spaces. It would be a shame on Arvada, to reduce any dedicated land for parks. Arvada has a long held reputation of, "never seeing a developer it didn't like". Change that, and **protect our open space and park land!**

2. The gross **negative impact of traffic and air pollution on Indiana**. Indiana historically was a pleasant drive through fruit farms, equestrian centers, creek and cottonwoods. To keep attracting residential and business interests in Arvada, PROTECT what we love.

Arvada now has clout to stand up to mega corporations and protect the standard of quality in our beloved city.

Please do your diligence in protecting our parks, air quality, and reduce traffic on Indiana St.

Diane Vliem
13985 W. 84th Pl.
Arvada, CO 80005



CED Boards and Commission <cedboardsandcommission@arvada.org>

Opposition to Amazon 24 hour warehouse

3 messages

Ed Guiducci [REDACTED]

Mon, Mar 1, 2021 at 10:19 PM

To: "cedboardsandcommission@arvada.org" <cedboardsandcommission@arvada.org>, "jbedo@arvada.org" <jbedo@arvada.org>, "nford@arvada.org" <nford@arvada.org>, "lsimpson@arvada.org" <lsimpson@arvada.org>, "jmarriott@arvada.org" <jmarriott@arvada.org>, "djones@arvada.org" <djones@arvada.org>, "dmiller@arvada.org" <dmiller@arvada.org>, "bfifer@arvada.org" <bfifer@arvada.org>, "mwilliams@arvada.org" <mwilliams@arvada.org>

Dear Arvada City Council Members:

I am a resident of Arvada and am very opposed to the City of Arvada permitting Amazon to build a 24 hour facility off of Indiana and North of 64th Avenue. I live near-by and my family and I use frequently use the Ralston Valley Trail and Maple Valley Park. I am very concerned about the 24 hour traffic at this proposed Amazon Warehouse sight. The other warehouses in this area do not have 24 hour operations nor do they have this extreme amount of traffic. I believe that the traffic studies that you have conducted are inaccurate and that if employees are included, the number of trips going in and out of this facility will be close to 4200 vehicles per day. I do not want the traffic congestion, light pollution, and noise from this type of facility to ruin my peaceful use and enjoyment of the Ralston Valley Trail, the Maple Valley Park and my home in Maple Valley. Amazon also wants to start using drones. I absolutely do not want drones flying over my house multiple times per day which would again interfere with my peaceful use and enjoyment of my house. This proposed Amazon Warehouse will undoubtedly hurt my home values because of the constant light pollution, noise, drones, and traffic congestion. This is not the area of Arvada to place this kind of facility and this high traffic, 24 hour warehouse is not consistent with the other businesses in the area.

I believe that this parcel of land in Arvada would be more beneficial to area residents if it was turned into an area with small restaurants and shops that is walkable. We desperately need more restaurants in this area of Arvada and this would benefit both the City of Arvada with increased tax revenues, while at the same time increasing our home values in the area and being an attractive place for the community to gather.

If you persist in your approval of this Amazon Warehouse at this location, I hope that you make Amazon 1) improve the roads and traffic lights to handle 4200 vehicles per day; 2) make Amazon install a large dense grouping of tall blue spruce to act as a buffer for sound and light pollution; 3) prohibit Amazon from using ANY drones at this location; 4) change the access patterns so that Amazon traffic is forced to enter and exit on Indiana only to avoid having 4200 vehicles go through the neighborhoods.

I hope that you vote against any proposed measures including rezoning, which would enable Amazon to build a Warehouse in this location.

Ed Guiducci

14239 W. 69th Place

Arvada, Colorado 80004

Marc Williams

ms@arvada.org>

Tue, Mar 2, 2021 at 11:10 AM

To: Ed Guiducci

Cc: "cedboardsandcommission@arvada.org" <cedboardsandcommission@arvada.org>, "jbedo@arvada.org" <jbedo@arvada.org>, "nford@arvada.org" <nford@arvada.org>, "lsimpson@arvada.org" <lsimpson@arvada.org>, "jmarriott@arvada.org" <jmarriott@arvada.org>, "djones@arvada.org" <djones@arvada.org>, "dmiller@arvada.org" <dmiller@arvada.org>, "bfifer@arvada.org" <bfifer@arvada.org>

Ed, thank you for your email. As this matter will potentially come to the City Council for a quasi judicial hearing, it would be improper for Councilmembers or myself to comment on this matter at this time. If we have that hearing, it is important that we consider all of the evidence, including emails such as yours, the applicant's presentation, staff report, and public testimony before we voice our opinions and vote on our decision.

Marc Williams**Mayor****work: (303) 424-4486****cell: (720) 935-4979**mwilliams@arvada.org

[Quoted text hidden]

CED Boards a

ardsandcommission@arvada.org>

Wed, Mar 3, 2021 at 11:44 AM

To: Ed Guiducci

Hello,

Due to technical issues with the neighborhood meeting scheduled for February 25, 2021, the applicant has requested that the public hearing be moved to the Planning Commission meeting scheduled for April 20, 2021. Your comments have been received and will be included in the packet that is sent to the Commission, the packet will be available on April 15, 2021 and can be viewed [online](#). Due to the increase interest in the April 20th meeting, KATV will air the meeting on channel 8 and 880 as well as provide a live stream at www.arvada.org/live-stream. More information about the project can be found online at <https://arvada.org/business/development-in-arvada/project-indiana>.

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Community and Economic Development

Desk: 720-898-7435

E-Mail: cedboardsandcommission@arvada.orgOn Mon, Mar 1, 2021 at 10:19 PM Ed Guiducci <ed@guiduccilaw.com> wrote:

[Quoted text hidden]

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Community and Economic Development

3/3/2021

City of Arvada Mail - Opposition to Amazon 24 hour warehouse

Public Comment Submitted
Through March 31, 2021
Exhibit C

Desk: 720-898-7435

E-Mail: cedboardsandcommission@arvada.org

[Quoted text hidden]



Jeremiah Bebo <jbebo@arvada.org>

Opposition: Proposed Arvada Amazon

Ethan Steinberg <[REDACTED]> Wed, Mar 10, 2021 at 6:16 PM
To: jbebo@arvada.org, cokeefe@jeffco.us, nford@arvada.org, lsimpson@arvada.org, jmarriott@arvada.org, djones@arvada.org, dmiller@arvada.org, bfifer@arvada.org, mwilliams@arvada.org

Hello,

I saw the story in the [Denver Post](#) about an Amazon warehouse being built off of Indiana.

As a nearby neighbor to the proposed site (my partner and I live in the Lamplighter Neighborhood) I strongly object to the zoning being redone to allow for such a large facility.

- We love walking the Ralston Creek Trail and have seen many animals there given the natural habitat for the many beautiful birds and other types of wildlife on the path. Adding industrial buildings will disrupt the remaining natural ecosystem and remove any remaining ecological value left in the area.
- We've already seen a steady increase in local traffic. Increasing commercial traffic would be a clear negative impact on our daily lives and would make our streets more crowded. Amazon's own traffic study estimates the site will generate 1,352 daily vehicle trips on weekdays.
- There are negative impacts for increased particulates/greenhouse gas (GHG) emissions due to the increased traffic. Amazon's presence will add pollution and increase localized GHG emissions, given that semi-trucks are not yet electric and the fleet of Amazon trucks is not fully electrified.

I run an Arvada-based business that focuses on supporting farmers to sequester carbon, increase biodiversity and build soil health. It is frustrating that my local community would approve the type of industrialization that quite literally drives the negative impacts that my business works so hard to combat.

The Denver Post article mentioned the [West Arvada Arts & Culture development proposed in 2018](#). What happened to that? With the addition of so many homes in the Candellas area and west of us in Golden, I believe like a "West Side Olde Town" would do well! Loki brewery and Red Barn coffee are already staples for us. We'd love to see more small businesses thrive in Arvada, especially as more and more people move into homes here.

Please let me know if I can provide any other information that would help you to make up your mind regarding the obvious choice to oppose the Amazon development, and focus on a more sustainable & locally-owned thriving community.

Thank you,

Ethan

PS. I am excited about the unified trash service option coming this year. I believe that encouraging our citizens to recycle is a very good thing.

Ethan Steinberg
[REDACTED]



Jeremiah Bebo <jbebo@arvada.org>

OPPOSITION TO PROJECT INDIANA

Laura Fukui <[REDACTED]>
To: jbebo@arvada.org

Mon, Feb 1, 2021 at 11:46 AM

A distribution center (presumably Amazon) with 24/7 operations is not compatible with the adjacent open space and residential use and will have a negative impact on wildlife, residents, and property values in the area.

The traffic congestion from nearly 1,000 vans in and out all day and 12-15 semi-trucks delivering all night will negatively impact the surrounding area and quality of life for nearby residents and wildlife. The light and noise pollution from a 24/7 operation will have a huge negative effect on the nocturnal wildlife that use Maple Valley Park as their habitat, especially the great horned owls that nest in the large growth trees in the area. There are a multitude of wildlife species that use Maple Valley Park and the surrounding area as habitat that need to be protected as well as the water quality of Ralston Creek.

We envision a development smaller in nature with small businesses or offices that serve the neighborhood such as locally owned restaurants, real estate companies, professional offices, coffee shops, wellness centers, retail clothing boutiques, art galleries, and antique stores, etc.

Sincerely,

Laura and Bill Fukui



CED Boards and Commission <cedboardsandcommission@arvada.org>

Proposed Amazon Warehouse

2 messages

GERRARD COELHO [REDACTED]

Sat, Feb 13, 2021 at 12:08 PM

To: "cedboardsandcommission@arvada.org" <cedboardsandcommission@arvada.org>, "djones@arvada.org"

<djones@arvada.org>

Cc: WFP POA [REDACTED]

SUBJ: Project Indiana - City of Arvada

We, Gerrard and Lorna Coelho, reside in Wild Flower Ponds, less than 1/2 mile south of this proposed development.

Our house backs to 64th Avenue. Our main and primary concern is the volume of traffic both into and out of this warehouse, annoying noise and light pollution. We already have this by the surrounding restaurants and shops across from our house. The red neon lights come directly into our bedrooms. We are fearful that this project will make it worse than what it is currently.

Just recently we were subjected to unwanted heavy trucks, noise such as back-up alarms, loading and unloading of dirt, equipment and materials including bright lights throughout the night and until 2:30 a.m. from the gas line project at W. 64th & Indiana. Our neighbors and we certainly want to ensure that we are not subjected to a similar intolerable annoying situation for as long as we live in this neighborhood.

We understand the warehouse will be 44Ft high covering 112,000 SF, 21 truck docks, 60 van staging parking spaces, 60 van loading parking spaces, 402 associate parking spaces, 12 trailer parking spaces. 983 parking spaces for vans operating with 2 daily shifts. 1.966 vans in and out DAILY, 12-15 semi- trucks delivering every night of the week.

Outbound from the warehouse in the morning rush hour will be 283 delivery vans, (from Traffic Report) with 1,352 daily vehicle trips anticipated. Some headed north, but most likely the majority of them will head south, towards the greater number of homes. This traffic will have to go through a congested signalized tee intersection. All this reversing in the afternoon/evening as the vans make their way back to the warehouse as they complete their deliveries.

The nearest freeway via CO 72 as it zigzags down Indiana, W. 64th and Ward Road to Interstate 70 to the proposed project site is approximately 4 miles. Large trucks including semi-trucks providing supplies, etc., to the warehouse will likely use this route.

We are extremely concerned about the noise generated by equipment at the proposed site. We can hear the back-up alarms at our home when the street department is loading sand trucks (across Indiana St. from this development) in the middle of the night and early morning during a snow event. We anticipate that the back-up alarms on the delivery trucks and vans will also penetrate the air throughout the day and night. **With the number of vehicles at the site, this will be an ongoing intolerable noise and irritation. Both of us have underlying serious health issues and this would definitely jeopardize it more adversely.**

A distribution center (presumably Amazon) with 24/7 operations is not compatible with the adjacent open space and residential use and will have a negative impact on wildlife, residents and property values in the area. The existing Arvada zoning just to the east of the project is light industry. While

there are warehouses in this area, the traffic they generate does not compare to what this proposed project will generate.

We are requesting that this project **should not be approved** based on the location and the homes that surround it. We moved to Arvada for its environment and safety. We hope it will remain that way.

Thank you for your consideration and support.

Regards,
Gerrard Coelho

CED Boards and Comm

mission@arvada.org>

Tue, Feb 16, 2021 at 1:12 PM

To: GERRARD COELHO [REDACTED]

Cc: "djones@arvada.org" <djones@arvada.org>, WFP POA <wfppoa@gmail.com>

Your comment has been received, thank you.

[Quoted text hidden]

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Community and Economic Development

Desk: [720-898-7435](tel:720-898-7435)

E-Mail: cedboardsandcommission@arvada.org



Submitted via Google form CED Public Comment Sign Up

First and Last Name: Geoff Jordan

Address: 6930 Wier Way

Written Comments on: Amazon Warehouse

Comments Submitted to: Planning Commission

In Opposition

Strongly opposed to the proposed Amazon distribution facility in west Arvada off Indiana Road.

There is too much traffic in the area already. The roads are already a mess. The lights are already tedious. This proposal will thousands of full sized semitrailer and delivery vans and make West Arvada impossible to navigate.

Full sized semis turning from McIntyre to 64th to Indiana will cripple all those intersections.

It's a stupid idea and I can't believe anyone in Arvada City Government would endorse it. There is zero net benefit to Arvada. Stop growing and start doing a better job of managing the existing problems. If you want a 'jobs center' to increase the City's tax revenues, this is NOT it.



Jeremiah Bebo <jbebo@arvada.org>

Protect Maple Valley Park and surrounding neighborhoods in Arvada

Gary Tenhulzen
To: "jbebo@arvada.org" <jbebo@arvada.org>

Fri, Mar 12, 2021 at 2:25 PM

Dear Mr. Bebo:

I am writing in opposition to Scannell’s Project Indiana to build an Amazon distribution center. After listening to the Zoom Conference call with representatives from Amazon and Scannell Properties last night, two major negative impacts have me very concerned about our Arvada neighborhood.

- I believe the traffic study is flawed and does not accurately reflect this business’s impact on traffic. The current traffic study does not include the impact of traffic to and from the proposed distribution center on Fig Street, the connector streets to Fig, or the impact on nearby residential streets. The traffic engineer's explanations last night during the Zoom conference call did not address/answer these concerns. Limited access from Indiana and peak volumes in and out will force employees and delivery vans onto Fig and adjacent connector and residential streets. He stated this can be a controlled access street. I am not convinced. A realistic traffic study needs to include these streets and volumes.
- This proposed major industrial 24 hour a day, 7 day a week distribution center with 220 route trucks and 12 large semi-trailer deliveries during normal periods (in bound during the night hours, outbound during the day) and 530 route trucks and 42 large semi-trailer during holiday periods will be devastating to the quality of life, environment, and wildlife in this portion of Arvada. My house will be very close to the retention pond on the northeast corner of their development, near the Ralston Creek trail. The odor from this pond, the noise and unsightly views of the huge parking lot will be unwelcome.

I recognize the importance of commercial/light industrial businesses in Arvada to generate revenue for the City and provide good paying jobs for the community. However, this location for an Amazon logistics center is not the solution. Many other sites within the city limits offer a more suitable location for this around the clock, high volume traffic business that will be within 300 yards of neighborhood homes and their families.

I have lived in Arvada for almost 40 years and cherish the open spaces, wildlife, and quality of life this offers us. And I have been fortunate enough to live in Maple Valley for over 29 years and have been grateful to enjoy seeing the ducks, hawks, owls, foxes, bobcats, deer and even coyotes that have lived among us here along Ralston Creek and Maple Valley Park. All will be negatively impacted if this distribution center is approved.

Thank you.

Gary Tenhulzen
14249 W 69th Place
Arvada, CO 80004
[Redacted]



Jeremiah Bebo <jbebo@arvada.org>

Opposition to project on Indiana

Heidi Burtoni [REDACTED]

Fri, Feb 5, 2021 at 3:05 PM

To: jbebo@arvada.org, cokeefe@jeffco.us, nford@arvada.org, lsimpson@arvada.org, jmarriott@arvada.org, djones@arvada.org, dmiller@arvada.org, bfifer@arvada.org, mwilliams@arvada.org

Hello Arvada City Council, Mr Mayor, and Planning Deptment

This email is to state that I oppose the potential development of an Amazon or like company along the east side of Indiana in West Arvada.

I feel this would be a very disruptive business for our area. Currently I walk the area most days and enjoy the natural feel and wildlife of the area. Traffic has certainly increased in the past few years and this will add even more.

I do realize that this area is zoned light commercial, rezoning it to house a gigantic warehouse with delivery vehicles, employee autos and large semi trucks is not what is needed in the area. It seems that warehouse delivery buildings, like the one in Thorton, are in areas that do not affect residential homeowners property values or lifestyles.

Please listen to and consider the area neighbors in regards to this matter.

Thank you in advance,

Heidi Burtoni



Jeremiah Bebo <jbebo@arvada.org>

oppose a distribution center on 66th near Indiana

Heidi Frisch [REDACTED] Tue, Feb 16, 2021 at 2:06 PM
To: "jbebo@arvada.org" <jbebo@arvada.org>, "cokeefe@jeffco.us" <cokeefe@jeffco.us>, "nford@arvada.org" <nford@arvada.org>, "lsimpson@arvada.org" <lsimpson@arvada.org>, "jmarriott@arvada.org" <jmarriott@arvada.org>, "djones@arvada.org" <djones@arvada.org>, "dmiller@arvada.org" <dmiller@arvada.org>, "mwilliams@arvada.org" <mwilliams@arvada.org>, "bfifer@arvada.org" <bfifer@arvada.org>

I am not going to call, as I am sure with the Next Door post you hear from plenty. Our pollution is bad already. Please do not open another center. We already have one going in Broomfield and have two that already exist. Let's try to keep Arvada nice and pollution reduced.

Heidi Frisch
Arvada, CO.



March 16 Planning Commission Meeting-Project Indiana/Scannell Property and Amazon Distribution Center

1 message

Jacqui Ainlay-Conley [REDACTED] >
To: cedboardsandcommission@arvada.org

Wed, Feb 24, 2021 at 6:17 PM

Dear Planning Commissioners:

I am writing in opposition to Scannell's Project Indiana to build an Amazon distribution center.

I believe the traffic study is flawed and does not accurately reflect this business's impact on traffic. The current traffic study does not include the impact of traffic to and from the proposed distribution center on Fig, the connector streets to Fig, or the impact on nearby residential streets. Limited access from Indiana and peak volumes in and out will force employees and delivery vans onto Fig and adjacent connector and residential streets. A realistic traffic study needs to include these streets and volumes.

Thank you,

Jacqui Ainlay-Conley

6967 Gardenia Ct, Arvada, CO 80004





Jeremiah Bebo <jbebo@arvada.org>

Fwd: Amazon Distribution Hub

Ryan Stachelski <rstachelski@arvada.org>
To: Jeremiah Bebo <jbebo@arvada.org>

Mon, Feb 1, 2021 at 2:48 PM

Please add this to the project file as part of the public comments.

----- Forwarded message -----

From: **Judy Bohling** [REDACTED] >
Date: Mon, Feb 1, 2021 at 2:46 PM
Subject: Fwd: Amazon Distribution Hub
To: <rstachelski@arvada.org>, Rich [REDACTED]

Sent from my iPad

Begin forwarded message:

From: Judy Bohling [REDACTED]
Date: February 1, 2021 at 2:37:13 PM MST

Subject: Amazon Distribution Hub

Mr. Ryan Stachelski
Arvada Director Of Community & Economic Development

Ryan, I cannot support a 24/7 Amazon Distribution Center off
Indian & 64th in Arvada.

I believe this project is INCOMPATIBLE with our community at this
Location.

We raised our family in Maple Valley Subdivision for 27 years.
A perfect place to raise family!!

Time to downsize and wanting to stay near Ralston Creek path for
Walking and biking. We decided to move across street to Westwood
Mesa Subdivision and have lived here one year now.

Ryan you said in the Denver Post, " you will make sure a project
Will NOT be INCOMPATIBLE in our community." This sure
is incompatible!!

This location is great for small business, walkable, biking, eating and
farmers Market. A European feel is what people want for relaxation and
Enjoy Creek, wildlife watching and be with our neighbors.

Please consider other ideas for this property for the enjoyment of our
Arvada community.

Thanks,
Judy Bohling

Sent from my iPad

--

Ryan Stachelski
Director, Community and Economic Development
rstachelski@arvada.org
Phone: 720.898.7016
Cell: 303.489.6082



Jeremiah Bebo <jbebo@arvada.org>

Fwd: Public meeting for Proposed Project on Indiana

Judy Bohling <[REDACTED]>
To: jbebo@arvada.org

Mon, Mar 15, 2021 at 8:37 AM

>
>>> Questions & Concerns To Arvada Representatives,
>>>
>>> I took part in listening to the Public Meeting on Thursday, March 11th,
>>> For Proposed Project on Indiana. I was very disappointing in the public
>>> Meeting. Very few questions were really answered.
>>>
>>> Amazon currently uses UPS, FedEx, US Mail to deliver Amazon Prime
>>> Packages to meet paying customers demands.
>>>
>>> We learned at the meeting that the Center will deliver in a 50 mile radius.
>>> No local delivery, as last mile indicates, but it becomes a regional delivery
>>> Service.
>>>
>>> Questions were not addressed regarding traffic in neighborhoods on
>>> Fig, Eldridge, Deframe Streets. All streets are routes to our main roads
>>> At 72nd & 64th Streets other than Indiana.
>>>
>>> Concerns for these neighbors are going to be with the number of
>>> Amazon & Flex-Drivers. These drivers arrive after the Amazon
>>> Morning Caravan leaves at 10:00am on Indiana. Flex-Drivers arrive
>>> Around 11:00 am to deliver left over packages. Using their own car's
>>> These drivers can use all back neighborhood streets. There will be
>>> Much higher traffic to these neighborhoods. Amazon did not answer
>>> Any questions about Contract Flex-Drivers.
>>>
>>> Any problem with Flex-Drivers are addressed with Contract Company,
>>> Not Amazon!! There can be in the SEVERAL hundred or more of this
>>> Type of drivers. A very big impact on neighborhood traffic, noise, safety
>>> for children. These drivers cycle through to load & leave at varies times.
>>> Flex-Drivers can be over a HUNDRED at Peak Season. Anticipation
>>> Of these drivers was not addressed concerning neighborhoods on Fig,
>>> Eldridge, Deframe streets. We need to know impact on this area?
>>>
>>> An Amazon Center in Broomfield is proposed on 54-acres. Only 800 feet
>>> From Delivery Center is residents homes. Some questions raised from
>>> Broomfield Councilwoman Tessier were-
>>> 1. 24/7 operation to close to residence homes?
>>> 2. Question to whether Broomfield really needs it?
>>> 3. Do not have affordability housing for low income?
>>> 4. Feel the area needs a break from 24/7 noise & traffic in area?
>>>
>>> My research has found the average length of time an Amazon
>>> Warehouse worker stays is one year. One of the worst employee
>>> Retention rates in the Industry according to PayScale report.
>>>
>>> Amazon wants to be in Arvada to serve their customer base and
>>> Dominate regional delivery service.
>>>
>>> Please explain to our neighborhood, " what is being a good neighbor
>>> Mean to Amazon?" Again tell us the benefit?
>>>
>>> Overall benefit to our West Arvada Community is negligible.
>>> There will be no break from 24/7 operation in our residential area,
>>> Traffic, noise, lights on property at all times. The quality of life in
>>> Our neighborhood would degraded by this Amazon Project.
>>>
>>> Please consider & answer questions
>>> Judy Bohling
>>>
>>>
>>>
>>>
>>>
>>> Sent from my iPad



Project Indiana

JESSE BROWN[REDACTED]
To: "jbebo@arvada.org" <jbebo@arvada.org>

Mon, Feb 22, 2021 at 9:09 AM

Dear Mr. Bebo,

My name is Jesse Brown, and my wife and I live in Maple Valley Subdivision in Arvada. Our home borders Maple Valley Park to our south, facing the proposed site of the Project Indiana. We have lived here for over 25 years and value the beauty and access to the ribbon of nature that the park provides our community.

I am sending you this email to express my opposition to the proposed Project Indiana. I have many concerns but want to bring up one issue that I feel is particularly important. The proposed use of Maple Valley Park as a buffer for this large 24/7 operation is an inappropriate use of this space.

First, I believe that the park is totally inadequate to the task of buffering the residential property from the intrusion of noise and light pollution from the distribution center. The park was never intended for such a purpose and does not offer the level of mitigation that will be needed for such a large 24/7 operation. The planting of a few pine trees on the site of the Indiana Project will add little additional protection to the residential neighbors. Also, using the park as a buffer means that the open space will have to absorb all the noise and light pollution from the Project Indiana site all day, every day. For example, as I write this in late February, all the trees are naked. The lush cover of leaves is still months away. Those leaves in the summer months might offer some diminution of the constant noise and light pollution but what about the significant part of the year when the trees are leafless. Most of the trees and shrubs in Maple Valley park are deciduous.

Also, if the park is used as a buffer what will protect the park from the constant assault of the activities on the Project Indiana site? The light and noise pollution will have a huge negative impact on the many species of animals that call Maple Valley park home. Hawks and Great Horned Owls nest in the trees in the park. Many other animals use the park as a corridor to move up and down Ralston Creek. The use of the park as a buffer ignores all of this and, in my opinion, willingly sacrifices the park's utility as a place to experience nature.

The City of Arvada expresses its value of and commitment to open space like Maple Valley Park in its 2016 Parks, Trails and Open Space Master Plan. I believe the City of Arvada should live up to the values regarding Open Space and protect Maple Valley Park. I feel allowing Project Indiana to use the park as a buffer will be an act by the City of Arvada that throws their stated values to Open Space under the bus, or perhaps a better description might be under the delivery van.

I am not opposed to development in the industrial park that is south of Maple Valley Park. There have already been several new buildings added or under construction. I am, however, opposed to a totally incompatible project such as Project Indiana.

Thank you for accepting my email expressing my opposition to this proposed project.

Jesse J. Brown

14506 W 68th Place,

Arvada, CO 80004





Jeremiah Bebo <jbebo@arvada.org>

Scannell Project Indiana

JANICE EDWARDS ASTON <[REDACTED]>
To: Jbebo@arvada.org

Fri, Feb 19, 2021 at 2:40 PM

Dear Mr Bebo,
Thank you for your service to the citizens of Arvada.
As a resident of Maple Valley since 2014, I join my neighbors in opposing the proposed annexation, rezoning and development of the Scannell property (Project Indiana and Maple Valley Park Annexation).
The proposed industrial use is incompatible with the nearby and surrounding residential and open space uses. Land disturbing activities that will change a vegetative property into a sea of asphalt requires mitigation to protect the surrounding residential community and Ralston Creek.
This project would threaten wildlife migration and the current Maple Valley Park and Ralston Creek habitat.

Noise pollution from a 24/7 operation will directly impact the quality of life for residential and wildlife.
Old growth trees must be protected.

Increased traffic congestion on Indiana Street will be a nightmare.

Since 1850, the Ralston Creek Trail has served the community by increasing the quality of life of Arvada citizens.
Allowing this area to be utilized in this development benefits only the developer.

The Arvada Parks, Trails and Open Space 2016 Master Plan has prioritized the areas for providing new parks and improvement to existing parks in this area.
The property values and quality of life of nearby home owners will be negatively impacted by a 24/7 operations and development of this type.

Please consider the other land use for this area as proposed in a previous communication from the Project Maple Valley Committee.

Sincerely,
Janice L Edwards Aston
14586 W 68th Pl
Arvada 80004

Feb 1st, 2021

This letter is in regards to the proposal of building an Amazon delivery warehouse facility next to the Maple Valley neighborhood and adjoining park near 66th Pl and Indiana St. I would like to express my concerns on how such a facility would negatively impact the quality of life and more importantly, the impact of the property values to the homeowners in the area. My perspective comes from being one of the top real estate brokers in Jefferson County, with over 25 years of experience having helped nearly 1000 clients buy and sell residential real estate in our community. In addition, my wife and I have been residents in the community for over 30 years.

According to Amazon's own traffic study, the proposed facility would generate approximately 1352 vehicle trips per day. In addition, the lights from the facility and parking area would burn all night long, impacting the wildlife in the park and the residential feel of the Maple Valley neighborhood. Based on my experience, the impact that such an industrial facility would have to the property values in the area would be enormous. Having sold homes that do and don't back to similar large facilities, my experience tells me that having a very large warehouse directly behind a residential area and the increased traffic associated with it, would lower each homes value by approximately \$30,000 - \$40,000. If you look at this estimation and multiply it by the approximately 30 homes that would be directly impacted (not to mention the homes indirectly impacted) it would be a total property value loss to the neighborhood of at least \$900,000 - \$1,200,000.

The numbers above only addresses the financial impact of putting such a large industrial facility directly next to a residential neighborhood. As I mentioned earlier, the negative effect on the quality of life of to the homeowners and the negative impact to the wildlife would be tremendous. Obviously, for many reasons it just doesn't make sense to put such a large industrial complex so close to a residential neighborhood and adjoining park. There are many places throughout the city where such an industrial warehouse would not have near the negative impact.

Please feel free to reach out to me if you have questions or would like any further information.

Bryan Cybyske, ABR, CRS

Broker Associate

Coldwell Banker Realty

[REDACTED]
[REDACTED]



Jeremiah Bebo <jbebo@arvada.org>

Opposition: Proposed Arvada Amazon

Jenny Fukui McCarthy [REDACTED]

Tue, Feb 2, 2021 at 4:33 PM

To: jbebo@arvada.org, cokeefe@jeffco.us, nford@arvada.org, lsimpson@arvada.org, jmarriott@arvada.org, djones@arvada.org, dmiller@arvada.org, bfifer@arvada.org, mwilliams@arvada.org

Hello,

I saw the story in the [Denver Post](#) about an Amazon warehouse being built off of Indiana.

As a close neighbor to the proposed site (my husband and I live in Wildflower Ponds) I strongly object to the zoning being redone to allow for such a large facility.

- We love walking down Ralston Creek Trail and have seen many animals there. It would be a shame for them to be dislocated! We get so many beautiful birds and other types of wildlife on the path next to the cemetery back here... I imagine that adding more industrial buildings will hamper that - literally in our backyard.
- We've already seen a steady increase in traffic, but that many trucks would be quite an impact on our daily lives and would make it so we likely wouldn't feel comfortable walking over to Red Barn coffee on our weekly strolls. "Amazon's own traffic study estimates the site will generate 1,352 daily vehicle trips on weekdays." Plus semi-trucks are not able to be electric and the fleet of trucks is not fully electric for Amazon either yet. So there would be added pollution to our air. My husband and I both suffer from Asthma and adding more pollution to the nearby area will negatively impact our lives. (The fires are bad enough!)
- The article mentioned [West Arvada Arts & Culture development proposed in 2018](#). What happened to that? With the addition of so many homes in the Candellas area and west of us in Golden, I feel like a "West Side Olde Town" would do well! Loki brewery and Red Barn coffee are already staples for us! We'd love to see more small businesses thrive in Arvada, especially as more and more people move into homes here. I almost forgot to mention the completely new neighborhood over on the West family's old ranch that has popped up so quickly!

Please let me know if I can provide any other information that would help you to make up your mind.

Thank you,

Jenny

PS. Off-topic, but I am excited about the unified trash service option coming this year. I don't know if my HOA will allow us to participate, but encouraging our citizens to recycle is a very good thing. I really hate that companies like Crush have convinced people to not recycle. I'd love it if we could get to a point where, like Denver, we have a quick and easy compost option too!

Jenny McCarthy

[6289 Holman Ct, Arvada, CO 80004](#)
[REDACTED]



Jeremiah Bebo <jbebo@arvada.org>

Comment on Proposed Scannell Properties Development

Jim Horan [REDACTED]

Thu, Feb 4, 2021 at 1:56 PM

To: "bfifer@arvada.org" <bfifer@arvada.org>, "cokeefe@jeffco.us" <cokeefe@jeffco.us>, "djones@arvada.org" <djones@arvada.org>, "dmiller@arvada.org" <dmiller@arvada.org>, "jbebo@arvada.org" <jbebo@arvada.org>, "jmarriott@arvada.org" <jmarriott@arvada.org>, "lsimpson@arvada.org" <lsimpson@arvada.org>, "mwilliams@arvada.org" <mwilliams@arvada.org>, "nford@arvada.org" <nford@arvada.org>

Dear Arvada and JeffCO planners, administrators and council members

I would like to voice my strong opposition to the proposed Amazon Distribution Center project on 68th and Indiana Streets. The proximity of this project to the Ralston Creek Trail will have a detrimental effect on the wildlife and natural value of Ralston Creek open space. The Ralston Creek Trail is very popular and remains a showcase for Arvada to promote open space for citizens and visitors. This project will have a very detrimental impact on the environment with paving of open land areas, destruction of wetlands, and introduction of air and water pollution. The warehouse will have 24/7 operations with associated light pollution and noise. Traffic will increase dramatically in this area affecting the safety of Arvada citizens. In the future, Amazon will incorporate drones in the delivery process which will negatively affect noise and well-being of nearby neighborhoods. All of the environmental impacts of this operations have not been fully investigated and considered.

As a resident of the GEOS neighborhood in Arvada, I am committed to the environmental sustainability of our city. Obviously, Amazon is not. They propose paving a huge swath of land which will impact water resource availability and produce pollution. They propose lighting the vast area of this development all night. They have not committed to renewable energy and energy efficiency built into their warehouse. They will continue to burn fossil fuels in all of the vehicles they use which will contribute greatly to climate change and pollution. The land they develop will destroy natural habitat for a wide variety of plants and animals that live in the area.

Instead of allowing a huge distribution warehouse with all of its negative impacts in our city, we should consider alternatives that will have a more sustainable footprint that promotes community values and wholesomeness. For example, we could turn this area near the Ralston Creek trail into a vibrant community showcase of small businesses and social gathering places. We could develop a "New Town Arvada" concept with small shops, outdoor activities and walkable and bike friendly village where citizens can gather and socialize. This type of development would support jobs, commercial tax base and open space that would be a more desirable use of this land.

Sincerely

Jim Horan.



Jeremiah Bebo <jbebo@arvada.org>

Opposition to the Amazon Distribution Center in Arvada

Jane Keys [REDACTED] Fri, Feb 19, 2021 at 10:50 AM
To: "jbebo@arvada.org" <jbebo@arvada.org>, "cokeefe@jeffco.us" <cokeefe@jeffco.us>, "nford@arvada.org" <nford@arvada.org>, "lsimpson@arvada.org" <lsimpson@arvada.org>, "jmarriott@arvada.org" <jmarriott@arvada.org>, "djones@arvada.org" <djones@arvada.org>, "dmiller@arvada.org" <dmiller@arvada.org>, "bfifer@arvada.org" <bfifer@arvada.org>, "mwilliams@arvada.org" <mwilliams@arvada.org>

Dear Members of Jeffco Planning, Arvada Planning and Arvada City Council

I am a resident of West Woods Estates , a neighborhood located at 72nd Ave and Kendrick Ct and am writing to express my opposition to Amazon’s proposed Distribution Center in Arvada.

Although Amazon has several warehouses and distribution centers in Colorado, this is the only facility that would be located in a primarily residential area. All other Amazon facilities are within heavily industrialized commercial developments, such as the location in Colorado Springs which is to be built in an industrial complex next to the airport and the Amazon Fulfillment Center in Thornton which is right next to I-25. Why would Arvada or Jefferson County grant a variance for a large distribution center which does not align with the residential and rural nature of the surrounding area and conflicts with Arvada's own 2018 Master plan for the location?

- Here are several major reasons why we believe Amazon’s request for a zoning variance to build at this location should be denied:
- ***Building Size:** Amazon’s building will be +/- 112,000 square feet with a height of 45 feet. Did the Arvada City Council amend the long-standing code of 35 feet purely to accommodate Amazon or will we begin to see additional oversized commercial buildings in our residential/rural community?
 - ***Light Pollution:** The proposed development’s 24/7 operation will generate considerable light pollution. Lights from the 1,500 square foot parking lot will shine directly into homes on the north side of Ralston Creek, an area which is exclusively comprised of single-family homes.
 - ***Noise Pollution:** Future 24/7 drone flights proposed by Amazon will create noise pollution and negatively affect property values for local homeowners.
 - ***Environmental Impact:** The proposed site provides no buffer to the Ralston Creek Trail, which is a habitat for a variety of wildlife. Construction on the project will remove numerous old growth trees, impacting local native species.
 - ***Traffic:** Amazon’s initial traffic study suggests at least an additional 1,400 trucks per day will be entering and exiting the Distribution Center. Since there is no direct access to major highways from Indiana Street (as exists for all other Amazon facilities in Colorado) will these thousands of trucks travel on residential side streets to reach nearby Highways 93, 36 or C470? In addition, there will be surely be a few hundred truck and van drivers as well as drone operators coming and going from their homes in other parts of town to the facility. This will add even more traffic to an already congested Indiana Street, in effect turning it into a “highway” within our residential community.

Residents are drawn to this part of Arvada and Jefferson County for its rural feel. Riders and their horses walk through and around our neighborhood constantly. You are able to walk around not only our community but the surrounding communities without the intrusion of large industrial vehicles. Indianna is maintained by CDOT and is predominately a single lane highway that runs all along a residential corridor - there is a dis-connect in what is planned in Arvada and what is planned by CDOT - the infrastructure of this highway will be stretched with the added traffic that this distribution center will impose. A 24/7 distribution center, bringing with it noise and light pollution as well as a significant increase in traffic from the thousands of cars, trucks, vans and drones is at odds with the rural feel of this area and will diminish our property values and quality of life. Therefore, we ask that you redirect Amazon to other heavy industrial developments and NOT build in our rural residential area.

Sincerely,

Jane Keys
15216 W72nd Pl
Arvada
CO 80007



Jeremiah Bebo <jbebo@arvada.org>

Fwd: Proposed Amazon site

Ryan Stachelski <rstachelski@arvada.org>
To: Jeremiah Bebo <jbebo@arvada.org>

Sat, Jan 30, 2021 at 10:08 AM

Will you please add this to the file as public input.

Thanks,
Ryan

Sent from my iPhone

Begin forwarded message:

From: Jeff Landskov [REDACTED]
Date: January 30, 2021 at 9:48:54 AM MST
To: RSTACHELSKI@arvada.org
Subject: Proposed Amazon site

Ryan -

Please have the backs of the residents of Arvada, and specifically West Arvada, to not support Amazon's wishes to shoehorn in a distribution center into a neighborhood and open space where people have the ability to exercise; Not to mention the continued disruption of the natural habitat. It seems that local governments, in general, bow to developers and businesses for the sole purpose of money/increasing tax base. In this instance, it will be a shame to allow Amazon to continue on their ways of disrupting local areas in the pursuit of the almighty dollar.

Thank you for considering this feedback. I hope you take it seriously and consider the residents of this area first and foremost before making this decision.

Jeff Landskov
West Arvada resident

Sent from my iPhone



Jeremiah Bebo <jbebo@arvada.org>

I oppose project Indiana

Jen Melton Levy <[REDACTED]> Sat, Mar 20, 2021 at 9:00 PM
To: jbebo@arvada.org, cokeefe@jeffco.us, nford@arvada.org, lsimpson@arvada.org, jmarriott@arvada.org, djones@arvada.org, dmiller@arvada.org, bfifer@arvada.org, mwilliams@arvada.org

Hello Arvada reps!

Thank you for representing our city and for the time and consideration you're giving Project Indiana. I'm writing to oppose the proposal. Although I do enjoy Amazon's selection and speed, they are not a "neighborhood brand". I'm satisfied with their current delivery times and options and see no reason why a distribution center needs to be so close to parks and homes. As a former resident of the Ralston Estates neighborhood who recently moved to Candelas, I see this proposal as detrimental to my commute and to Arvada's local charm.

Not to bring trouble to my neck of the woods, but Amazon could totally build a distribution center over by Storage Quest. Nothing fun is happening over on that side of 72. Why allow such a contentious land deal when there are better properties in Arvada?

Regardless of whether Amazon moved in or not, Indiana needs to be wider.

I LOVE the suggested mixed use town square vision for that area, and would absolutely support a vehicle-free village!!! We're hoping for something like that up here in Candelas too - although at this point I think most of us would be happy with a good donut shop and a few more non-chains.

Thank you,
Jen Levy
80007



Jeremiah Bebo <jbebo@arvada.org>

Opposition to DA2020-0132, DA2020-0117, DA2020-0118

Jim Maley <[REDACTED]> Thu, Feb 18, 2021 at 1:48 PM
To: mwilliams@arvada.org, bfifer@arvada.org, dmiller@arvada.org, djones@arvada.org, jmarriott@arvada.org, lsimpson@arvada.org, nford@arvada.org, cokeefe@jeffco.us, jbebo@arvada.org

Dear Sir or Madam,
I believe the detention pond on the proposed Amazon mega distribution center is too small to adequately ensure that water from a large storm on the property will not enter the floodplain area before being cleaned. Almost all of the water landing on the 36 acre lot will flow to the northeast corner of the property where the detention pond is to be located. A one inch rain over the 36 acres amounts to 3 acre-ft of water. A 2" rain storm would deposit 6 acre-ft - the amount the proposed pond would hold. In the last 10 years the Denver area has had a 6" and a 2.4" rain storm. A 3" or greater rain storm would cause about 3 acre-ft of untreated water to enter the floodplain and Ralston Creek.
Thank you,
Jim Maley



Jeremiah Bebo <jbebo@arvada.org>

amazon distribution center

Jim Maley <[REDACTED]> Wed, Mar 17, 2021 at 3:33 PM
To: mwilliams@arvada.org, bfifer@arvada.org, dmiller@arvada.org, djones@arvada.org, jmarriott@arvada.org, lsimpson@arvada.org, nford@arvada.org, cokeefe@jeffco.us, jbebo@arvada.org

Dear Sir or Madam,
During the public zoom meeting last week it was stated by an Amazon employee that during the busy holiday season 600 vans/day could be on the road. This equates to 600 employees in, 600 vans out, 600 vans back in and 600 employees going home. That's 2400 more vehicles on the road not including the employees that work inside the building and the trucks supplying the center.
Jim Maley



Jeremiah Bebo <jbebo@arvada.org>

Amazon facility

Joanne Nirschl [REDACTED]
To: jbebo@arvada.org

Sat, Feb 20, 2021 at 2:52 PM

Mr. Bebo,

We live within a mile from the potential new Amazon warehouse on 67th and Indiana, and strongly oppose this planned facility for the following reasons:

A distribution center (presumably Amazon) with 24/7 operations is not compatible with the adjacent open space and residential use and will have a negative impact on wildlife, residents and property values in the area.

The traffic congestion from nearly 1000 vans in and out all day and 12-15 semi trucks delivering all night will negatively impact the surrounding area and quality of life for nearby residents and wildlife. In addition, Indiana St. was not built to withstand this kind of congestion. The traffic in that area is already problematic daily.

The light and noise pollution from a 24/7 operation will have a huge negative effect on the nocturnal wildlife that use Maple Valley Park as their habitat, especially the Great Horn Owls that nest in the large growth trees in the area.

There are a multitude of wildlife species that use Maple Valley Park and the surrounding area as habitat that need to be protected as well as the water quality of Ralston Creek

We envision a development smaller in nature with small businesses or offices that serve the neighborhood such as locally owned restaurants, real estate companies, professional offices, coffee shop, wellness center, retail clothing boutiques, art galleries, antique stores, etc.

Sincerely,
Joe and Joanne Nirschl, residents Wildflower Ponds, Arvada, CO



Jeremiah Bebo <jbebo@arvada.org>

Protect Maple Valley

2 messages

Kathy Derks [REDACTED]
To: "jbebo@arvada.org" <jbebo@arvada.org>

Fri, Jan 29, 2021 at 12:16 PM

I am writing to inform you of my opposition of "Project Indiana" which is the plan to build an Amazon Distribution Center in Arvada next to Indiana.

The Center will be a 24/7 operation which is incompatible use for the surrounding community and will negatively impact wildlife and homes.

Kathy Derks
Homeowner

Jeremiah Bebo <jbebo@arvada.org>
To: Kathy Derks [REDACTED]

Tue, Feb 2, 2021 at 4:02 PM

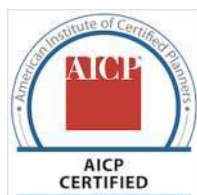
Hi Kathy,

Thank you for your comments. I will make sure that they are added to the record.

Please keep an eye out for the Planning Commission and City Council public hearings which will be required for the annexation and rezoning this spring. No official date has been confirmed for these as of yet. Once they have been confirmed, public notice will be given as required by the Land Development Code.

Best,

Jeremiah Bebo, AICP
He/Him/His
Planner II
Community & Economic Development
(720)898-7438
jbebo@arvada.org



[Quoted text hidden]



Jeremiah Bebo <jbebo@arvada.org>

GEOS Neighborhood, Arvada OPPOSED to Project Indiana but SUPPORT a Town Sq. Village Concept

Karen Gerbatsch [REDACTED]

Mon, Feb 1, 2021 at 4:54 PM

To: "bfifer@arvada.org" <bfifer@arvada.org>, "cokeefe@jeffco.us" <cokeefe@jeffco.us>, "djones@arvada.org" <djones@arvada.org>, "dmiller@arvada.org" <dmiller@arvada.org>, "jbebo@arvada.org" <jbebo@arvada.org>, "jmarriott@arvada.org" <jmarriott@arvada.org>, "lsimpson@arvada.org" <lsimpson@arvada.org>, "mwilliams@arvada.org" <mwilliams@arvada.org>, "nford@arvada.org" <nford@arvada.org>

As a part of the Homeowners Advisory Committee for the GEOS Metro District of 28 homes located on the west side of Indiana between 68th and 69th, I write to you to state that the entire GEOS community opposes Project Indiana for an Amazon distribution center. We have gathered signatures on a petition from every resident against the project. We would appreciate a review of our concerns and a stop to Project Indiana with an Amazon Distribution Center. What we do support is the 2016 Arvada master plan for a second cultural district at this location. We have also gathered signatures for a walkable town square village concept in the space that would complement all the homes and businesses in the neighborhoods and expand Maple Valley Park.

We have significant community concerns of the amount of vehicles and traffic that will increase dramatically with a 24/7 operation of workers commuting, delivery vans coming and going in 3 shifts and semi tractor trailers delivering to the distribution center. Indiana is already a dangerous road with too much traffic. Last September my car was hit from behind by a truck when I was turning from Indiana onto 69th by the Public Storage facility. The street infrastructure heading north on Indiana and east/west on 72nd can't handle the volume of traffic now, much less thousands of more vehicles if the distribution center is allowed to go forward at this location.

GEOS is an intentional community for sustainability and many of us have one or more electric vehicles. We highly value living along the Ralston Creek Trail with the quiet walking and biking opportunities it brings. The air quality and noise issues that the Amazon distribution center and the multitude of vehicles will create will have a negative impact on our community's air and quality of life. Also, the increased lighting of a 24/7 operation will be very detrimental to all the people, domesticated and wild creatures that live in the surrounding areas. Many of the reasons why we bought houses in this part of Arvada will be destroyed if a giant warehouse is allowed to be built along the Ralston Creek trail. And all of these negative aspects will decrease the value of our properties for the neighborhoods that surround the proposed project.

Therefore, please say NO to the Project Indiana Amazon project. Thank you for your consideration.

Karen Gerbatsch
6872 Juniper Ct, Arvada, CO 80007
[REDACTED]



Jeremiah Bebo <jbebo@arvada.org>

Amazon

Kim Kroeger <[REDACTED]>

Sat, Jan 30, 2021 at 11:19 AM

To: "jbebo@arvada.org" <jbebo@arvada.org>, "ahalberg@jeffco.us" <ahalberg@jeffco.us>

Jeremiah and Alicia,

I am a long -time resident of Jefferson County, and a native Coloradoan. I want to express my concern for Arvada allowing Amazon to potentially build at 67th and Indiana. Please, do NOT allow this to happen. There are many more industrial areas that would be a more appropriate fit, buildings that will soon be empty due to corporations asking staff to permanently work from home. Why not research alternate buildings in a more industrial neighborhood?

Arvada is a great place to live because we have open space, parks and trails. Why would we want to destroy the area where we can find peace, beauty and a little nature. It doesn't make sense.

Amazon has become so huge, and is ruining our brick and mortars, our small businesses – the things that make our community so great.

I am begging you, please don't allow this to happen – why ruin a neighborhood and an area that people enjoy with a loud 24 x 7 operation? The traffic on Indiana is already troublesome during peak hours.

Let's figure out a different location, and let us enjoy our homes – we don't want to live in an area where trucks are pulling in and out 24 x 7, and 1,500 people coming to work.

What do you recommend that we do? We are asking that you research a different, non-residential area. Please don't allow AMAZON to ruin our neighborhoods. Would you want this building going in next to your neighborhood?

Kim Kroeger

Double EE Ranch

Sent from [Mail](#) for Windows 10



Jeremiah Bebo <jbebo@arvada.org>

amazon warehouse

kady martin <[REDACTED]>
To: "jbebo@arvada.org" <jbebo@arvada.org>

Sun, Jan 31, 2021 at 2:02 PM

Hi
I am utterly devastated that you would put this monolith of a warehouse in our neighborhood. 12 -15 semis daily, the noise, the traffic the constant lighting. What kind of tax breaks are you giving them? Why aren't you putting them out in Candelas,,,your lovely huge development? They'd have access to 93, Indiana, and the NW expressway. We are so upset over this development in our neighborhood.
Kady Martin



Jeremiah Bebo <jbebo@arvada.org>

Proposed Amazon in Arvada on Indiana

Krystle T <[REDACTED]> Mon, Feb 8, 2021 at 11:40 AM

To: "jbebo@arvada.org" <jbebo@arvada.org>, "ahalberg@jeffco.us" <ahalberg@jeffco.us>, "ckudlaus@jeffco.us" <ckudlaus@jeffco.us>, "bfifer@arvada.org" <bfifer@arvada.org>, "dmiller@arvada.org" <dmiller@arvada.org>, "djones@arvada.org" <djones@arvada.org>, "jmarriott@arvada.org" <jmarriott@arvada.org>, "lsimpson@arvada.org" <lsimpson@arvada.org>, "nford@arvada.org" <nford@arvada.org>, "mwilliams@arvada.org" <mwilliams@arvada.org>, "ldahlkem@jeffco.us" <ldahlkem@jeffco.us>, "akerr@jeffco.us" <akerr@jeffco.us>, "tktharp@jeffco.us" <tktharp@jeffco.us>

My name is Krystle Valdez and I am a long term Arvada resident writing on opposition of the proposed Amazon facility on Indiana.

You are allowing our city to be over developed and are not managing the population as is. Our resources are not set up for the crowding and traffic that this facility will bring. Not to forget we already have so many developed areas that need improvement.

This will have a negative impact on the wildlife and communities in the area. The wildlife and open space attract families to our city not industrial buildings. Attracting retailers to these empty storefronts we have will bring in more sales tax revenue for our city.

What are the financial benefits of the Amazon facility at this location and how much will it cost our city not only up front but long term?

Listen to the people of Arvada. We don't want this so please do not rezone the area and do not vote for this proposition.

Thank you.



Jeremiah Bebo <jbebo@arvada.org>

Case #20-123867MAA Rezoning 6700 and Indiana

Kurt Seela

Wed, Feb 10, 2021 at 6:05 AM

To: "ahalberg@co.jefferson.co.us" <ahalberg@co.jefferson.co.us>, "ckudlaus@co.jefferson.co.us" <ckudlaus@co.jefferson.co.us>, "mwilliams@arvada.org" <mwilliams@arvada.org>, "nford@arvada.org" <nford@arvada.org>, "lsimpson@arvada.org" <lsimpson@arvada.org>, "jmarriott@arvada.org" <jmarriott@arvada.org>, "djones@arvada.org" <djones@arvada.org>, "dmiller@arvada.org" <dmiller@arvada.org>, "bfifer@arvada.org" <bfifer@arvada.org>, "jbebo@arvada.org" <jbebo@arvada.org>

Good morning,

I along with many other Arvada and Jefferson County residents have major concerns with the proposed development of a high traffic 24/7 operation at 67th and Indiana. I am sure you have heard from many other residents on this location. I ask that you and your publicly elected team take the residents concerns into consideration and understand that we are not against growth we just want respectful reasonable growth.

To place a major warehouse with a high volume semi and delivery traffic demand that operates 24/7 at this location is very concerning. Lets only focus on the traffic and environmental issues at this point.

1. The intersection at 64th and Indiana through to 64th and McIntyre is poorly designed and doesn't have the ability to be corrected because of the infrastructure around it. All hours day and night this intersection is already a nightmare.
2. Indiana north from 64th to highway 128th is two lanes that are congested pretty much sun up to sun down. There are no near future plans to correct this issue due to the railroad bridge, which at a past city zoning and planning meetings we were told would not be addressed for at least 10 years. Ranches along that route and a long standing dispute on the highway going to nowhere are also other factors.
3. The intersection at 64th and Ward is maxed out with traffic all day and many hours after sundown. This intersection also can not be increased for larger capacity of vehicle traffic.
4. Ward Road is at capacity pretty much sun up to sun down. How many new cars will be added to Ward Road once the town homes, homes and apartments are sold south of 58th and south of 52nd ?
5. 72nd from Indiana to Simms St. is years away from being corrected. Zoning and planning had no immediate plans for correction on 72nd from Indiana to Ward Road at this point.

These are just a few issues that make adding this type of operation at this location a bad idea. Not to mention all this traffic and congestion will increase the pollution to the air and ground environment in our area. We ask that you look into a better location for this type of warehouse. Here are some locations that I feel would be a better fit.

1. North of Candelas off of Indiana. This would allow better access to Highway 93 across highway 72. Also better access to highway 36th across Highway 128. This would be a good time to sell the right of way for the highway to nowhere to recapture some of Arvada's wasted money's.
2. Out around Highway 93 and highway 72. This would be a direct shot to Highway 58 and highway 36 for semi traffic. Again a great time to sell the right of way for the highway to nowhere and recover some of Arvada's wasted money's.
3. Anywhere along highway 93 makes sense because of the already large presents of semi and delivery traffic.
4. Maybe down along McIntyre and 44th around Coors tech. Great access to the Highway 58, Highway 93 and I-70.

These area's give plenty of room for delivery trucks to disburse across the westside of Arvada and provide access to all areas of Jefferson County. These locations also lesson the opportunity of semi traffic driving through the cities.

Other Amazon warehouse locations along the front range are placed in respectful locations directly off of a state highway or interstate. Some examples are 136th and I-25 or I-70 and E-470. These locations make great sense this because your not driving semis and a large quantities of delivery vehicles through those city's. For Arvada and Jefferson County to allow this kind of operation to move to this location also contradicts the single source trash hauler push that the city pushed through to lesson street traffic through Arvada doesn't it?

I know some of the areas referenced above don't directly benefit Arvada maybe from a property/ business tax stand point for this project, but it does create close jobs for Arvada residents and other sources of revenue and opportunity for the City of Arvada. Arvada's focus for this location should be some type of 12 hour a day operation with less traffic requirements like Sundyne or Ester Owens. I know Microsoft, CenturyLink, Comcast, AT&T, Google and many others are looking to expand Data Center locations.

Please consider all of us residents that have not only been in the city of Arvada for a life time, but those who moved here because of the city we once was.

Thank You for your time. Please contact me if you would like to discuss my view on this project.

Kurt Seela





Amazon Distribution Center

Kasey Vair <[REDACTED]>
To: Kasey Vair <[REDACTED]>
Bcc: jbebo@arvada.org

Fri, Mar 26, 2021 at 4:25 PM

I am writing in opposition of the Amazon distribution center that is being proposed off of 68th and Indiana. As a resident of the Shadow Mountain neighborhood, I am concerned about the negative effects that this will have on residents in the surrounding area. I am very disappointed that Arvada would even consider this location for this type of facility. When we bought our house, the area to the south of us was all zoned A2. Then some of the land was rezoned to light industrial and now you are looking to rezone the remaining land. This is incredibly frustrating because we bought our house in this area because we loved the quiet area and open space. We did our research so that we wouldn’t be in a situation like the one we are currently facing with this distribution center. What is the point of even having zoning laws if they are allowed to be changed by whoever pays the most money? This distribution center is going to put a high volume of traffic around my neighborhood, create noise in a previously peaceful area, disturb the wildlife, create light pollution and be an eyesore to a once beautiful area. I have been an Arvada resident for over 20 years and I grew up in Wheat Ridge. West Arvada used to be one of the most beautiful areas in the metro area, but now every little farm is being rezoned for either houses, apartments, retail or industrial. We are losing what makes our city so unique and beautiful.

Amazon has several warehouses and distribution centers in Colorado, but this will be the only facility that would be located in a primarily residential area. All other Amazon facilities are within heavily industrialized commercial developments, such as the location in Colorado Springs which is to be built in an industrial complex next to the airport and the Amazon Fulfillment Center in Thornton which is right next to I-25. Why would Arvada or Jefferson County grant a variance for a large distribution center which does not align with the residential and rural nature of the surrounding area and conflicts with Arvada's own 2018 Master plan for the location?

- Here are several major reasons why I believe Amazon’s request for a zoning variance to build at this location should be denied:
- ***Building Size:** Amazon’s building will be +/- 112,000 square feet with a height of 45 feet. Did the Arvada City Council amend the long-standing code of 35 feet purely to accommodate Amazon or will we begin to see additional oversized commercial buildings in our residential/rural community?
 - ***Light Pollution:** The proposed development’s 24/7 operation will generate considerable light pollution. Lights from the 1,500 square foot parking lot will shine directly into homes on the north side of Ralston Creek, an area which is exclusively comprised of single-family homes.
 - ***Noise Pollution:** Future 24/7 drone flights proposed by Amazon will create noise pollution and negatively affect property values for local homeowners. Plus, the beeping sound of reversing delivery trucks all day long and semi-trucks unloading during the middle of the night.
 - ***Environmental Impact:** The proposed site provides very little buffer to the Ralston Creek Trail, which is a habitat for a variety of wildlife. Construction on the project will remove numerous old growth trees, impacting local native species. According to wildlife experts, the 24/7 lights in the parking lot will have a significant impact on insect populations, which will significantly impact bird populations who call the creek home.
 - ***Traffic:** Amazon’s initial traffic study suggests at least an additional 1,400 trucks per day will enter and exit the Distribution Center parking lot 24/7. Since there is no direct access to major highways from Indiana Street (as exists for all other Amazon facilities in Colorado) the delivery vans will travel on residential side streets to reach nearby Highways. In addition, there will be hundreds of employees traveling to and from several times a day with the day and night shifts. This will add even more traffic to an already congested Indiana Street, in effect turning it into a “highway” within our residential community.

Please reconsider this proposed plan and vote to protect residents who did **NOT** buy property next to industrial land. We planned our futures in an area with agricultural land and open space and this distribution center is threatening to take that away from us. This proposal will diminish our property values and quality of life. Therefore, we ask that you redirect Amazon to other heavy industrial developments and NOT build in our rural residential area.

Sincerely,

Kasey Vair
14050 W. 70th Drive
Arvada, CO 80004



Jeremiah Bebo <jbebo@arvada.org>

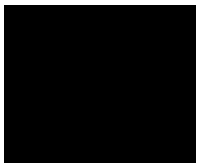
Rezoning and development of Maple Valley Park

Lauricella, Gina <[REDACTED]>
To: "jbebo@arvada.org" <jbebo@arvada.org>, "cokeefe@jeffco.us" <cokeefe@jeffco.us>

Wed, Feb 3, 2021 at 12:51 PM

I am contacting you to implore you NOT to allow for such and intrusive facility to be built within the neighborhoods of Maple valley and Ralston Estates. As a second generation Arvada citizen, raising the 3rd generation in Ralston Estates, I can tell you that the traffic this facility will bring to the surrounding neighborhoods is of grave concern. The surrounding streets are filled with children. Traffic on through streets in Ralston Estates, such as Yank, Deframe and Eldridge/Fig will increase exponentially. This poses a VERY dangerous situation in an area that is flooded with children. Please research these neighborhoods. Spend time here and you will see the level of danger the added vehicles will bring.

Please, protect our children!



gina lauricella | [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

od.

This email is subject to certain disclaimers, which may be reviewed via the following link. <http://www.compass-usa.com/disclaimer/>



Jeremiah Bebo <jbebo@arvada.org>

Opposition to Project Indiana

Linda Brown <[REDACTED]>
To: "jbebo@arvada.org" <jbebo@arvada.org>

Thu, Feb 4, 2021 at 7:17 AM

Dear Mr. Bebo,

My name is Linda Brown, and my husband and I live in the Maple Valley Subdivision of Arvada. Our home faces south toward Maple Valley Park and toward the site of the proposed Project Indiana. We have lived here for 25 years and have come to love the neighborhood and appreciate the natural resources of this park and environs.

This email is to let you know that we are definitely opposed to the proposed Project Indiana for a number of reasons:

- A distribution center (presumably Amazon) with 24/7 operations is not compatible with the adjacent open space and residential use and will have a negative impact on the local natural resources, residents and property values in the area.
- The traffic congestion from nearly 1000 vans in and out all day and 12-15 semi trucks delivering all night long will adversely impact the surrounding area and quality of life for nearby residents and wildlife.
- The light and noise pollution from a 24/7 operation will have a huge negative effect on residences in the area as well as the nocturnal wildlife that use Maple Valley Park as their habitat, especially the Great Horn Owls that nest in the large growth trees in the area.
- Using Maple Valley Park as a buffer between Project Indiana and Maple Valley residences is totally incompatible with the City of Arvada's vision for its parks as stated in its *2016 Parks, Trails and Open Space Master Plan*. There are numerous wildlife species that use Maple Valley Park and the surrounding area as habitat that need to be protected as well as the water quality of Ralston Creek.

We are not opposed to development in the area. However, a more appropriate vision would be a development smaller in nature with small businesses or offices that serve the neighborhood such as locally owned restaurants, real estate companies, professional offices, coffee shop, wellness center, retail clothing boutiques, art galleries, antique stores, etc.

The *2018 Arvada Arts and Culture Master Plan* describes the site as a possible Second Cultural Hub, which would be more appropriate use of the agricultural/open space land.

Thank you for receiving our email in opposition to the planned development.

Sincerely,

Linda J Brown
14506 W 68th Place
Arvada, CO 80004
[REDACTED]



Jeremiah Bebo <jbebo@arvada.org>

Scannell's Project Indiana and Impact on Local Traffic

Lee Conley <[REDACTED]>
To: "jbebo@arvada.org" <jbebo@arvada.org>

Thu, Feb 11, 2021 at 4:11 PM

Mr. Bebo,

I urge you to take a strong, skeptical look at the Scannell's Project Indiana to build an Amazon Distribution Center at 68th and Indiana.

The Traffic Study describes traffic counts from July of 2020 being adjusted using counts from April and June 2017, before much of the development to the north was completed. While a 1.1%/year growth may have come from CDOT, I believe that number is over conservative (small) considering the development north on either side of Indiana.

I have bigger concern about the 1352 estimated daily trips in the Traffic Study. Reading the methodology description on Page 18, a trip is a vehicle entering or leaving the site. The site plan has parking for 896 delivery vans. If a van makes a single run in a day, that is two trips. Unless public transportation is used or some type of van pooling used -- not suggested in the Traffic Study -- the commute for each van driver adds two trips. Warehouse employees in multiple shifts add additional multiples of trips. Unless Amazon only plans to use a fraction of the available van parking places, the estimated daily trips is vastly low, even without a van making multiple runs in a shift or there being evening/night delivery shifts.

In summary, the traffic study looks flawed in both undercounting post-COVID traffic and grossly undercounting the traffic that the operating Amazon Distribution Center will add to the area.

Please look at this project with a skeptical eye and reject it if the developer cannot or will not provide reasonable, realistic traffic impacts as part of their Application. We love our neighborhood and do not want to see it's streets choked off by Amazon delivery vans.

Thank you,

Lee Conley, P.E.
6967 Gardenia Court, Arvada 80004
[REDACTED]

Amazon Distribution Center

Lynne Bessette [REDACTED]

Wed, Feb 17, 2021 at 9:35 AM

To: "jbebo@arvada.org" <jbebo@arvada.org>, "cokeefe@jeffco.us" <cokeefe@jeffco.us>, "nford@arvada.org" <nford@arvada.org>, "lsimpson@arvada.org" <lsimpson@arvada.org>, "jmarriott@arvada.org" <jmarriott@arvada.org>, "djones@arvada.org" <djones@arvada.org>, "dmiller@arvada.org" <dmiller@arvada.org>, "bfifer@arvada.org" <bfifer@arvada.org>, "mwilliams@arvada.org" <mwilliams@arvada.org>

Cc: LARRY [REDACTED]

Dear Arvada and Jefferson County Officials,

I am a resident of Westwoods Estates , a neighborhood located one block west of 72nd Avenue & Indiana. I am writing to express my opposition to Amazon’s proposed Distribution Center in Arvada.

Although Amazon has several warehouses and distribution centers in Colorado, this is the only facility that would be located in a primarily residential area. All other Amazon facilities are within heavily industrialized commercial developments, such as the location in Colorado Springs which is to be built in an industrial complex next to the airport and the Amazon Fulfillment Center in Thornton which is right next to I-25. Why would Arvada or Jefferson County grant a variance for a large distribution center which does not align with the residential and rural nature of the surrounding area and conflicts with Arvada's own 2018 Master plan for the location?

Here are several major reasons why we believe Amazon’s request for a zoning variance to build at this location should be denied:

- ***Building Size:** Amazon’s building will be +/- 112,000 square feet with a height of 45 feet. Did the Arvada City Council amend the long-standing code of 35 feet purely to accommodate Amazon or will we begin to see additional oversized commercial buildings in our residential/rural community?
- ***Light Pollution:** The proposed development’s 24/7 operation will generate considerable light pollution. Lights from the 1,500 square foot parking lot will shine directly into homes on the north side of Ralston Creek, an area which is exclusively comprised of single-family homes.
- ***Noise Pollution:** Future 24/7 drone flights proposed by Amazon will create noise pollution and negatively affect property values for local homeowners.
- ***Environmental Impact:** The proposed site provides no buffer to the Ralston Creek Trail, which is a habitat for a variety of wildlife. Construction on the project will remove numerous old growth trees, impacting local native species.
- ***Traffic:** Amazon’s initial traffic study suggests at least an additional 1,400 trucks per day will be entering and exiting the Distribution Center. Since there is no direct access to major highways from Indiana Street (as exists for all other Amazon facilities in Colorado) will these thousands of trucks travel on residential side streets to reach nearby Highways 93, 36 or C470? In addition, there will be surely be a few hundred truck and van drivers as well as drone operators coming and going from their homes in other parts of town to the facility. This will add even more traffic to an already congested Indiana Street, in effect turning it into a “highway” within our residential community.

Residents are drawn to this part of Arvada and Jefferson County for its rural feel. We moved here many years ago because we were drawn to the idyllic setting. In the thirty years that we have lived here we have seen unparalleled growth, with the ensuing traffic and urbanization. This warehouse is the last straw. A 24/7 distribution center, bringing with it noise and light pollution as well as a significant increase in traffic from the thousands of cars, trucks, vans and drones is at odds with the rural feel of this area and will diminish our property values and quality of life. Therefore, we ask that you redirect Amazon to other heavy industrial developments and NOT build in our rural residential area.

Sincerely,

Larry Martinez
15266 W. 72nd Place
Arvada, CO 80007



CED Boards and Commission <cedboardsandcommission@arvada.org>

Opposition to Scannell's Project Indiana - Public Hearing 3/16/2021

2 messages

Sara Loiacono [REDACTED]

Thu, Feb 18, 2021 at 8:22 PM

To: cedboardsandcommission@arvada.org

Dear Arvada Planning Commission -

I am writing in opposition to Scannell's Project Indiana to build an Amazon distribution center. The date of public hearing for this project is scheduled for March 16, 2021.

I believe the traffic study is flawed and does not accurately reflect this business's impact on traffic. Not only does the current traffic study underestimate the trips per day, but it does not include the impact of traffic to and from the proposed distribution center on Fig Street, the connector streets to Fig Street, or the impact on nearby residential streets. Limited access from Indiana and peak volumes in and out will force employees and delivery vans onto Fig Street and adjacent connector and residential streets.

Furthermore, vehicles entering and exiting the facility from W 68th Ave will pose safety issues for the large numbers of pedestrians and bikers, many of whom are children, who use both the Ralston Creek and Yankee Doodle Trails. The increased traffic that this project would cause on W 68th Street would create safety issues for people who use Eldridge to connect between the Yankee Doodle Trail and Ralston Creek Trail and for the Ralston Creek Trail users who must utilize an at-grade street crossing just north of where W 68th Avenue curves into Beech Street. I am very concerned about the safety issues that will be created by the large numbers of employees and delivery vans who will undoubtedly use these residential streets.

A realistic traffic study needs to include these streets and an appropriate number of trips per day based on the maximum number of employees and delivery drivers anticipated for the facility.

I urge you to consider the traffic and safety impacts this proposed project will have on Arvada's citizens.

Thank you,

Sara Loiacono

[REDACTED] Ct., Arvada, CO 80004

Matthew Loiacono [REDACTED]

Fri, Feb 19, 2021 at 11:14 AM

To: cedboardsandcommission@arvada.org

Dear Arvada Planning Commission -

I am writing in opposition to Scannell's Project Indiana to build an Amazon distribution center. The date of public hearing for this project is scheduled for March 16, 2021.

I believe the traffic study is flawed and does not accurately reflect this business's impact on traffic. Not only does the current traffic study underestimate the trips per day, but it does not include the impact of traffic to and from the proposed distribution center on Fig Street, the connector streets to Fig Street, or the impact on nearby residential streets. Limited access from Indiana and peak volumes in and out will force employees and delivery vans onto Fig Street and adjacent connector and residential streets.

Furthermore, vehicles entering and exiting the facility from W 68th Ave will pose safety issues for the large numbers of pedestrians and bikers, many of whom are children, who use both the Ralston Creek and Yankee Doodle Trails. The increased traffic that this project would cause on W 68th Street would create safety issues for people who use Eldridge to connect between the Yankee Doodle Trail and Ralston Creek Trail and for the Ralston Creek Trail users who must utilize an at-grade street crossing just north of where W 68th Avenue curves into Beech Street. I am very concerned about the safety issues that will be created by the large numbers of employees and delivery vans who will undoubtedly use these residential streets.

2/24/2021

City of Arvada Mail - Opposition to Scannell's Project Indiana - Public Hearing 3/16/2021

A realistic traffic study needs to include these streets and an appropriate number of trips per day based on the maximum number of employees and delivery drivers anticipated for the facility.

I urge you to consider the traffic and safety impacts this proposed project will have on Arvada's citizens.

Thank you,

Matthew Loiacono

Ct., Arvada, CO 80004

Public Comment Submitted
Through March 31, 2021
Exhibit C



Jeremiah Bebo <jbebo@arvada.org>

Potential Amazon Distribution Center on Indiana Avenue in Arvada

Linda Sorauf [REDACTED]

Sat, Feb 13, 2021 at 11:26 AM

To: "jbebo@arvada.org" <jbebo@arvada.org>, "cokeefe@jeffco.us" <cokeefe@jeffco.us>, "nford@arvada.org" <nford@arvada.org>, "lsimpson@arvada.org" <lsimpson@arvada.org>, "jmarriott@arvada.org" <jmarriott@arvada.org>, "djones@arvada.org" <djones@arvada.org>, "dmiller@arvada.org" <dmiller@arvada.org>, "bfifer@arvada.org" <bfifer@arvada.org>, "mwilliams@arvada.org" <mwilliams@arvada.org>

Hello,

I live in Arvada very near to 64th and Indiana. It seems that Amazon is considering a distribution center in this neighborhood on Indiana just north of 64th near Ralston Creek. I am opposed to this location because of the disruption that a huge increase in truck traffic will cause. This will have negative impact on property values in the area and will disrupt the peaceful recreation that Ralston Creek trail provides residents.

I think that Amazon can find a much better location closer to I70 so that the truck traffic on city streets is minimized.

Sincerely,

Linda Sorauf
6127 Holman Street
Arvada CO 80004



Jeremiah Bebo <jbebo@arvada.org>

RE: Complaint on the proposed Scannell Properties Development

Chris O'Keefe <cokeefe@co.jefferson.co.us>
To: Mehmet Belviranli [REDACTED]
Cc: "jbebo@arvada.org" <jbebo@arvada.org>

Mon, Feb 1, 2021 at 9:59 AM

Good morning, Mr. Belviranli,

Thank you for your comments regarding the Scannell Properties. I am copying the Arvada Planning Department with this reply since the project relies on the property being annexed into Arvada and rezoned to accommodate some proposed future use. Your comments are particularly important for the consideration of the rezoning. These processes are Arvada processes. Jeremiah Bebo is the case manager with Arvada.

I hope this is helpful.

Sincerely,

Chris O'Keefe

From: Mehmet Belviranli [REDACTED]
Sent: Thursday, January 28, 2021 9:14 PM
To: Chris O'Keefe <cokeefe@co.jefferson.co.us>
Subject: --{EXTERNAL}-- Complaint on the proposed Scannell Properties Development

CAUTION: This email originated from outside Jefferson County Government. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Chris O'Keefe,

I am a recent home owner at Westwood Mesa neighborhood near 72th Ave and Indiana Ave. I am also an Assistant Professor at Colorado School of Mines and I very much enjoy this beautiful corner of Jefferson County where I both live and work.

Today, with much surprise, frustration and fear, I have learned about the "Scannell Properties Development" -- proposed for the south of maple valley park. I couldn't believe that such a huge industrial logistics facility will be built in the heart of the arguably most beautiful residential and natural neighborhood of Arvada.

As a resident of this city, I felt that it is my duty to raise the **strongest objection** for this proposed project.

Here is a summary of my concerns:

1. Noise/light and traffic pollution. Trucks run on diesel and there is an obvious reason why I didn't buy a house near a highway.
2. Increased traffic: The Indiana & 64th Ave intersection is already quite congested, and I already wait at least a minute or two on that intersection during regular working hours. There is no way that neither Indiana Ave. nor 64th Ave will handle this traffic.
3. Decreased property value in the neighborhood: People would not prefer to buy/rent a house near a big distribution center.
4. Negative impact to the nearby wildlife: There is no doubt the wildlife will be evicted or scared away from the activity.
5. Future drone operations: I don't want drones whizzing over the top of my neighborhood. This is unacceptable just as much as any other item above.

I strongly urge the planning committee **TO STOP THIS PROJECT** from happening. I love my neighborhood and I want to keep loving it.

I would be happy to raise my concerns over the phone or via physical presence in front of any potential hearing committee.

Best Regards,

Mehmet E. Belviranli

Address:

15191 W 70th Ave.

Arvada, CO 80007

[REDACTED]

[REDACTED]



Jeremiah Bebo <jbebo@arvada.org>

Amazon distribution center

Mia Burr <[REDACTED]>
To: jbebo@arvada.org

Sat, Jan 30, 2021 at 12:53 PM

A better location for this would be near the FedEx facility and rocky mountain regional airport rather than in Maple Valley neighborhood. Indiana is already a mess with traffic congestion, let alone adding an amazon distribution center to the mix. That just makes no sense at all when there are more suitable locations such as near the fedex facility.



Jeremiah Bebo <jbebo@arvada.org>

Amazon in Arvada

Michelle Dye <[REDACTED]>
To: jbebo@arvada.org

Fri, Feb 12, 2021 at 8:23 AM

This is a horrible idea and I can't believe the city is even allowing the conversation to be had. Indiana, 64th of McIntyre have the infrastructure to support all that traffic and trucks. Shame on you and the mayor for this.

[Sent from Yahoo Mail for iPhone](#)



CED Boards and Commission <cedboardsandcommission@arvada.org>

FW: Indiana Project - Public Comment and Questions

3 messages

MARK FOX [REDACTED] >

Sun, Feb 28, 2021 at 3:56 PM

To: "cedboardsandcommission@arvada.org" <cedboardsandcommission@arvada.org>

To Whom it may concern,

Please find below comments and questions that I have submitted for the referenced project; I would like to be slotted for speaking at the Planning Commission Hearing(s) on March 16th and May 17th.

Respectfully,

Mark Fox

Sent from [Mail](#) for Windows 10

From: MARK FOX**Se** [REDACTED] 2:23 PM**To** [REDACTED]**Subject:** Indiana Project - Public Comment and Questions

Project Team,

I am a resident that lives within 1 mile of the proposed project and am opposed to it as currently proposed; I believe there are other properties nearby that are far more suitable for this type of development and use – resulting in equivalent, or better, outcomes for the Company, Developers and City of Arvada.

There is already a zoned, industrial site at the crossroads of Highway 93 and Highway 72 (72nd Avenue) adjacent to the Candelas development. This location would provide the potential developer and tenants with equivalent, or more, available land, better access to transportation and major roads and highways, in a less congested neighborhood, with fewer impacts to residents, wildlife, air and water quality and the community as a whole. It is understood that the Developer, and owners, of the proposed Indiana Project may not be the Developer, or owners, of the Hwy 93 & Hwy 72 location – but that should be immaterial to the Arvada Planning Commission which should be wholly objective

in assessing and evaluating the impacts and desirability of these 2 potential project sites in determining the path forward for this, or any other project under consideration.

My comments and questions relative to the proposed Indiana Project include:

- The neighborhood is currently zoned for smaller industrial, and residential uses. This zoning has been in place for many years and has provided for slow development with companies and industries that are compatible with the surrounding rural environment and infrastructure. The proposed development is orders of magnitude larger, in terms of multiple impacts :
 - Transportation (truck/van/car trips vs road capacity, congestion, public transportation availability),
 - pollution (air -ozone, PM-10, road dust, CO, visibility impacts to nearby parks and mountain vistas)/water – (stormwater runoff, sewage treatment and potable water infrastructure and resource availability/solid waste /night skies (area lighting impacts on already impacted dark skies)),
 - public safety (vehicle-pedestrian conflicts due to heavy truck and employee traffic, increased usage of local support businesses, schools and Jeffco School bus facility traffic, fire department training, etc...)/increased vandalism (residences and vehicles due to increased concentration of and human presence (located immediately adjacent to significant existing residential development),
 - increased demand for Public Safety officers (due to increased human presence and interaction),
 - Wildlife (the area currently is home to significant wildlife - endangered eagles that roost in the area hawks, falcons and other avian species that do not tolerate heavy human/wildlife intermixing, foxes, coyotes, bobcats, bears, deer, Prebels Meadow jumping mouse and Ladies Tresses violet habitat, that will be further threatened or harmed from such a massive development immediately adjacent to the Ralston Creek drainage and protected areas
 - Negative impacts on residential property value (this area is currently perceived as a desirable rural environment due to the less developed nature provided by the protected and undeveloped lands – this will be lost if the enormous Amazon facility is built),
- The Indiana road is currently a 2-lane road that is already heavily overloaded and subject to daily congestion impacts. How will Indiana, 64th Avenue, McIntyre Street, Ward Road, 72nd Avenue, Quaker street, Easley roads be improved or insulated from usage by the Amazon traffic? Would Amazon and the Developers be OK with a development condition that restricted their ability to operate heavy trucks on any roads other than Indiana north to Highway 72, Highway 72, Highway 93) why? Why-not?
- Would the Developer and Amazon agree to develop an employee parking area somewhere adjacent to Highway93 (i.e. the Candelas area, or Rock Flats industrial site, or I70&Ward Road) and running employee busing to the new warehouse? Why? Why not?
- How will the developer and development protect the wildlife (eagles/cordata/carnivora/rodentia/etc...) that currently exist and are increasing in the area?
- Is there an existing wildlife inventory for the impacted area, or will one be conducted prior to any development to ensure that the development does not cause negative impacts to wildlife in the development area? Why? Why not?
- The area is already non-attainment/marginal for PM-10 and Ozone, what will the project due to offset vehicle emissions (truck/van/auto) and the resulting health impacts that are caused by the project? Note that there are multiple senior living developments in the area and those

individuals are at most risk from these increased impacts. Would Amazon and any future leasees/owners accept a development condition requiring the use of all electric vehicles (including all heavy trucks/vans/automobiles) for the development? Why? Why not?

- Assuming that there will be a requirement for increased stormwater runoff/detention will the developer be required to treat stormwater runoff to remove selenium/uranium/heavy-metals and release only treated water to the groundwater/creeks/aquifer that run through and under the area? Why? Why not?
- Will the Developer and existing business agree to the installation /retrofit of low impact area lighting to prevent negative impacts to the night skies? Why? Why not?
- The area is heavily used by bike riders, and this resource has already been negatively impacted by the heavy residential development in the surrounding areas. Will the Developer agree to fund the construction of separated "bike lanes" on Indiana, 64th, 72nd, Quaker, Easley, McIntyre, Ward Rd, Leyden Road to offset the otherwise negative impacts due to the enormous transportation impact in the area? Why? Why not?
- Will the developer and leasees agree to cease operations during rush hours, and events at the nearby sports complex to avoid even larger impacts and congestion than occur from events and traffic in the area currently? Why? Why not?

How does the Developer, City of Arvada and potential Leasee justify such an odious development in a semi-rural area, facing such significant public opposition when there are equivalent, even superior, areas within 3 miles of the proposed project that are already zoned for heavy industrial use, have existing infrastructure in place, provide superior access to heavy truck traffic and access to major highways (I-70; Northwest Parkway. I-225, I-25, 6th Ave), don't have as heavy an impact on wildlife, don't have such a heavy impact on local transportation, don't have as heavy impact on Public Safety, etc...

I note that the City of Arvada has already designated the Candelas area for industrial/commercial development and that there is an underused industrial development already in existence at the southeast corner of Highway 72 and Highway 93 as well as under-developed land in the Rocky Flats site that are far better suited to the uses and needs of something like the proposed Amazon Warehouse and Distribution center; the proposed Indiana Project location should not be rezoned, or approved for the proposed development.

Finally I note that the Indiana Project does not come close to the recommended land uses and development recommendations contained in the Jefferson County North Plains Area Master Plan including limiting the approval of heavy industrial development near residential areas or close to sensitive riparian and wildlife areas.

The Planning Commission and City of Arvada should reject the proposed project and work with the Developers in the area to utilize one of the many industrial sites that already exist along the Highway 93 corridor near/adjacent to the Candelas development. In this fashion the City can realize its goal of increasing the tax base without compromising the quality of life for the residents in the proposed project area as well as draw the smaller commercial developments to the under developed land in the proposed Indiana Project location.

Respectfully submitted,

Mark Fox

Sent from [Mail](#) for Windows 10

CED Boards and Commission <cedboardsandcommission@arvada.org>
To: Jeremiah Bebo <jbebo@arvada.org>

Mon, Mar 1, 2021 at 9:59 AM

[Quoted text hidden]

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Community and Economic DevelopmentDesk: [720-898-7435](tel:720-898-7435)E-Mail: cedboardsandcommission@arvada.org

CED Boards and boardsandcommission@arvada.org
To: MARK FOX [REDACTED]

Mon, Mar 1, 2021 at 10:01 AM

Hello,

Due to technical issues with the neighborhood meeting scheduled for February 25, 2021, the applicant has requested that the public hearing be moved to the Planning Commission meeting scheduled for April 20, 2021. Your comments have been received and will be included in the packet that is sent to the Commission, the packet will be available on April 15, 2021 and can be viewed [online](#). Due to the increase interest in the April 20th meeting, KATV will air the meeting on channel 8 and 880 as well as provide a live stream at www.arvada.org/live-stream. More information about the project can be found online at <https://arvada.org/business/development-in-arvada/project-indiana>.

Please register for the Planning Commission meeting on April 20, 2021 using this link: https://zoom.us/webinar/register/WN_qAlzPd9GQ_mBGCsEExpqnQ

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Community and Economic DevelopmentDesk: [720-898-7435](tel:720-898-7435)E-Mail: cedboardsandcommission@arvada.org



Jeremiah Bebo <jbebo@arvada.org>

Proposed Amazon Distribution Center

Michael Horwith [REDACTED] Thu, Feb 25, 2021 at 2:59 PM
To: jbebo@arvada.org, cokeefe@jeffco.us, nford@arvada.org, lsimpson@arvada.org, jmarriott@arvada.org, djones@arvada.org, dmiller@arvada.org, bfifer@arvada.org, mwilliams@arvada.org

To Employees and Elected Officials of Arvada:

I am a resident of Spring Mesa, a neighborhood located at the western edge of Arvada, and a frequent user of the Ralston Creek Trail. I am writing to express my opposition to Amazon’s proposed Distribution Center in Arvada.

Although Amazon has several warehouses and distribution centers in Colorado, this is the only facility that would be located in a primarily residential area. All other Amazon facilities are within heavily industrialized commercial developments, such as the location in Colorado Springs which is to be built in an industrial complex next to the airport and the Amazon Fulfillment Center in Thornton which is right next to I-25. Why would Arvada or Jefferson County grant a variance for a large distribution center which does not align with the residential and rural nature of the surrounding area and conflicts with Arvada's own 2018 Master plan for the location?

Here are several major reasons why I believe Amazon’s request for a zoning variance to build at this location should be denied:

***Building Size:** Amazon’s building will be +/- 112,000 square feet with a height of 45 feet. Did the Arvada City Council amend the long-standing code of 35 feet purely to accommodate Amazon or will we begin to see additional oversized commercial buildings in our residential/rural community?

***Light Pollution:** The proposed development’s 24/7 operation will generate considerable light pollution. Lights from the 1,500 square foot parking lot will shine directly into homes on the north side of Ralston Creek, an area which is exclusively comprised of single-family homes.

***Noise Pollution:** Future 24/7 drone flights proposed by Amazon will create noise pollution and negatively affect property values for local homeowners.

***Environmental Impact:** The proposed site provides no buffer to the Ralston Creek Trail, which is a habitat for a variety of wildlife. Construction on the project will remove numerous old growth trees, impacting local native species. According to wildlife experts, the 24/7 lights in the parking lot will have a significant impact on insect populations, which are the basis of the food change for many animals who call the creek home.

***Traffic:** Amazon’s initial traffic study suggests at least an additional 1,400 trucks per day will be entering and exiting the Distribution Center. Since there is no direct access to major highways from Indiana Street (as exists for all other Amazon facilities in Colorado) will these thousands of trucks travel on residential side streets to reach nearby Highways 93, 36 or C470? In addition, there will be surely be a few hundred truck and van drivers as well as drone operators coming and going from their homes in other parts of town to the facility. This will add even more traffic to an already congested Indiana Street, in effect turning it into a “highway” within our residential community.

Residents are drawn to this part of Arvada and Jefferson County for its rural feel. A twenty-four/seven distribution center, bringing with it noise and light pollution as well as a significant increase in traffic from the thousands of cars, trucks, vans and drones is at odds with the rural feel of this area and will diminish our property values and quality of life. Therefore, we ask that you redirect Amazon to other heavy industrial developments and NOT build in our rural residential area.

Sincerely,

Michael and Anastasia Horwith
7717 Torrey Ct
Arvada, CO 80007



Jeremiah Bebo <jbebo@arvada.org>

OPPOSITION TO PROJECT INDIANA

Meg McCarthy [REDACTED]

Mon, Feb 1, 2021 at 4:22 PM

To: jbebo@arvada.org, cokeefe@jeffco.us, nford@arvada.org, lsimpson@arvada.org, jmarriott@arvada.org, djones@arvada.org, bfifer@arvada.org, mwilliams@arvada.org, dmiller@arvada.org

Greetings!

I live in the Maple Valley Development. My house at [14486 W 68th Pl, Arvada](#), abuts Ralston Creek. I am writing to oppose the proposed Amazon facility applying for this variance and adjustment. A 24/7 operation with 24/7 lighting, noise and traffic will negatively impact my community and my property values.

It will also negatively impact the wildlife in the area. There may be the use of drones that would disturb birds, the increased traffic would be dangerous for both people and animals. This is the wrong project to develop an area so close to homes and parkland.

- Traffic from nearly 1000 vans and 12-15 semi trucks delivering 24/7 will impact traffic in this area severely.
- Light and noise pollution from a 24/7 operation will impact quality of life in my community.

Because this area will probably be developed in any event, a development smaller in nature with small businesses or offices would be more acceptable. I am not against development, but a distribution center would not be desirable.

Thank you for your consideration,

Meg McCarthy



Jeremiah Bebo <jbebo@arvada.org>

Amazon Traffic Study

Meg McCarthy <[REDACTED]>
To: Jeremiah Bebo <jbebo@arvada.org>

Sat, Feb 13, 2021 at 4:17 PM

Mr. Bebo,

I am a constituent writing in opposition to Scannell's Project Indiana to build an Amazon distribution center. I believe the traffic study does not accurately reflect this business's impact on traffic. I live in this area and will have to deal with this traffic on a daily basis.

The current traffic studies does not account for 292 building employees and the 896 van drivers – a total of 4,168 trips per day

- 292 building employees making a trip in and a trip out = 584 daily trips
- 896 van drivers making a trip into work and out of work = 1,792 daily trips
- 896 van drivers making a delivery trip out of the premises and a delivery trip returning to the premises = 1,792 daily trips

The current traffic study does not include the impact of traffic to and from the proposed distribution center on Fig Street., the connector streets to Fig, or the impact on nearby residential streets. Limited access from Indiana and peak volumes in and out will force employees and delivery vans onto Fig and adjacent connector and residential streets. A realistic traffic study needs to include these streets and volumes.

Thank you for your consideration,

Meg McCarthy
14486 W 68th Place
[REDACTED]



Amazon’s proposed Distribution Center in Arvada

Mel Millward <[REDACTED]>

Wed, Mar 17, 2021 at 2:00 PM

To: "jbebo@arvada.org" <jbebo@arvada.org>, "cokeefe@jeffco.us" <cokeefe@jeffco.us>, "nford@arvada.org" <nford@arvada.org>, "lsimpson@arvada.org" <lsimpson@arvada.org>, "jmarriott@arvada.org" <jmarriott@arvada.org>, "djones@arvada.org" <djones@arvada.org>, "dmiller@arvada.org" <dmiller@arvada.org>, "bfifer@arvada.org" <bfifer@arvada.org>, "mwilliams@arvada.org" <mwilliams@arvada.org>

Dear Arvada City

I am a resident of Shadow Mountain , a neighborhood located at 14410 W 70th Drive and I am writing to express my opposition to Amazon’s proposed Distribution Center in Arvada.

Although Amazon has several warehouses and distribution centers in Colorado, this is the only facility that would be located in a primarily residential area. All other Amazon facilities are within heavily industrialized commercial developments, such as the location in Colorado Springs which is to be built in an industrial complex next to the airport and the Amazon Fulfillment Center in Thornton which is right next to I-25. Why would Arvada or Jefferson County grant a variance for a large distribution center which does not align with the residential and rural nature of the surrounding area and conflicts with Arvada's own 2018 Master plan for the location?

- Here are several major reasons why I believe Amazon’s request for a zoning variance to build at this location should be denied:
- *Building Size:** Amazon’s building will be +/- 112,000 square feet with a height of 45 feet. Did the Arvada City Council amend the long-standing code of 35 feet purely to accommodate Amazon or will we begin to see additional oversized commercial buildings in our residential/rural community?
 - *Light Pollution:** The proposed development’s 24/7 operation will generate considerable light pollution. Lights from the 1,500 square foot parking lot will shine directly into homes on the north side of Ralston Creek, an area which is exclusively comprised of single-family homes.
 - *Noise Pollution:** Future 24/7 drone flights proposed by Amazon will create noise pollution and negatively affect property values for local homeowners.
 - *Environmental Impact:** The proposed site provides no buffer to the Ralston Creek Trail, which is a habitat for a variety of wildlife. Construction on the project will remove numerous old growth trees, impacting local native species. According to wildlife experts, the 24/7 lights in the parking lot will have a significant impact on insect populations, which will significantly impact bird populations who call the creek home.
 - *Traffic:** Amazon’s initial traffic study suggests at least an additional 1,400 trucks per day will enter and exit the Distribution Center parking lot 24/7. Since there is no direct access to major highways from Indiana Street (as exists for all other Amazon facilities in Colorado) will these thousands of trucks travel on residential side streets to reach nearby Highways 93, 36 or C470? In addition, there will be surely be a few hundred truck and van drivers as well as drone operators coming and going from their homes in other parts of town to work at the facility. This will add even more traffic to an already congested Indiana Street, in effect turning it into a “highway” within our residential community.

Residents are drawn to this part of Arvada and Jefferson County for its rural feel. Our property is adjacent to equestrian property, feed store and cattle ranch. Riders cross 72nd with their horses to walk through our neighborhood. Bobcats roam our streets with their babies. I love our neighborhood, it is incredibly family friendly and the roads are super safe. A 24/7 distribution center, bringing with it noise and light pollution as well as a significant increase in traffic from the thousands of cars, trucks, vans and drones is at odds with the rural feel of this area and will diminish our property values and quality of life. Therefore, we ask that you redirect Amazon to other heavy industrial developments and NOT build in our rural residential area.

Sincerely,
Melloney Millward
14410 W 70th
Arvada
Colorado
80004



Jeremiah Bebo <jbebo@arvada.org>

Proposed Amazon distribution center

Margie Snow [REDACTED]

Mon, Feb 1, 2021 at 8:05 PM

To: jbebo@arvada.org, cokeefe@jeffco.us, nford@arvada.org, lsimpson@arvada.org, jmarriott@arvada.org,
djones@arvada.org, dmiller@arvada.org, bfifer@arvada.org, mwilliams@arvada.org

Cc: Larry Snow [REDACTED]

Hello all

I am writing to voice my concerns over the proposed Amazon distribution center

To be located between Indiana and Fig just S of the Ralston Creek open space & Maple Valley Park.

I live in the Ralston Creek neighborhood off of Eldridge St to the NE of this proposed development.

My neighbors and I are extremely concerned about allowing a 24/7 operation of this magnitude to be located adjacent to residential properties and wildlife open space.

I will name some of my biggest concerns

1. Light and noise pollution from this operation will have a huge negative impact on the quality of life for residential neighborhoods; the air quality; light pollution, and will negatively impact our wildlife habitat- the owls, the eagles, the blue jays, the other nesting birds, & the mallard ducks.
2. We moved here to be close to nature & live in a quiet community- the widening of 72nd is already amping up the traffic- but noise of nonstop delivery trucks along Indiana, 72nd, and Eldridge will be unimaginable & unbearable
3. Our "dark skies" in this area will be gone with a 24/7 distribution center nearby
4. Our property values will be negatively impacted
5. Our building ht. Limit per Arvada code is 35' yet this warehouse is planned for 44'

Our small industry development along Fig is relatively quite & not having a major impact on the wildlife or on our quality of life. We enjoy the Red Silo coffee shop & had been anticipating a more community based development with added restaurants & retailers & artists in future development

I will be discussing this proposed development with my neighbors & will encourage them to reach out with their concerns

Sincerely,

Margie & Larry Snow

7128 Devenney Ct.

Sent from Margie's iPad



Jeremiah Bebo <jbebo@arvada.org>

Project Indiana

Marie Sonnen <[REDACTED]> Wed, Mar 3, 2021 at 11:31 AM
To: "jbebo@arvada.org" <jbebo@arvada.org>
Cc: Chuck Sonnen [REDACTED]

Hi Jeremiah,

At the upcoming meeting to discuss Project Indiana, we would very much like to hear about the plans to deal with the heavy increase of traffic on Indiana (which is highway 72). Indiana already has very heavy traffic even during Covid. For those of us who live near Indiana and have to use Indiana to commute to work, the idea of much heavier traffic is difficult to fathom. We live off Indiana and 75th. A CDOT engineer informed me, via email, that our Saddle Brook neighborhood already paid for a stop light at that intersection, but it has never been installed. At this time, it is extremely difficult and dangerous to make a left (north) turn onto Indiana. It will be that much more difficult and dangerous when there are so many people commuting to work and all the Amazon vans coming and going for distributions. Since this is a state highway, what control will the City of Arvada have over the necessary improvements to highway 72, what improvements will be made, and will those improvements be made prior to the completion of the proposed project? Please address this specific question at the upcoming meeting.

We would also like to hear about the impact on our community. Traffic is just one minor piece of the impact. Our area in Arvada is very residential and like that. A huge Amazon distribution center is not in keeping with our community. We like Amazon. In fact, our son works for Amazon in Seattle, but that doesn't mean that an Amazon distribution center located in our neighborhood is appropriate. Please address all of the issues that will impact our community by changing the zoning to allow for enormous project in our small community.

Sincerely,
Marie Sonnen
[7547 Isabell Circle, Arvada, CO 80007](#)



Jeremiah Bebo <jbebo@arvada.org>

Project Indiana

Michael Vair <[REDACTED]>
Bcc: jbebo@arvada.org

Wed, Mar 24, 2021 at 9:37 PM

I am a resident of Shadow Mountain , a neighborhood located at 70th and Eldridge in Arvada and a lifelong resident of Jefferson County. I am writing to express my **opposition** to Amazon’s proposed Distribution Center in Arvada.

Although Amazon has several warehouses and distribution centers in Colorado, this is the only facility that would be located in a primarily residential area. All other Amazon facilities are within heavily industrialized commercial developments, such as the location in Colorado Springs which is to be built in an industrial complex next to the airport and the Amazon Fulfillment Center in Thornton which is right next to I-25. Why would Arvada or Jefferson County grant a variance for a large distribution center which does not align with the residential and rural nature of the surrounding area and conflicts with Arvada's own 2018 Master plan for the location?

- Here are several major reasons why I believe Amazon’s request for a zoning variance to build at this location should be denied:
- ***Building Size:** Amazon’s building will be +/- 112,000 square feet with a height of 45 feet. Did the Arvada City Council amend the long-standing code of 35 feet purely to accommodate Amazon or will we begin to see additional oversized commercial buildings in our residential/rural community?
 - ***Light Pollution:** The proposed development’s 24/7 operation will generate considerable light pollution. Lights from the 1,500 square foot parking lot will shine directly into homes on the north side of Ralston Creek, an area which is exclusively comprised of single-family homes. Just the sheer amount of lights will disrupt the viewing of the night sky.
 - ***Noise Pollution:** Future 24/7 drone flights proposed by Amazon will create noise pollution and negatively affect property values for local homeowners.
 - ***Environmental Impact:** The proposed site provides no buffer to the Ralston Creek Trail, which is a habitat for a variety of wildlife. Construction on the project will remove numerous old growth trees, impacting local native species. According to wildlife experts, the 24/7 lights in the parking lot will have a significant impact on insect populations, which will significantly impact bird populations who call the creek home.
 - ***Traffic:** Amazon’s initial traffic study suggests at least an additional 1,400 trucks per day will enter and exit the Distribution Center parking lot 24/7. Since there is no direct access to major highways from Indiana Street (as exists for all other Amazon facilities in Colorado) will these thousands of trucks travel on residential side streets to reach nearby Highways 93, 36 or C470? In addition, there will be surely be a few hundred truck and van drivers as well as drone operators coming and going from their homes in other parts of town to work at the facility. This will add even more traffic to an already congested Indiana Street, in effect turning it into a “highway” within our residential community.

Residents are drawn to this part of Arvada and Jefferson County for its rural feel. **Our property is adjacent to the Ralston Creek Trail. We watch wildlife such as owls and bobcats move around on the trails.** A 24/7 distribution center, bringing with it noise and light pollution as well as a significant increase in traffic from the thousands of cars, trucks, vans and drones is at odds with the rural feel of this area and will diminish our property values and quality of life. Therefore, we ask that you redirect Amazon to other heavy industrial developments and NOT build in our rural residential area.

Sincerely,

Michael D. Vair
14050 West 70th Drive
Arvada, CO 80004

Development - Project Indiana St

Nancy Sheiner <[REDACTED]>

Tue, Mar 30, 2021 at 10:38 AM

To: jbebo@arvada.org

Good morning Mr Bebo

As an Arvada resident I am pleading with you & the city of Arvada to decline the proposed Amazon's Distribution Center. There is plenty of open space by DIA which would be much more suitable for a project of this nature. Placing this distribution center in such a already packed with homes area would be disastrous for all local residents within 5 miles. The traffic on Indiana St is already overflowing with the Candelas homes & businesses. Just in the 3 years we have lived here Indiana St traffic has tripled. Adding a warehouse with never ending trucks would contribute to much more traffic than Indiana St could accommodate. Protecting Ralston Trail is vital for all of us local users. This project would insure damage to this wonderful trail & is not compatible with the quality of life we moved here to enjoy.

Thank you in advance for your consideration of this request !!

Nancy Sheiner
[REDACTED]
14547 W 57th PI Arvada CO 80002!

Sent from my iPhone

PATRICK J. TOBIN

Attorney at Law
3705 Kipling, Suite 206 Wheat Ridge, CO 80033
Telephone (303) 432-2717
Fax (303) 957-5727
ptobjuris@msn.com

March 30, 2021

Via Hand Delivery and Email: rstachelski@arvada.org

Ryan Stachelski, Director
Community and Economic Development
City of Arvada
8101 Ralston Road
Arvada, CO 80002

**Re: Project #DA2020-0117 – Development Application (Annexation and Zoning).
Related Applications: Project #DA2020-0132 – Site plan, Project #PA2020-0067 – Project
Pre-Application.**

Dear Mr. Stachelski:

This letter sets forth the concerns of certain citizens and property owners with respect to the above referenced Pending Applications before the City of Arvada (the “City”). Petitions signed by over 3500 individual citizens, which identify the specific citizens and property owners expressing the concerns are in process and continuing to be collected. Completed Petitions are being hand delivered with this Letter. The petitioners will be referred to herein as the “Petition Group”. The Petition Group will be supplemented at Planning Commission with further statements of opposition and concern from Homeowners Association, including but not limited to the Westwoods Master Association, Westwoods Mesa Homeowners Association and the Maple Valley Homeowners Association.

The purpose of this letter is to identify matters that are incomplete and that City Staff should require the Applicant to address prior to submittal to the Planning Commission and matters that Planning Commission should require the Applicant to address in order to fulfill the Applicant’s and the City’s obligations under the Arvada Land Development Code as set forth in the *Arvada, Colorado Code of Ordinances Sec. 1-1-1-1, et seq.*, (the “LDC”), and to identify specific additional matters raised by the Petition Group that have not been addressed to date. We are providing this information in advance of the April 20, 2021 Planning Commission session that is scheduled to consider the Annexation and Zoning for the Property that is the subject of the Applications, so that the Planning Commission can be fully informed on the incomplete status of the Applications. We are attempting to provide a full community perspective to the Planning Commission, particularly as it relates to the size and nature of the proposed use and as to Applicants non-response to the City’s initial concerns related to Zoning and other development approvals, so there will be a full record and the Planning Commission can make a decision early in the process, which might focus the issues for Staff in processing the Applications and for Council.

March 30, 2021

The information upon which this letter is based is the City of Arvada eTRAKIT files as they exist on the date of this letter and includes consideration of the most recent comments made by the City Staff in the 2nd Review Summary and Outside Ref. document found in the #DA2020-0132 files and the 3rd Staff Review Comments document found in the #DA2020-0117 files. We have not located public information in the Application files that respond to these two sets of comments as of the date of this Letter. We understand that the Development Applications are on a different schedule than the Annexation and Zoning decisions. If the Applicant has presented further information or modifications to any of the Applications referenced above, the positions taken herein will be re-evaluated as required. Where indicated below, the "Action Requested by Petition Group" should be completed in advance of the Planning Commission session.

A. Pre-Development items not addressed:

In the Pre-Application Summary date May 22, 2020, the assigned Planner, Jeremiah Bebo, identified items required to be submitted and addressed in connection with the Applications. Excerpts from this Summary appear below in quotes and italics, along with the current status of the items and identification of the Petition Groups Questions, Concerns and/or Action Request.

1. Truck Traffic in Excess of Light Industrial Zoning Limitations. *"The use can be defined as Light Industrial so long as daily truck trips are under 50."* The Petition Group noted that a representative for Amazon, the end user for the developed site, stated at the Public Meeting held on March 11, 2021, that holiday flex traffic of incoming semi-trailer truck traffic could reach "42 Trucks in a 24-hour period during holiday or other peak times". 42 Trucks would generate 84 Trips, which would violate the IL Zoning limitation. Other trip generation formulas based on the square footage of the facility and the number of vans to be operated from the facility indicate that the number of daily truck trips would be consistently in excess of the 50 trip maximum for the IL Zoning. Also, given the size of the Vans that will be used to deliver from the site, regulatory consistency would appear to require that they be counted as Trucks as well. Under the LDC, a "truck" is clearly different and distinguished from a semi-truck in that the definition of "heavy industry" references trips by "semi-trailer trucks." As such a mere "truck" is something different from and less than a semi under the LDC. The statutory definition of a truck in CRS 42-1-102(108) and the Model Traffic Code includes a cargo van, such as the vans used by Amazon. The Arvada Municipal Code has adopted the definitions contained in the Model Traffic Code for Colorado. *See, Arvada, Colorado Code of Ordinances Sec. 54-31.* Action requested by Petition Group: Discontinue processing the Applications for Light Industrial Zoning.

2. Comprehensive Plan Amendment. *"A Comprehensive Plan Amendment to Industrial/Office will be needed for the Commercial portions."* No Comprehensive Plan Amendment can be located. Questions: Is this in process? When will a draft be circulated? Actions requested by Petition Group: Enforce the existing Comprehensive Plan, particularly the requirements that the development "minimally affect surrounding properties" and will not have "significant adverse impacts upon the natural environment".

3. Floodplain Impingement. *"Water quality and detention should be located outside the 100-year floodplain."* Sketches and contour overlays located by the Petition Group and including information provided by the Applicant's engineers clearly show portions of the Detention Pond area overlaying the 100-year floodplain. Action requested by Petition Group: Require a modified Detention Pond located completely outside the Floodplain.

4. 68th Avenue Access. *"CDOT approval will be required"*. Applicant has stated that it is applying for an Access Permit, but no documents can be located, and to date the Access Permit has not been issued. Actions requested by Petition Group: (1) Obtain a copy of the Access Permit application and make it available to the Planning Commission and the Public. (2) Require an issued State Highway Access Permit in advance of any action by the Planning Commission.

5. Eldridge St and east on W 68th Ave. *"The City would like to limit access north on Eldridge St and east on W 68th Ave through the existing neighborhoods. The City is open to exploring installing a cul-de-sac with fire-only access to the intersection of Eldridge and W 68th in order to prevent cut-through traffic."* The plans submitted with the Application do not contain any mechanisms for limiting access to the referenced intersection and Staff has not followed up on the concern. There appears to be no limit on the traffic from the Applicant's property flowing through the intersection, except for relying on the "honor system" with the Applicant and Amazon, the identified end user of the developed property. It seems doubtful that over-scheduled Amazon van drivers will neglect a short cut if it is easily available. Action requested by Petition Group: Applicant's plans should strictly comply with § Sec. 4-4-2-3 of the LDC, which would require a permanent mechanism, using either physical barriers or using regulatory signaling and signage to specifically prohibit Van and Truck access from the Applicants developed property through the intersection.

6. Traffic North on Fig Street. *"Routing trucks and van deliveries north on Fig will be problematic for neighbors. It is in the applicant's best interest to avoid this route for public support."* The plans submitted with the Application do not contain any mechanisms for limiting this traffic, and again it appears to have been ignored by the Applicant and Staff. Action requested by Petition Group: Applicant's plans should strictly comply with § Sec. 4-4-2-3 of the LDC. Require a permanent mechanism, using either physical barriers or using regulatory signaling and signage to prohibit Van and Truck Traffic traveling north on Fig into the Eldridge and W 68th Avenue intersection.

7. Tree Planting. *"Tree mitigation on north portion of property may be planted on Maple Valley as well to aid in screening."* The Landscape Plan does not show any trees being planted in Maple Valley Park but does show extensive removal of existing trees on the Applicant's property. A lack of water for mechanical watering has been cited as the reason that no trees would be required to be planted along the Park boundary. Concern: Trees are currently growing and have been growing in the park area and along the boundary with the property to be developed without mechanical watering for decades. Most of the Park adjacent to the development was a hayfield where trees were previously removed at some point, so natural moisture conditions would support a variety of tree species. The Petition Group commissioned an Assessment completed by Colorado State University that advised reforesting Maple Valley Park to balance the loss of wildlife habitat from the removal 450+ trees from the Applicant's property. If the Applicant and the City want to honor the goals of the Comprehensive Plan to

avoid “significant adverse impacts upon the natural environment.” A plan for reforestation of the Park should be prepared for reforestation and if necessary to provide for the means to water the trees planted. Planting Trees in Maple Valley Park, in addition to trees in the buffer area of the proposed Development Property would significantly reduce the impacts on the Park, Park users and the bird population in the area, and would go along way to showing the Applicants good faith towards its neighbors.

8. Screening. *“Site sits 10-20 feet higher than residences to the north. Attention should be made to provide as much screening from that neighborhood as possible.”* Applicant has proposed a four-foot-high fence. In addition to the quoted request set forth in the #PA2020-0067 Summary, Staff has requested in the 2nd Review Summary and Outside Ref. that the developer “Provide a masonry wall along the perimeter of the northern property line”. No wall height or specific functional purpose for the wall is specified. Actions requested by Petition Group: Require a visibly solid fence high enough to fully block direct view of the Parking Lot Lighting from the residences to the north. The Wall needs to be across the entire north property line. Also, a wall should be required on the Fig street side to block vehicle lights from Ralston Valley and Hill Crest neighborhood residences.

9. Excessive Parking. *“Please provide a detailed parking plan...demonstrating the need for over 1,300 parking spaces which is over the City requirements.”* Staff has again requested a Parking Plan in the 2nd Review Summary and Outside Ref. Question: Why are the Applications being allowed to proceed without the Parking Plan, that was initially requested in May of 2020? Concern #1: Jefferson County in its review of DA2020-0132, dated February 22, 2021, specifically noted **“The parking for the site seems excessive. We request that the applicant provide a parking study to justify why so much parking is needed.”** Concern #2: The excessive parking area adds unnecessary impervious surfaces that will adversely affect Ralston Creek which is already very close to being an impaired waterway. Concern #3: The excessive parking will add artificial light at night too close to Maple Valley Park impacting the wildlife, particularly the nesting birds and nocturnal animals that populate the Park and surrounding areas. Actions requested by Petition Group: (1) Require the Applicant to strictly justify the parking based upon the representations made about the number of on-site employees and Van Drivers that it has asserted will be parking at the facility when developed and remove all unjustified parking areas on the north side of the building and minimize impervious area impacting Ralston Creek. (2) Limit Parking to encourage use of Mass Transit and Car Pooling. (3) Require applicant to strictly enforce prohibitions on litter and human waste from Van and Van Drivers being left in the parking area or dumped into the Park or Ralston Creek.

B. Missing Study. The LDC provides in Sec. 8-2-6-2 that a Heavy Truck routing plan is required.

“A. Generally. A heavy truck routing plan is required for uses as specifically identified in this LDC and for uses that the Director determines will involve the use of semi-trailers, dump trucks, trash hauling trucks, or comparable heavy vehicles at a frequency of more than 25 heavy truck trips per week. The heavy truck routing plan shall be followed once approved.” Arvada, Colorado Code of Ordinances Sec. 8-2-6-2

March 30, 2021

No such Plan has been located in the files. As indicated above in the section addressing light industrial zoning, the Applicant's own filings and public statements put the heavy truck traffic well in excess of the 25 trips per week threshold. Actions requested by Petition Group: Require this Study to be completed and provide to the public when it is available.

C. Unanswered questions from Public meetings. The Petition Group has expressed concerns that Questions submitted for response at the Public Meeting held on March 11, 2021 were not responded to by the Applicant's representatives. By this letter the Petition Group is requesting that you, as the Director, exercise your Authority under *Arvada, Colorado Code of Ordinances Sec. 8-2-4-1 D.* and require the Applicant to respond to these Questions on before April 9, 2021 and to Suspend processing of the Applications unless the responses are received by that date. The list of questions, are set forth on Exhibit A.

D. Communication problems, confusing information. The Petition Group has expressed concerns that information relating to the Applications has been difficult to obtain and the public communication process has not functioned to get the information to the public. The City's webpage about Project Indiana has had inaccurate info and links to meetings. We have had to notify City Staff to make corrections because the community has reached out to us to get the correct info. The eTRAKIT files linked on the webpage about Project Indiana did not initially work and it has been reported that the files were slow to load or quite often wouldn't download and showed an error message, so the community had trouble seeing the Applicant's information in order to provide comment. The notification process using social media was inconsistent and confusing, and in connection with the re-scheduled February Public Meeting was not posted in a timely manner. Members of the Petition Group have made a record of the Communication Problems and if you or Mr. Deven would like to have this documentation please let us know. The Communication Problems have the effect of removing the public from the process of consideration of the Applications and could form the basis of future legal challenges to the City's decisions, which is something we would hope to avoid.

Conclusion. The Project #DA2020-0117 – Development Application (Annexation and Zoning) is incomplete and should not be processed by the Planning Commission. The incompleteness and contradictions in the Applicants plans, lack of responsiveness and a disregard for the concerns of the public and the requirements of the Comprehensive Plan are already placing a burden on the City, City Staff and Citizens. The Petition Group seeks to have these burdens eliminated by consistent enforcement of the legal requirements set forth in the Land Development Code and we encourage a very careful and deliberate approach to the Applications and the future impacts the proposed use is likely to have.

Page 6
Ryan Stachelski, Director

March 30, 2021

Please ensure this letter with the Exhibit and the Petitions hand delivered herewith are included in the Planning Commissions information packet. Thank you for your attention to these matters.

Sincerely,

A handwritten signature in blue ink, appearing to read 'P. J. Tobin', with a long horizontal flourish extending to the right.

Patrick J. Tobin
Attorney at Law

Enclosures:
Exhibit A – Unanswered Questions.
Petitions – (Hand delivered)

cc: Jeremiah Bebo, Planner via Email jbebo@arvada.org
Mark Deven, City Manager via Email mdeven@arvada.org
City Council
Denver Post

EXHIBIT A

Unanswered Questions from Amazon Neighborhood Meeting Submitted by Protect Maple Valley Park, 3/9/2021

1. When are your comments going to be available for the questions and recommendations posed by the Jefferson County Planning staff in their comments dated January 26, 2021 and February 5, 2021 (attached). Can you please respond to Jeffco's comments?
2. There should be comparable developments as proposed by the developer in the Denver Metro area and the front range.
Please list and provide the following information on similar operations in other Colorado cities:
 - i. Date put into operation
 - ii. Number of employees
 - iii. Van parking spaces on-site and off-site
 - iv. Zoning of each location
3. How do you reconcile your proposed Project with the values for the Maple Valley Park Open Space as stated by the City of Arvada in their numerous documents recommending how Open Space should be preserved, protected, and improved?
4. What is the status of other project permits?
 - a. State Highway Access Permits
 - b. Stormwater Discharge Permit
 - c. Air Emissions
5. The applicant has stated since the 1st public meeting last November that the van parking is critical and cannot be altered.
Please explain why.
6. What is the projected daily amounts of wastes estimated from the Site, and the Van and Truck Traffic broken down as follows:
 - a. Human waste from Truck and Van Drivers?
 - b. Solid Waste – paper, packaging, cafeteria, pallets, containers?
 - c. Any Hazardous wastes?
 - d. Any liquid wastes such as oils, lubricant, flammables?
7. Are the truck and van drivers utilizing the restroom facilities inside the building and are the facilities sized for 1,000+ drivers over and above the 300+ associates working in the building?
8. Will Truck and Van drivers be subjected to scheduling that precludes using the restroom facilities inside the building.
9. Please provide a overlay map showing the development, including the Detention Pond and its embankments and contours overlying the floodplains, wetlands and Ralston Creek?
10. The Kimley-Horn site plan drawing 096441010_CSP_SP sheet 4 shows a location, just north of the proposed building, for a parking space for an "Emergency Mobile Generator".
 - a. Will there be a generator parked and connected to the building electrical system in the noted space on a permanent basis?

- b. What is the intended use of the generator? Full operation of the plant? Emergency lighting or utilities such as air compressors?
 - c. What will be the size of the generator, both engine size and generator electrical capacity?
 - d. What fuel will the unit use and what is the capacity of the fuel tank for the unit?
 - e. Why must a generator be placed on the north side of the building which will cause increased noise and emissions for the area residents north of the project site?
11. Will there be other utility equipment, such as air compressors and boilers installed in center and if so, please provide a list and size of equipment and where the exhausts or venting of the equipment will be located?
12. Where and when is trash from Vans collected before and after return to the center?
13. Why was traffic count data taken in the middle of summer 2020 and during the pandemic which had no school traffic component and lower work traffic levels due to the pandemic used for the study and why was it adjusted with 2017 data which did not reflect current traffic volumes generated from the Westwoods Mesa, GEOS, Candelas, Leyden Rock neighborhoods, and others which increased significantly after 2017?
14. Vehicle Fleet Fueling and Servicing Questions:
- a. How is the van fleet to be fueled?
 - b. If off-site, how many van trips for fueling and at what location?
 - c. If onsite either via a fueling station or a contractor using fueling service vehicles, how many heavy tanker fuel trucks would be required for an onsite fueling?
 - d. How is the fleet to be serviced for oil changes and fluid and where?
 - e. How are fleet vehicles to be washed and where?
 - f. Where will vehicle maintenance be performed?
15. The Traffic Impact Study mentions inadequate turn lanes on 64th and Indiana and 64th and McIntyre and essentially says that the city should address these issues. Since the proposed project will exacerbate the turn lane issues why is it not the projects responsibility to address the noted problems?
16. Why has mass transit not been discussed or investigated since there appears there could over a thousand associates and drivers commuting to the proposed project every day?
17. How will the Developer address (during the predevelopment phase) the impacts to the park from construction and from anthropogenic sources of light, noise, and air pollution generated by the Development?
18. What is the Developers light mitigation plan to allay light pollution on Maple Valley Park, its wildlife, and nearby homes?
19. What impact studies have been done at any other similar Amazon "Last Mile" Distribution Centers to document the noise decibel levels during both daytime and night time operations?

Pat Herrin
Shadow Mountain

02/15/2021

City of Arvada Council Members, Planners and Mayor

Greetings,

Project Indiana site specific location concerns

As neighbor I object to the approval of an Amazon distribution center at the proposed location at 67th and Indiana. I am hoping to add new questions and reasons for denial to this project that have not been mentioned previously. One such objection has been the increase of traffic but no mention of increase to traffic on the streets W. 69th Ave, Devinney st, Fig St., Eldridge St and W. 72nd Avenue. Those streets and intersections are conspicuously absent from the report yet much traffic will be generated through our neighborhoods. No study of any of this in the traffic report. It looks as if half of all deliveries might exit the facility to the East onto Fig street and quite a lot of traffic into the facility from the same. I wonder what the particular routing of Vans through the site will look like because it looks confusing looking at crossing traffic in the site. That alone would suggest drivers exiting the facility would rather head East on W 67th Avenue.

Second, the proposal shows parking of 600 vans, 300 associate and other parking but shows no maintenance or refueling facilities. Refueling and maintenance should not be situated in our neighborhood. So where will these Vans get their fuel. And by fuel, I mean any energy source.

Third, a detention pond alone is not adequate to ensure water quality released into Ralston Creek. A robust water quality control system must be in place before it reaches the detention pond. Salt, magnesium chloride, petroleum and sand and other pollutants will be deposited here on a daily basis and must be cleaned up.

Sincerely,

Pat Herrin

Shadow Mountain Resident.



Jeremiah Bebo <jbebo@arvada.org>

Project Indiana

pam o'donnell <[REDACTED]>
To: "jbebo@arvada.org" <jbebo@arvada.org>

Tue, Feb 23, 2021 at 7:04 PM

Dear Mr. Bebo,

I am a resident of Ralston Estates in Arvada. My house is three blocks from 67th and Fig St. I am writing to express my opposition to Amazon's proposed Distribution Center in Arvada.

Although Amazon has several warehouses and distribution centers in Colorado, this is the only facility that would be located in a primarily residential area. All other Amazon facilities are within heavily industrialized commercial developments, such as the location in Colorado Springs which is to be built in an industrial complex next to the airport and the Amazon Fulfillment Center in Thornton which is right next to I-25. Why would Arvada or Jefferson County grant a variance for a large distribution center which does not align with the residential and rural nature of the surrounding area and conflicts with Arvada's own 2018 Master plan for the location?

- Here are several major reasons why I believe Amazon's request for a zoning variance to build at this location should be denied:
- ***Building Size:** Amazon's building will be +/- 112,000 square feet with a height of 45 feet. Did the Arvada City Council amend the long-standing code of 35 feet purely to accommodate Amazon or will we begin to see additional oversized commercial buildings in our residential/rural community?
 - ***Light Pollution:** The proposed development's 24/7 operation will generate considerable light pollution. Lights from the 1,500 square foot parking lot will shine directly into homes on the north side of Ralston Creek, an area which is exclusively comprised of single-family homes.
 - ***Noise Pollution:** Future drone flights proposed by Amazon will create noise pollution and negatively affect property values for local homeowners.
 - ***Environmental Impact:** The proposed site provides no buffer to the Ralston Creek Trail, which is a habitat for a variety of wildlife. Construction on the project will remove numerous old growth trees, impacting local native species.
 - ***Traffic: This is our biggest concern. It is not one issue but several. As such, this issue will be addressed in future emails.**

Residents are drawn to this part of Arvada and Jefferson County for its rural feel. **I love living a half block from the Ralston Creek trail. Even though we were hesitant to buy our home as the house backs onto Eldridge St., it has not proven to be an issue.** A 24/7 large distribution center will bring increased traffic behind our home. It is at odds with the rural feel of this area and will diminish our property values and quality of life. Therefore, I ask that you redirect Amazon to other heavy industrial developments and NOT build in our rural residential area.

Sincerely,

Pamela O'Donnell
7079 Devinney Ct.
Arvada CO 80004



Jeremiah Bebo <jbebo@arvada.org>

Project Indiana Pedestrian Safety Issue UPDATED with photos

pam o'donnell <[REDACTED]> Tue, Mar 9, 2021 at 10:37 AM
To: "jbebo@arvada.org" <jbebo@arvada.org>

Project Indiana Pedestrian Safety Issue UPDATED (photos now included)
Impact of Amazon Distribution Center on pedestrians walking west using the northeast crosswalk at 64th St. and Indiana St. (Colorado Highway 72)

THE ISSUE
What will be the impact to pedestrians walking west and crossing 64th St. at Indiana St. if an Amazon Distribution Center is constructed? How many Amazon vans, semi trucks, and employee vehicles will be turning right on 64th and Indiana each day? Who has determined that the current intersection configuration will be safe for pedestrians? Is Project Indiana prioritizing Amazon and revenue over pedestrian safety?

THE INTERSECTION

THE NORTHEAST CROSSWALK IS DANGEROUS FOR PEDESTRIANS.
To turn right from 64th St. onto Indiana St., vehicles enter a slip lane. There is no stop light or stop sign.



I have been walking west and am standing at the northeast corner of the crosswalk at 64th and Indiana. I am facing southwest. (I am 5'8")



I turn my head left to view oncoming traffic to determine when to cross.
The metal cabinet is 5'9" tall and is 4' wide. To its right is a small metal box that is 4' high by 1'. It is 45' from me. Visibility is limited for both the pedestrian and the driver.
The approaching vehicle is not visible until it is approximately 50' away. I estimate most turning vehicles are traveling 25 mph to 35 mph.



If I were in the crosswalk, the vehicle may have been unable to stop.



Hundreds of Amazon vehicles turning at this intersection will make this crosswalk more difficult and more dangerous for pedestrians.

MY EXPERIENCE

Currently and prepandemic I walked west on the north side of 64th St once or twice a week from my home in Ralston Estates to McDonalds, Sprouts and Kohl’s on 64th St. and returned home the same way. I am able to cross the intersection at 64th and Indiana by myself or with my four grandchildren as long as I am **extremely** aware of turning vehicles. **Often I have found it difficult to determine which vehicles are turning and thus have had to turn my head multiple times to check if it is safe before crossing.** This may seem excessive but I have observed that to my chagrin, **that sedans and sport cars are particularly difficult to see even though I am tall.** **Also, many vehicles barely slow down when making the turn.** They are only concerned with merging onto Indiana St. Some paid NO attention to pedestrians.

MY RECOMMENDATION

It is mandatory that the turning lanes at this intersection be reviewed for the safety of all pedestrians. Controlling turning traffic with a combination of stop lights and “NO TURN ON RED” signs and WALK / DON’T WALK lights at the 64th St. and Indiana St. intersection must be installed before the Amazon Distribution Center is approved and operational.

Pedestrians should NOT be forced to ascertain the intentions of turning vehicles. The right of way must be controlled by traffic signals.

No one should ever has to ask “Is it safe to cross the 64th St. and Indiana St. (Colorado Highway 72) intersection?”

Pamela O’Donnell
[7079 Devinney Ct](#)
[Arvada CO 80004](#)

Slip lanes are dangerous because they prioritize vehicle speed over the safety of everyone who needs to use the road

Slip lanes increase the distance that people have to cover to cross a street, put people into spots that are often the hardest for drivers to see, and encourage drivers not to slow down when approaching an intersection and a crosswalk— ...
That driver could be hitting maximum speed right as they reach the crosswalk across the **slip lane**—exactly the spot where engineers have said that a pedestrian should “safely” cross this street
.Nov 5, 2019. [t4america.org](#) › 2019/11/05 › safety...

[Transportation For America Safety over speed week: Slip lanes would never exist if we prioritized safety over speed - Transportation For America](#)



Jeremiah Bebo <jbebo@arvada.org>

Project Indiana Pedestrian Safety Issue
1 message

pam o'donnell <[REDACTED]>
To: "jbebo@arvada.org" <jbebo@arvada.org>

Wed, Feb 24, 2021 at 11:26 AM

Project Indiana Pedestrian Safety Issue
Impact of Amazon Distribution Center on pedestrians crossing 64th St. and Indiana St. (Colorado Highway 72)

THE ISSUE

What will be the impact to pedestrians crossing 64th St. at Indiana St. if an Amazon Distribution Center is constructed? How many Amazon vans, semi trucks, and employee vehicles will be turning right on 64th and Indiana each day? Who has determined that the current intersection configuration will be safe for pedestrians?

THE INTERSECTION

Currently drivers going west on 64th and turning right onto Indiana as well as drivers traveling south on Indiana and turning right onto 64th St view a yellow metal crosswalk sign and a yellow metal arrow as they turn the corner. These signs are not visible to the drivers until they are already turning. If the Amazon Distribution Center is located on Indiana St., the already somewhat dangerous intersection will be much more dangerous for pedestrians.

MY EXPERIENCE

Prepandemic (and again soon), I walked west on the north side of 64th St once or twice a week from my home in Ralston Estates to McDonalds, Sprouts and Kohl's on 64th St. and returned home the same way. I was able to cross the intersection at 64th and Indiana by myself or with my four grandchildren as long as I was extremely aware of turning vehicles. **Often I found it difficult to determine which vehicles were turning and thus had to turn my head multiple times to check if it were safe before crossing.** This may seem excessive but I had observed that to my chagrin, **many if not most drivers did not enter the right turn lane until the last second and barely slowed down when making the turn.** Many were only concerned with merging onto Indiana St. Some paid NO attention to pedestrians.

MY RECOMMENDATION

It is mandatory that the turning lanes at this intersection be reviewed for the safety of all pedestrians. Controlling turning traffic with a combination of stop lights and "NO TURN ON RED" signs and WALK / DON'T WALK lights at the 64th St. and Indiana St. intersection must be completed before the Amazon Distribution Center is approved and operational.

Pedestrians should NOT be forced to ascertain the intentions of turning vehicles. The right of way must be controlled by traffic signals.

No one should ever has to ask "Is it safe to cross the 64th St. and Indiana St. (Colorado Highway 72) intersection?"

Pamela O'Donnell
7079 Devinney Ct
Arvada CO 80004



CED Boards and Commission <cedboardsandcommission@arvada.org>

Opposition to Scannell's Project Indiana to build an Amazon Distribution Center - Traffic Study is Flawed!

2 messages

Pamela Rose <[REDACTED]>

Thu, Feb 11, 2021 at 2:27 PM

To: "cedboardsandcommission@arvada.org" <cedboardsandcommission@arvada.org>, Jeremiah Bebo <jbebo@arvada.org>, "cokeefe@jeffco.us" <cokeefe@jeffco.us>, "lsimpson@arvada.org" <lsimpson@arvada.org>, Nancy Ford <nford@arvada.org>, "jmarriott@arvada.org" <jmarriott@arvada.org>, "djones@arvada.org" <djones@arvada.org>, Dot Miller <dmiller@arvada.org>, "bfifer@arvada.org" <bfifer@arvada.org>, "Marc Williams, Arvada Mayor" <mwilliams@arvada.org>

February 11, 2021 - Dear Arvada Planning Commission and City Councilmembers,

As a concerned neighbor of the proposed Scannell's Project Indiana, I am opposed to the proposed development. The traffic study is flawed! The following need to be addressed:

- An acceptable traffic study needs to include realistic estimates. The current study only estimates 1,352 daily trips and underestimates the daily trips by a factor of three, since it does not account for the 292 building employees and the 896 van drivers – a total of 4,168 trips per day!
- 292 building employees making in/out trip = 584 trips
- 896 van drivers making in/out trip = 1,792 trips
- 896 van drivers making delivery trip out/in = 1,792 trips
- The current study does not include the impact of additional traffic to/from Fig Street and the connecting streets to Fig - and the impact on additional nearby residential streets.
- Limited access to/from Indiana Street during peak hours will force employees to use the surrounding access streets.
- A realistic study needs to include these streets and additional volumes.
- This development is not compatible with the surrounding residential properties, and Ralston Trail.

Respectfully submitted,

Pamela Rose

7114 Fig Street

Arvada, CO 80004

303-424-5783

CED Boards and Commission <cedboardsandcommission@arvada.org>

Thu, Feb 11, 2021 at 4:36 PM

To: Pamela Rose <[REDACTED]>

Cc: Jeremiah Bebo <jbebo@arvada.org>, "cokeefe@jeffco.us" <cokeefe@jeffco.us>, "lsimpson@arvada.org" <lsimpson@arvada.org>, Nancy Ford <nford@arvada.org>, "jmarriott@arvada.org" <jmarriott@arvada.org>, "djones@arvada.org" <djones@arvada.org>, Dot Miller <dmiller@arvada.org>, "bfifer@arvada.org" <bfifer@arvada.org>, "Marc Williams, Arvada Mayor" <mwilliams@arvada.org>

Hello Ms. Rose,

We have received your comments for Project Indiana and will included them in the packet that is sent to the Commission, the packet will be available on March 11, 2021 and can be viewed [online](#). Due to the increase interest in the March 16th meeting, KATV will air the meeting on channel 8 and 880 as well as provide a live stream at www.arvada.org/live-stream. Please let me know if I can provide any other assistance to you.

Thank you,
CED Planning
[Quoted text hidden]

--

Community and Economic Development

Desk: 720-898-7435

E-Mail: cedboardsandcommission@arvada.org





Jeremiah Bebo <jbebo@arvada.org>

Second email Regarding Opposition to Maple Valley Park Annexation

Pamela Rose <[REDACTED]> Fri, Jan 29, 2021 at 2:32 PM
 To: "jbebo@arvada.org" <jbebo@arvada.org>, "cokeefe@jeffco.us" <cokeefe@jeffco.us>, "lsimpson@arvada.org" <lsimpson@arvada.org>, "nford@arvada.org" <nford@arvada.org>, "jmarriott@arvada.org" <jmarriott@arvada.org>, "djones@arvada.org" <djones@arvada.org>, "dmiller@arvada.org" <dmiller@arvada.org>, "bfifer@arvada.org" <bfifer@arvada.org>, "mwilliams@arvada.org" <mwilliams@arvada.org>

January 29, 2021 - Dear Arvada City Councilmembers,

As a concerned neighbor of the proposed development Project Indiana (Application #DA2020-01117) Maple Valley Park Annexation (Application #DA2020-0118), and Amazon Project Indiana Plan (DA#2020-0132), I am opposed to the proposed development. I respectfully ask for no heavy industrial development use on this parcel, not because I am anti-growth, but because I am an enthusiastic supporter of smart, planned urban development. My most compelling reasons include:

- The Proposed property development is inconsistent with Arvada's Master Plan or Vision.
- The proposed property detention pond is annexing Jefferson County Open Space – AKA Maple Valley Park as a buffer. The developer is the only one to benefit from this allocation, it should be required to build a berm. This detention pond will filter the run-off of road chemicals used to de-ice roads, gasoline residue, rubber residue from vehicle tires, diesel, and oil residue, all from the 1500 parking space parking lot and equipment used there, which will end up in Ralston Creek. This is detrimental to wildlife and should be reconsidered as it is not the correct use for a buffer. The developer is using this land inappropriately, and this is in a 100 year FEMA Flood Plain.
- This development is not compatible with the surrounding residential properties. Article 1 General Provisions: 1.3. - PURPOSE AND INTENT; 1.3.4. Preserve and protect existing trees and vegetation, agricultural lands, floodplains, stream corridors, wildlife corridors, wetlands, lakes and other water bodies, significant ridgelines, and other sensitive environmental areas from adverse impacts of urban and suburban development.
- The proposed building height of 44 feet is not within the current building code of 35 feet and is inappropriate.
- For the foregoing reasons, I urge you to vote against this proposed development.

Respectfully submitted,

Pamela Rose

7114 Fig Street

Arvada, CO 80004



Jeremiah Bebo <jbebo@arvada.org>

Third email Regarding Opposition to Maple Valley Park Annexation

Pamela Rose [REDACTED]

Fri, Jan 29, 2021 at 2:38 PM

To: "jbebo@arvada.org" <jbebo@arvada.org>, "cokeefe@jeffco.us" <cokeefe@jeffco.us>, "lsimpson@arvada.org" <lsimpson@arvada.org>, "nford@arvada.org" <nford@arvada.org>, "jmarriott@arvada.org" <jmarriott@arvada.org>, "djones@arvada.org" <djones@arvada.org>, "dmiller@arvada.org" <dmiller@arvada.org>, "bfifer@arvada.org" <bfifer@arvada.org>, "mwilliams@arvada.org" <mwilliams@arvada.org>

January 29, 2021 - Dear Arvada City Councilmembers,

As a concerned neighbor of the proposed development Project Indiana (Application #DA2020-01117) Maple Valley Park Annexation (Application #DA2020-01118), and Amazon Project Indiana Plan (DA#2020-0132), I am opposed to the proposed development. I respectfully ask for no heavy industrial development use on this parcel, not because I am anti-growth, but because I am an enthusiastic supporter of smart, planned urban development. My most compelling reasons include:

- The Proposed property development is inconsistent with Arvada's Master Plan or Vision.
- If this is approved and the planned development completed, the residential neighborhoods, open space of Maple Valley Park, Shadow Mountain and the surrounding properties will witness a dramatic increase in traffic in an already heavily congested area, which will lead to more accidents, injuries, and fatalities. This will directly impact air quality, vehicle and equipment noise, and light pollution in a primarily residential neighborhood.
- Insufficient road infrastructure – Nearby intersections simply cannot handle the dramatic increase in traffic that will occur if the rezoning is permitted. Indiana Street does not have traffic lights that would allow safe turning from this proposed development. The residential areas surrounding this proposed development do not allow for heavy through traffic. Additionally, the surrounding streets are narrow and do not allow for turn lanes, notably limiting traffic flow.
- For the foregoing reasons, I urge you to vote against this proposed development.

Respectfully submitted,

Pamela Rose

7114 Fig Street

Arvada, CO 80004



Jeremiah Bebo <jbebo@arvada.org>

Opposition to Maple Valley Park Annexation

Pamela Rose <[REDACTED]>

Fri, Jan 29, 2021 at 2:20 PM

To: "jbebo@arvada.org" <jbebo@arvada.org>, "cokeefe@jeffco.us" <cokeefe@jeffco.us>, "lsimpson@arvada.org" <lsimpson@arvada.org>, "nford@arvada.org" <nford@arvada.org>, "jmarriott@arvada.org" <jmarriott@arvada.org>, "djones@arvada.org" <djones@arvada.org>, "dmiller@arvada.org" <dmiller@arvada.org>, "bfifer@arvada.org" <bfifer@arvada.org>, "mwilliams@arvada.org" <mwilliams@arvada.org>

January 29, 2021 - Dear Arvada City Councilmembers,

As a concerned neighbor of the proposed development Project Indiana (Application #DA2020-01117) Maple Valley Park Annexation (Application #DA2020-01118), and Amazon Project Indiana Plan (DA#2020-0132), I am opposed to the proposed development. I respectfully ask for no heavy industrial development use on this parcel, not because I am anti-growth, but because I am an enthusiastic supporter of smart, planned urban development. My most compelling reasons include:

- The Proposed property development is inconsistent with Arvada's Master Plan or Vision.
- The Proposal Does Not Meet the Criteria for the current light industrial allocation.
- Inappropriate use of large scale, heavy industrial 24/7 – 365 multi vehicle delivery operation, development and use of a property currently zoned for light industrial development.

(Code 1981, § 19-12; Ord. No. 2208, § 1, 9-16-1985; Ord. No. 3171, § 1, 3-20-1995; Ord. No. 3282, § 1, 11-25-1996; Ord. No. 3729, § 1, 12-3-2001; Ord. No. 4164, 4-20-2009 ; Ord. No. 4728 , § 10, 5-18-2020) Violation of Noise regulation: (5) Loading operations. Loading, unloading, opening, or otherwise handling boxes, crates, containers, garbage containers, or other objects in such a manner as to create a noise disturbance between the hours of 9:00 p.m. and 7:00 a.m.

- For the foregoing reasons, I urge you to vote against this proposed development.

Respectfully submitted,

Pamela Rose

7114 Fig Street

Arvada, CO 80004



Jeremiah Bebo <jbebo@arvada.org>

In regards to Scannell's Project Indiana

Paul Schlimgen <[REDACTED]>
To: "jbebo@arvada.org" <jbebo@arvada.org>

Sat, Feb 13, 2021 at 10:37 AM

Dear Mr. Bebo,

I'm writing in opposition to the Scannell's Project Indiana to build an Amazon distribution center.

I believe the traffic study is flawed and does not accurately reflect this business's impact on traffic. The current traffic study doesn't not include the impact of traffic to and from the proposed distribution center on Fig, the connector streets to Fic, or the impact on nearby residential streets. Limited access from Indiana and peak volumes in and out will force employees and delivery vans onto Fig and adjacent connector and residential streets. A realistic traffic study needs to include these streets and volumes.

I'm also concerned with the additional load on Indiana directly. Before COVID, Indiana from 64th going north is consistently bottle necked by the train bridge past 82nd (only two lanes wide) during the morning and evening commutes. In the winter months, I've experienced delays for ~40 minutes just to get past the train bridge. Adding ~1800 daily trips from Amazon delivery vans will just compound the traffic on Indiana.

Thank you,

Paul G Schlimgen
14309 W. 69th Pl
Arvada, CO 80004



Jeremiah Bebo <jbebo@arvada.org>

Amazon!

robyn albright <[REDACTED]>
To: jbebo@arvada.org, mwilliams@arvada.org

Thu, Mar 11, 2021 at 12:40 PM

I am writing to IMPLORE you reject the Amazon Distribution Center on Indiana and 66th. As a matter of fact, I do not for my life, know how this issue can even be put on paper and run across your desk. I read that they are estimating 1532 'trips' per day 24/7: so perhaps I can state that I can think of 559,180 reasons as to why I think Amazon and The Ralston Creek Trail Maple Valley are a BAD FIT.

What happened to the plan of the Arvada Arts District - even that will dispute nature and peace & quite, but it is surely less than 559,180 truck and van trips per year let alone a 112,000 sq foot warehouse with it's 55,000 square foot canopy/1500 parking spaces (!!!) and all night lighting. (I mean, why don't we just put in a Big O Tire store, a couple of restaurants, and a couple of strip malls??).

What has happened to the spirit of Colorado?

IT IS A BAD FIT! Please, please reject Jeff Bezos and his vision of Amazon.



Jeremiah Bebo <jbebo@arvada.org>

project Indiana

Rena Grossman [REDACTED]

Fri, Feb 5, 2021 at 7:14 PM

To: Jbebo@arvada.org, cokeefe@jeffco.us, nford@arvada.org, lsimpson@arvada.org, jmarriott@arvada.org, djones@arvada.org, dmiller@arvada.org, bfifer@arvada.org, mwilliams@arvada.org

All,

We are concerned about the proposed Amazon Project in Arvada. The traffic and noise that it will impose on our neighborhoods is offensive. Please do not allow it to happen. Thank you.

Rena and Barry Grossman



CED Boards and Commission <cedboardsandcommission@arvada.org>

Proposed Amazon Warehouse in NW Arvada

2 messages

RICHARD KUBERSK [REDACTED]

Wed, Feb 10, 2021 at 9:46 PM

To: "cedboardsandcommission@arvada.org" <cedboardsandcommission@arvada.org>

Cc: Mark Deven <mdeven@arvada.org>, "djones@arvada.org" <djones@arvada.org>

February 10, 2021

SUBJ: Project Indiana - City of Arvada

Dear Sir;

My name is Richard Kuberski, I reside in Wild Flower Ponds, less than 1/2 mile south of this proposed development.

Many of my neighbors and I are concerned about the likely negative impact that this development will have in North West Arvada. My primary concerns are the amount of traffic both into and out of this warehouse, unwanted noise and light pollution.

It's about 4 miles from the proposed project site to the nearest freeway via CO 72 as it zigzags down Indiana, W. 64th and Ward Road to Interstate 70. Large trucks supplying the warehouse will likely use this route.

Outbound from the warehouse in the morning rush hour will be 283 delivery vans, (from Traffic Report) with 1,352 daily vehicle trips anticipated. Some headed north, but most likely the majority of them will head south, towards the greater number of homes. This traffic will have to go through a congested signalized tee intersection. All this reversing in the afternoon/evening as the vans make their way back to the warehouse as they complete their deliveries.

The existing Arvada zoning just to the east of the project is light industry. While there are warehouses in this area, the traffic they generate does not compare to what this proposed project will generate.

What is the Level of Service for CO 72 along this route now during the AM rush hour and what is the projected LOS after the facility is in full operation? What is the projected time to get through the traffic signal at Indiana & W. 64th Ave. heading southbound at peak morning rush hour?

Is this a Phase I project, or is this the full build out? Will the developer go on record that this facility will NOT be added to in the future?

Is this a 24-hour operation?

What type of site lighting will be installed? How will you keep light from spilling off of the property?

Will there be any noise generated by equipment at the site? During a snow event, when the street department is loading sand trucks (across Indiana St. from this development) in the middle of the night, I can hear the back-up alarms at my home. I anticipate that the back-up alarms on the delivery trucks and vans will also pierce the air throughout the day and night. **With the number of vehicles at the site, this will be an ongoing intolerable cacophony.**

Having recently been subjected to unwanted noise and lights throughout the night from the gas line project at W. 64th & Indiana, my neighbors and I certainly want to ensure that we are not subjected to a similar intolerable assault for the rest of our lives.

Please consider how you would like to have this facility near to your own home.

City of Arvada addressees, please acknowledge receipt of this email

Thank you for your consideration.

Sincerely,

Richard Kuberski
[6359 Holman Ct.](#)
Arvada, Co. 80004

CC: Arvada City Manager - Mark Devon, Arvada City Council Person District 4 - David Jones
BCC: Wild Flower Ponds POA Board, Friends and Neighbors

CED Boards and Commission mmission@arvada.org>

Thu, Feb 11, 2021 at 8:56 AM

To: RICHARD KUBERSKI [REDACTED]

Cc: Mark Devon <mdeven@arvada.org>, "djones@arvada.org" <djones@arvada.org>

Hello Mr. Kuberski,

We have received your comments for Project Indiana and will included them in the packet that is sent to the Commission, the packet will be available on March 11, 2021 and can be viewed [online](#). Due to the increase interest in the March 16th meeting, KATV will air the meeting on channel 8 and 880 as well as provide a live stream at www.arvada.org/live-stream. Please let me know if I can provide any other assistance to you.

Thank you,

Josie Suk
City of Arvada
720-898-7627
[Quoted text hidden]

Community and Economic Development

Desk: [720-898-7435](tel:720-898-7435)

E-Mail: cedboardsandcommission@arvada.org





Jeremiah Bebo <jbebo@arvada.org>

Against the Amazon last mile distribution center

Ronald Sacks <[REDACTED]> Sat, Mar 20, 2021 at 12:12 PM
To: jbebo@arvada.org, cokeefe@jeffco.us, nford@arvada.org, lsimpson@arvada.org, jmarriott@aqrvada.org, djones@arvada.org, dmiller@arvada.org, bfifer@arvada.org, mwilliams@arvada.org

All,

I have been a resident of Arvada for 15 years. My address is [7561 Urban St., Arvada, CO 80005](#).

I am against the Amazon last mile distribution center project for these reasons:

- Negative impact on wild life
- Human safety related to recognized environmental conditions
- 24/7 operation is incompatible with surrounding community and wildlife
- Light and noise pollution negatively impacts nearby wildlife and homes
- Negative impact on quality of life and property values
- Storm drainage concerns
- Removal of hundreds of mature trees impacting air quality and reducing bird nesting availability
- Increased traffic
- Inconvenienced residents by forcing a single trash hauler in the name of reducing traffic. This project would significantly increase traffic
- Future drone operations would negatively impact wildlife and residents
- Research indicates that Amazon has the reputation of being an undesirable neighbor

Ronald L. Sacks
[REDACTED]



Jeremiah Bebo <jbebo@arvada.org>

Amazon

Rick Squires <[REDACTED]> Tue, Mar 9, 2021 at 7:48 AM
To: "jbebo@arvada.org" <jbebo@arvada.org>, "cokeefe@jeffco.us" <cokeefe@jeffco.us>, "mwilliams@arvada.org" <mwilliams@arvada.org>

I would like to let you know I am STRONGLY 100% against any Amazon Distribution Center in any boundary in the City of Arvada. Even the very thought of such a monstrosity is beyond me. 24/7 of trucks in and out of that facility? 1300+ trucks and van trips each day?! Infuriating back-up 'beeping' and neon lights at night?

I am frankly stunned that the leaders of Arvada and JeffCo could possibly even think of stamping 'approved' on such a proposal.

Talk about 'not the right fit'. I am fundamentally against, and strongly opposed to any further industrial building moving forward - I moved here 30 years ago to get away from over-developed lands and I increasingly see more and more (I won't even start with Candelas, it's parkway and the incoming onslaught of 470 and the inevitable widening of Indiana and Rt 93).

Why can't city/county officials leave a perfectly fine field - a field? It may be one of the nicest creek trails in the country - I use it regularly and when I first resided in Arvada (now going on 10 years), I was thrilled and bragged of it. Now.....it will be walking/riding the Arvada-Amazon warehouse district.

When does this battle between the Arvada Harvest Grounds vs Amazon commence? I know (and now you know) where I stand when it comes to nature, owls, coyotes, hawks, walking the dog, peace and quite, etc., vs Amazon. It is NOT a fit (it's not even close).

I am very concerned - Rick Squires



Jeremiah Bebo <jbebo@arvada.org>

Proposed Project Indiana

Renee Stark <[REDACTED]>
To: jbebo@arvada.org

Thu, Feb 25, 2021 at 10:36 AM

Mr. Bebo,

This message is to voice my **OPPOSITION to all permits and applications related to Project Indiana!** The Amazon 24/7 Distribution center being considered is NO WAY a fit for our community. We have been voicing concern over the development the past few years that has been to build *multiple* Urgent Care clinics. senior living centers, banks and other development that is destroying this area and yet those oppositions have fallen on deaf ears.

Please **LISTEN** this time to the many Arvada residents and business owners who want something that will enhance the way of life in Arvada - not turn it in to another Commerce City or Aurora. There are SO MANY reasons that this is not a good fit for this area, which I know have been presented professionally and in detail by the Protect Maple Valley citizen group. This affects us all and it's time our planning board and elected officials do what is right for the community.

By OPPOSING this development Amazon can move on to find another location to destroy and Arvada can move forward with the "Town Square Village" proposal which is what we WANT and NEED for this area to prosper! Thank you.

Sincerely,

Renee L. Stark
16062 W 63rd Lane, Unit A
Arvada, CO 80403
[REDACTED]



Jeremiah Bebo <jbebo@arvada.org>

An Arvada Citizen's STRONG Objection to the Proposed "Project Indiana"

Becky Wel [REDACTED]
To: "jbebo@arvada.org" <jbebo@arvada.org>

Tue, Feb 2, 2021 at 5:31 PM

Jeremiah Bebo,

I am writing to express my strong objection to "Project Indiana", which is to be built just around the corner from our home. I am baffled that a "project" of this size and scope is even being considered for the space. Not only will it destroy the wildlife aspects adjacent to the proposed site, it will also destroy the quality of living for every resident near this project. There is so much open space that is NOT near residential living that is available in Arvada where this monstrosity could be built. Not only will this be a visual blight on our community, but the degree of traffic, light, and noise pollution will destroy our home values and our quality of living. A 27/7 building with vans and trucks servicing it is insane to even consider for this location. Also, how is a building that will be 44' tall, which is clearly higher than the 35' height limit, even being considered?

If you truly care for the residents of Arvada, please do everything in your power to block this project. It can be built in an industrial area of Arvada, of which there are many now. Please care for the citizens of your city and the families that you are entrusted with from your position of power. Please don't let money be the bottom line. If we have learned anything during this time, please let it be that people matter more than profit. We are counting on your help.

Sincerely,

Rebecca Welch
A Concerned Maple Valley Resident
[REDACTED]



Jeremiah Bebo <jbebo@arvada.org>

Project Indiana & Maple Valley Park

Shannon Booth <[REDACTED]>
To: jbebo@arvada.org

Thu, Mar 11, 2021 at 12:10 PM

Dear Jeremiah,

Early this morning I went on a run along the Ralston Creek bike path as I do most mornings. My route takes me past the site of the proposed Project Indiana. This is one of my favorite parts of the bike path as the natural area with the creek and large tress and abundant wildlife delights the senses. Just this week I have seen a great horned owl and a skunk! I always return from theses runs rejuvenated for the coming day. My morning runs are not the only way my family uses that section of the Ralston Creek bike path. We value and appreciate the unique accessibility to a peaceful natural area right from our neighborhood. The opportunity to have a relaxing walk after work, bike rides as a family, or just an escape from the hassles of city living will be sorely missed if the proposed development were to be approved by the Arvada City Council.

As a resident of west Arvada, I call on you to protect the families, the homes, and the neighborhoods of this area by opposing the building of an Amazon distribution center. Please understand that this site is not the right place for any kind of distribution center because of the surrounding neighborhoods! Such a development should be placed farther away from family homes for obvious reasons.

In your capacity as a leader of our city and community you have the opportunity to leave a legacy that blesses the lives of current *and* future residents of west Arvada or diminish our quality of life. I implore you to create a lasting and sustainable vision that is less intrusive to surrounding neighborhoods; protects the natural beauty of the Ralston Creek area; adds to residential property values; and supports local small businesses and agriculture.

Thank you for your service to our community,

Shannon Booth

7136 Gladiola Street
Arvada, CO 80004
[REDACTED]



Jeremiah Bebo <jbebo@arvada.org>

Proposed Amazon Warehouse in Arvada

Suzi <[REDACTED]>
To: jbebo@arvada.org

Tue, Feb 16, 2021 at 9:13 PM

Dear Jeremiah,

We are residents of Candelas, a neighborhood located north of 72, just east of 93, and are writing to express our opposition to Amazon’s proposed Distribution Center in Arvada.

Why would Arvada or Jefferson County grant a variance for a large distribution center that does not align with the residential and rural nature of the surrounding area and conflicts with Arvada's own 2018 Master plan for the location?

There are several major reasons why we believe Amazon’s request for a zoning variance to build at this location should be denied:
***Building Size:** Amazon’s building will be +/- 112,000 square feet with a height of 45 feet. Did the Arvada City Council amend the long-standing code of 35 feet purely to accommodate Amazon or will we begin to see additional oversized commercial buildings in our residential/rural community?
***Light Pollution:** The proposed development’s 24/7 operation will generate considerable light pollution. Lights from the 1,500 square foot parking lot will shine directly into homes on the north side of Ralston Creek, an area that is exclusively comprised of single-family homes.
***Noise Pollution:** Future 24/7 drone flights proposed by Amazon will create noise pollution and negatively affect property values for local homeowners.
***Environmental Impact:** The proposed site provides no buffer to the Ralston Creek Trail, which is a habitat for a variety of wildlife. Construction on the project will remove numerous old-growth trees, impacting local native species.
***Traffic:** Amazon’s initial traffic study suggests at least an additional 1,400 trucks per day will be entering and exiting the Distribution Center. Since there is no direct access to major highways from Indiana Street (as exists for all other Amazon facilities in Colorado) will these thousands of trucks travel on residential side streets to reach nearby Highways 93, 36, or C470? In addition, there will surely be a few hundred truck and van drivers as well as drone operators coming and going from their homes in other parts of town to the facility. This will add even more traffic to an already congested Indiana Street, in effect turning it into a “highway” within our residential community.

Residents are drawn to this part of Arvada and Jefferson County for its rural feel. We moved here from an area in Pennsylvania that began with one warehouse and has become overrun with them in the midst of several residential areas. One of the main attractions was the proximity to the mountains and the wide, open space, close to nature. A 24/7 distribution center, bringing with it noise and light pollution as well as a significant increase in traffic from the thousands of cars, trucks, vans, and drones is at odds with the rural feel of this area and will diminish our property values and quality of life. Therefore, we ask that you redirect Amazon to other heavy industrial developments and NOT build in our rural residential area.

Sincerely,

Susan & Patrick Campbell
18613 W 94th Lane, Arvada



Jeremiah Bebo <jbebo@arvada.org>

A VERY Concerned Lifelong Arvada Resident

Sean Lovato <[REDACTED]> Sat, Jan 30, 2021 at 10:36 AM
 To: jbebo@arvada.org, cokeefe@jeffco.us, nford@arvada.org, lsimpson@arvada.org, jmarriott@arvada.org,
 djones@arvada.org, dmiller@arvada.org, bfiefer@arvada.org, mwilliams@arvada.org, brianna.titone.house@state.co.us
 Cc: Protect Maple Valley [REDACTED] Susan Valero [REDACTED]
 [REDACTED]

My Dear Arvada City Council, Mr. Keefe, State Representative Titone, and Mr. Mayor:

Hello my friends. My name is Sean Lovato. I am a nearly life-long Arvada resident and Colorado Native. Thanks to an Article in the Denver Post yesterday, (1/29/2021) I have been made aware of a development plan which is *literally* in my backyard.

I have been living at [6741 Coors Ct.](#) since I was two years old. I love my home, I love Arvada, and I have no intention of seeing any more of this beautiful and peaceful place turned into a concrete jungle.

Therefore, I am **exceedingly concerned** by the fact that this Amazon project is even being considered. Are you willing to build another concrete monolith, on streets that don't have the capacity for a 7-11, let alone an Amazon Delivery Hub? What about all of the future drone traffic amazon is planning? Do we need a cloud of delivery drones over our homes?

Did you know in the woods right there that there is a little bike park? Yes, friends. Long before the Apex center with it's awesome skate-park was built, children were jumping their bikes back in that area. Where are those children going to play? Directly adjacent to an Amazon parking lot?

I like Amazon, in general. In general, I think Amazon building their delivery hubs in Colorado is a great idea — next to existing infrastructure with the capacity to handle them. And, if Amazon wanted to build an ultra-chic *corporate* hub, resplendent with beautiful architecture in my backyard, I would be all for it.

But, **I DO NOT WANT ANY MORE INDUSTRIAL DEVELOPMENT IN MY BACKYARD.** As it is, I am woken up every morning at 5:30 AM by the beeping sound large trucks make when they are in reverse, because of the other industries over there which have been developed in recent years. I do not want a cloud of drones coming and going day and night. I do not want the traffic which will come, not only from the services Amazon provides, but the daily influx of employees who have to commute from everywhere — because the surrounding region is too expensive for said employees to afford. What about Indiana? Who is going to pay for that? What about the small farmers up the road, like Kevin (who's last name I don't remember, but who I used to see at the gym every day)?

This region has remained undeveloped for a reason. The construction on Eldridge was stopped and not resumed — some 30 years ago — for a reason. This project is **wrong for Arvada.**

However, it IS unfair to think that this property and region will remain undeveloped. Therefore, I agree with the Protect Maple Valley group: If the area must be developed, let's use the space to strengthen our precious community — not drive a wedge further between us.

I think the idea of using that exact space to develop another one of Colorado's famous out-door mall experiences — a la Olde Town Arvada and the Tennyson neighborhood — is exciting given the Amazon alternative. Small businesses, cheerful lamp posts, and an incentive to keep traffic elsewhere, and a beautiful stream for out-door patios to look out on. Perhaps we could encourage Das Meyer to build a small cafe, we could invite the creators of Linger to build a new ultra chic restaurant; and we could ask the owner of Recess to build a super fun bar right by that old bike park (He would know how to make that area fun for everyone), and I am certain we will be able to auction off spaces created for breweries to the highest bidder. Plus, of course, the ubiquitous cries of many citizens of West Arvada to build exactly this sort of project.... presumably so the poor home-owners of Westwoods need not drive alllll the way to Olde Town or Downtown Golden (perish the thought). Hey! We could call it, "*Olde West.*"

If it must happen, and I am sure it must, then let's do it right. This alternative makes us even more trendy than we already are. (And I will tell you, as a lifelong Arvada resident, it is super exciting to be "trendy.")

I will be reaching out to you all individually by phone. I will also personally go door-to-door to get the petition signed to stop this. If you want to reach me, the best way is through e-mail or text message. (I don't answer my phone if I don't

2/2/2021

City of Arvada Mail - A VERY Concerned Lifelong Arvada Resident

Public Comment Submitted
Through March 31, 2021
Exhibit C

know the number.) Also feel free to connect with me on my social media accounts.

Sean Lovato
ThinkTank, LLC





Jeremiah Bebo <jbebo@arvada.org>

Concerned Citizen on Proposed Amazon Site in Arvada

Sophia M <[REDACTED]>
To: jbebo@arvada.org

Fri, Mar 5, 2021 at 10:33 AM

Dear Jeremiah,

I am a resident of Spring Mesa, a neighborhood located at Quaker and 77th am writing to express my opposition to Amazon’s proposed Distribution Center in Arvada.

Although Amazon has several warehouses and distribution centers in Colorado, this is the only facility that would be located in a primarily residential area. All other Amazon facilities are within heavily industrialized commercial developments, such as the location in Colorado Springs which is to be built in an industrial complex next to the airport and the Amazon Fulfillment Center in Thornton which is right next to I-25. Why would Arvada or Jefferson County grant a variance for a large distribution center which does not align with the residential and rural nature of the surrounding area and conflicts with Arvada's own 2018 Master plan for the location?

Here are several major reasons why I believe Amazon’s request for a zoning variance to build at this location should be denied:
***Building Size:** Amazon’s building will be +/- 112,000 square feet with a height of 45 feet. Did the Arvada City Council amend the long-standing code of 35 feet purely to accommodate Amazon or will we begin to see additional oversized commercial buildings in our residential/rural community?
***Light Pollution:** The proposed development’s 24/7 operation will generate considerable light pollution. Lights from the 1,500 square foot parking lot will shine directly into homes on the north side of Ralston Creek, an area which is exclusively comprised of single-family homes.
***Noise Pollution:** Future 24/7 drone flights proposed by Amazon will create noise pollution and negatively affect property values for local homeowners.
***Environmental Impact:** The proposed site provides no buffer to the Ralston Creek Trail, which is a habitat for a variety of wildlife. Construction on the project will remove numerous old growth trees, impacting local native species. According to wildlife experts, the 24/7 lights in the parking lot will have a significant impact on insect populations, which will significantly impact bird populations who call the creek home. We're also very concerned about the **air quality** in the area being negatively affected from all the vehicle exhaust, emissions, and congestion, going in and out of the facility all day long.
***Traffic:** Amazon’s initial traffic study suggests at least an additional 1,400 trucks per day will enter and exit the Distribution Center parking lot 24/7. Since there is no direct access to major highways from Indiana Street (as exists for all other Amazon facilities in Colorado) will these thousands of trucks travel on residential side streets to reach nearby Highways 93, 36 or C470? In addition, there will surely be a few hundred truck and van drivers as well as drone operators coming and going from their homes in other parts of town to work at the facility. This will add even more traffic to an already congested Indiana Street, in effect turning it into a “highway” within our residential community. Also, with the significant number of new homes going up in **Candelas, Whisper Creek, Five Parks, and Leyden Rock**, that are well underway, it is a guarantee that Indiana will be even more impacted than it is currently, as Indiana St. is the only major N-S road linking those neighborhoods to regions further south.

Residents are drawn to the western part of Arvada and Jefferson County for its rural feel. We chose to live here because of this reason as well, and that it was further away from the more industrial feel on the eastern and southern side of town. In addition, our very young children attend school within half a mile of the proposed location, and the proposed Amazon site will be detrimental to their outdoor recess/play time due to the above reasons, in particular, the noise and air pollution. I am concerned that my children's hearing will be negatively affected, and that their outdoor time will also increase exposure to the large amount of vehicle exhaust, which will be a risk factor for their pulmonary health later on.

A 24/7 distribution center, bringing with it noise and light pollution as well as a significant increase in traffic from the thousands of cars, trucks, vans and drones is at odds with the rural feel of this area and will definitely diminish our property values and quality of life. Therefore, we ask that you redirect Amazon to other heavy industrial developments and NOT build in our rural residential area.

Sincerely,

Sophia Murphy
7764 Terry Court
Arvada, CO 80007



Jeremiah Bebo <jbebo@arvada.org>

Application #DA2020-01117 Opposition

shelagh.peterson <[REDACTED]>
To: jbebo@arvada.org

Thu, Feb 4, 2021 at 11:01 AM

I live in West woods Estates and am writing to let you know of my opposition to the proposed Amazon Distribution center located at 6700 Indiana Street. I do not believe the addition of a major distribution center in this space is a good fit for the community. I believe the additional traffic, lighting and noise will adversely affect the quality of livings well as the home values for miles from the proposed site. In addition to the hardship to the human neighbors this 24/7 operation will adversely affect the wild life within the greenbelt that abuts.

We moved to this area for the quiet feel and also understand that what we saw in West Arvada others would also find inviting. We are not opposed to development but let's find a better fit for this space. Something that will not be operating 24/7, something that Arvada really needs and wants such as shopping and dining . It would be a lovely space for restaurant with patio dining looking over the green space, boutique shops that invite a stroll down the Ralston Trail. Not a 24 hour 7 day a week warehouse operation.

Please vote to protect our quality of life, our home values, our wildlife.

Please vote against the Amazon Distribution center project

Vote against Project Indiana
Vote against Application #DA2020-01117
.

Thank you,

Shelagh Peterson
7277 Juniper Way
Arvada, CO 80007
[REDACTED]



Jeremiah Bebo <jbebo@arvada.org>

Amazon warehouse (PLEASE NO)

Sarah Lucero <[REDACTED]>

Sun, Jan 31, 2021 at 2:27 PM

To: jbebo@arvada.org

Mr Bebo, PLEASE do not allow this warehouse to be built. Arvada is a wonderful town BECAUSE it isn't a busy city. Please keep Arvada beautiful.

Sarah Rhodes



CED Boards and Commission <cedboardsandcommission@arvada.org>

Request a New traffic study - Project Indiana

1 message

Sarah R >

Fri, Feb 26, 2021 at 2:40 PM

To: "cedboardsandcommission@arvada.org" <cedboardsandcommission@arvada.org>

Hello,

For the March 16th Public Hearing:

We live off Indiana St. and are very concerned about the proposed Project Indiana. I have read the traffic study and do not believe it is accurate or enough. An acceptable traffic study needs to include realistic estimates and the current study does not, here is an example;

The current traffic studies only estimate 1,352 daily trips and underestimates the daily trips by a factor of three, since it does not account for 292 building employees and the 896 van drivers—a total of 4,168 trips per day • 292 building employees making a trip in and a trip out = 584 daily trips • 896 van drivers making a trip into work and out of work = 1,792 daily trips • 896 van drivers making a delivery trip out of the premises and a delivery trip returning to the premises = 1,792 daily trips .

In addition, the current traffic study does not include the impact of traffic to/from Fig and the connector streets to Fig or the impact on nearby residential streets.

Even with Indiana being widened, we can't support this type of massive commercial development on Indiana not to mention the impact on Ralston Creek trail and the surrounding residential neighborhoods.

Sincerely,

Sarah Roth
Arvada Resident

Sent from [Outlook](#)



Jeremiah Bebo <jbebo@arvada.org>

Amazon facility in West Arvada

salley smith <[REDACTED]>
To: "jbebo@arvada.org" <jbebo@arvada.org>

Fri, Mar 12, 2021 at 2:59 PM

Please vote NO on letting Amazon build a facility in West Arvada.
It will add nothing to this area but more traffic and a concern for the surrounding area.

Arvada is growing at an out of control speed, please stop and take some time to see
what this is doing to our beautiful community.

Thank you,
Salley M Smith
7658 Owens Ct
Arvada CO 80005
[REDACTED]



Arvada Planning Meeting - April 20, 2021 - Protect Maple Valley Park and surrounding Arvada neighborhoods

1 message

Gary Tenhulzen <[REDACTED]>

Fri, Mar 12, 2021 at 2:42 PM

To: "cedboardsandcommission@arvada.org" <cedboardsandcommission@arvada.org>

Dear Arvada Planning Commission:

I am writing in opposition to Scannell's Project Indiana to build an Amazon distribution center. After listening to the Zoom Conference call with representatives from Amazon and Scannell Properties last night, two major negative impacts have me very concerned about our Arvada neighborhood.

As my city council member representative for District 4, I ask for your help on this matter.

- I believe the traffic study is flawed and does not accurately reflect this business's impact on traffic. The current traffic study does not include the impact of traffic to and from the proposed distribution center on Fig Street, the connector streets to Fig, or the impact on nearby residential streets. The traffic engineer's explanations last night during the Zoom conference call did not address/answer these concerns. Limited access from Indiana and peak volumes in and out will force employees and delivery vans onto Fig and adjacent connector and residential streets. He stated this can be a controlled access street. I am not convinced. A realistic traffic study needs to include these streets and volumes.
- This proposed major industrial 24 hour a day, 7 day a week distribution center with 220 route trucks and 12 large semi-trailer deliveries during normal periods (in bound during the night hours, outbound during the day) and 530 route trucks and 42 large semi-trailer during holiday periods will be devastating to the quality of life, environment, and wildlife in this portion of Arvada. My house will be very close to the retention pond on the northeast corner of their development, near the Ralston Creek trail. The odor from this pond, the noise and unsightly views of the huge parking lot will be unwelcome.

I recognize the importance of commercial/light industrial businesses in Arvada to generate revenue for the City and provide good paying jobs for the community. However, this location for an Amazon logistics center is not the solution. Many other sites within the city limits offer a more suitable location for this around the clock, high volume traffic business that will be within 300 yards of neighborhood homes and their families.

I have lived in Arvada for almost 40 years and cherish the open spaces, wildlife, and quality of life this offers us. And I have been fortunate enough to live in Maple Valley for over 29 years and have been grateful to enjoy seeing the ducks, hawks, owls, foxes, bobcats, deer and even coyotes that have lived among us here along Ralston Creek and Maple Valley Park. All will be negatively impacted if this distribution center is approved.

Thank you.

Gary Tenhulzen
14249 W 69th Place
Arvada, CO 80004



Jeremiah Bebo <jbebo@arvada.org>

Arvada Amazon project

Tory Korthuis [REDACTED]
To: "jbebo@arvada.org" <jbebo@arvada.org>

Thu, Feb 11, 2021 at 1:01 PM

Dear Jeremiah B.

I am writing in opposition to Scannell's Project Indiana to build an Amazon distribution center.

I believe the traffic study is flawed and does not accurately reflect this business's impact on traffic. The current traffic study does not include the impact of traffic to and from the proposed distribution center on Fig, the connector streets to Fig, or the impact on nearby residential streets. Limited access from Indiana and peak volumes in and out will force employees and delivery vans onto Fig and adjacent connector and residential streets. A realistic traffic study needs to include these streets and volumes.

Thank you,

Tory Korthuis

14218 W. 69th Pl

Arvada Co. 80004



Tory Korthuis
Facilities Manager

web: www.faith.church
email: Tory.Korthuis@faith.church



Jeremiah Bebo <jbebo@arvada.org>

Amazon warehouse

Terry Shaffer <[REDACTED]>
To: jbebo@arvada.org

Fri, Feb 26, 2021 at 3:43 PM

We have been Arvada residents for 43 years now. Of course we have seen many, many changes over the years. Next to forced trash service with opting out and still costing over \$5.00/mo the Amazon facility is the worst decision ever. We do NOT need this business so close to residential areas especially with the increased anticipated traffic and related noise. Kindly do your part to veto Amazon at this particular location.
Thank you,
Terry & Sherri Shaffer



Jeremiah Bebo <jbebo@arvada.org>

Amazon

Wendell Carlson <[REDACTED]>
To: JBebo@arvada.org

Mon, Feb 1, 2021 at 6:26 PM

Mr. Bebo;

The proposed Amazon project seems like a terrible location. We already have frequent accidents on 64th and the traffic cannot stand the additional load Amazon would produce. Please do not approve this!!!!

Wendell Carlson
nearby resident



Jeremiah Bebo <jbebo@arvada.org>

Maple Valley Project

Cal Grant <[REDACTED]>

Fri, Mar 19, 2021 at 12:16 PM

To: "jbebo@arvada.org" <jbebo@arvada.org>

Hello Jerimiah,
We are opposed to the Indiana development(Amazon) and would support and rezoning for a retail/city center development.
Thank you,
William Grant
[15894 W 71st place](#)
[Arvada,CO](#)
[80007](#)

Public Comment Received Through
April 1-14, 2021Exhibit D

Included Public Comment (65 individual comments):

Patrick Tobin (April 12)	Karen Yanz
Keith Gawlik (April 14)	Lelise Hall
Keith Gawlik (April 13)	Lauren Stelley
Dameon Butler	Laura Thaler
Julie Pepe	Marlane G
Toby Derloshon	Matteo Bava
Andrea Schlimgen	Mary Dailey
Allison Young	Martha Davidson
Brian Glover (April 12)	Marilyn Ellison
Beth Tennehill (Lovering) (April 12)	Michael Horwith (April 12)
Bonnie Thompson (April 12)	Mel Millward
Brian White	Phil Corchary
Brad Young	Pamela and James O'Donnell
Cari Gerlock	Susan Dunn
Craig Johnson (April 12)	Teresa Hoke-Schaefer
Catherine Kruse	Tori Baker
Crystal Stone	Vic Ramey
Cheryl Walton	William Grant
Colleen Miller (Apr 12)	Willa Mayns
Don Bleiwas	Susan Arndt
Dameon Butler (Apr 14)	
David Konigsberg	
Dan and Linda Pelon	
Donna G	
Dmytro Starodub	
Erin Connolly-Latella	
Ed Guiducci	
Erik Mathys	
Felix Nuss	
Georgia Duncan	
Gary Lauricella	
Ian Clifton	
Jenny Allen	
Judy Anders	
Jeri Sampson	
Jane Starke	
Jesse Brown (Apr 12)	
Joe Burke	
Jen McCallum	
Kristen Bain	
Kacie Condon	
Kellie Martin	
Karen Ramey	
Kay Rees (Westwood Ridge HOA)	
Karen and Rainer Gerbatsch	

PATRICK J. TOBIN

Attorney at Law
3705 Kipling, Suite 206 Wheat Ridge, CO 80033
Telephone (303) 432-2717
Fax (303) 957-5727
ptobjuris@msn.com

April 12, 2021

Via Hand Delivery and Email: rstachelski@arvada.org

Ryan Stachelski, Director
Community and Economic Development
City of Arvada
8101 Ralston Road
Arvada, CO 80002

**Re: Project #DA2020-0117 – Development Application (Annexation and Zoning).
Related Applications: Project #DA2020-0132 – Site plan, Project #PA2020-0067 – Project
Pre-Application.**

Dear Mr. Stachelski:

Please include this letter and enclosures itemized below, and the additional signed Petitions, from the Petition Group delivered herewith expressing public opposition to the above-referenced Development Applications, for inclusion into the final Packet for the Planning Commission meeting scheduled for April 20, 2021. With this additional submission of Petition signatures, a total of Four Thousand Five Hundred Twenty-Two (4522) citizens have signed the Petitions. Based on additional information collected from persons signing these petitions, included in the total signatures are signatures of well over twenty-five percent (25%) of the registered electors based on the last district municipal elections.

The members of the Petition Group have asked me to express continuing frustration with the response by City Staff to the concerns that have been communicated about the planned use for the property that is the subject of the Applications, including, but not limited to the lack of response on the questions presented with my prior letter. The lack of response, coupled with the positions taken in the Report to Planning Commission on DA2020-0117 dated April 4, 2021 (the "Report") indicates that City Staff, acting in accordance with your direction, has failed to identify for Planning Commission significant problems that will impact the Re-Zoning of the property and the Report gives the appearance of acting as an advocate for the Re-Zoning Application, which does not fulfill Staff's obligations to the Planning Commission or to the City as a whole. Rather than restate the matters raised in my prior letter I want to point out two examples of statements in the Report regarding material information that in one example includes erroneous information, and another that fails to provide full information necessary for an informed decision. The specifics of these concerns are as follows:

Example #1. Incorrect information on a material issue.

The Report states on page 7 as follows:
"Light industrial uses are allowed in the IL district and are restricted to a maximum number of semi-truck trips of up to 50 per day." (Emphasis Added).

The actual language from the Definitions section of the LDC is as follows:

"Light industry also includes wholesaling, warehousing, and distribution uses that involve fewer than 50 truck trips per day."

Arvada, Colorado Code of Ordinances Sec. 11-3-3-1.

There is no "semi-truck" language in the definition. This misstatement needs to be corrected, so that the Planning Commission can decide if it supports the unique position Staff is advocating that the daily hundreds of Cargo Van trips should not be counted as "truck" trips.

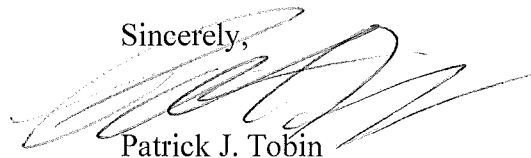
Example #2. Material omission of information.

The Report states on page 11 as follows:
"A second access to Indiana Street is proposed that will align with W. 68th Avenue. The applicant will be required to pay for and construct a new traffic signal at this intersection where full movements in all directions will be allowed with the signal."

The Report fails to mention that the proposed access at 68th Avenue to Indiana Street (State Highway 72), requires an Access Permit from the State of Colorado and that the access permit has not been obtained. The Report further omits that a preliminary review of the 68th Avenue point of access by CDOT rejected signalization of the intersection, which would significantly alter the circulation and connectivity touted in the Report, as it relates to the hundreds of cargo vans that will each day be forced to turn north on Indiana. This information, along with any information about the access permit should have been included in the Report.

Based on the position taken by Staff in the Report and the positions taken by the Petition Group in the Summary enclosed herewith, there appears to be a fundamental disconnection between the City Staff and the Public over the meaning of words like "significant adverse impacts" and "minimally affect surrounding properties". The mandate from the Petition Group is to make certain that the Planning Commission is aware of this disconnection as it impacts the Re-Zoning decision, so that the Commission can make a fully informed decision about the Application.

Sincerely,



Patrick J. Tobin
Attorney at Law

Enclosures:
Summary Report for Zoning Compliance (With Exhibits)
Petitions – (Hand delivered)

cc: Jeremiah Bebo, Planner via Email jbebo@arvada.org
Mark Deven, City Manager via Email mdeven@arvada.org
City Council
Denver Post

SUMMARY REPORT for Zoning Compliance
Protect Maple Valley Park on behalf of Petition Group
FOR SUBMISSION TO CITY OF ARVADA PLANNING
COMMISSION

SUBJECT: PROJECT INDIANA ANNEXATION AND REZONING

Planning Commission Session for April 20, 2021.
Agenda Item: 8.C.

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**Amazon Project Indiana
SUMMARY REPORT for Zoning Compliance
Protect Maple Valley Park on behalf of Petition Group
4/12/2021**

Zoning Compliance

1. BURDEN OF PROOF FOR COMPLIANCE IS ON THE APPLICANT.

- a. The City of Arvada Land Development Code (LDC) section 8-2-3-2 Burden of Proof and Persuasion states the following:

“The burden of demonstrating that an application complies with applicable review and approval criteria is on the Applicant.”

- b. The Applicant must demonstrate that the proposed Project Indiana (Project) meets all requirements for approval showing compliance with the City of Arvada Comprehensive Plan 2014, amended 2017 (Comp Plan) and Arvada Land Development Code 2020 (LDC). The Applicant must show that the proposed Project complies with the requested zoning classification and its limitations, and that the Applicant has performed studies to examine the Project impacts, and has provided mitigation of Project impacts.
- c. It is our contention that the Applicant for Project Indiana **has not demonstrated** that the proposed Project meets the requirements for the **Industrial, Light zoning** as detailed in the Comp Plan and LDC. We will clearly show this in the following arguments.

2. RELEVANT COMP PLAN AND LDC REQUIREMENTS TO GAUGE APPLICANT’S COMPLIANCE.

- a. The Applicant has not proven that Project Indiana complies with the following relevant sections from the Arvada Comprehensive Plan 2014, amended 2017 (Comp Plan) and the Arvada Land Development Code 2020 (LDC).

i. RELEVANT COMP PLAN SECTIONS:

1. The Comp Plan identifies the proposed Project site as potential for Office / Light Industrial / Retail developments (pages 2-4 and 2-15).
2. The Comp Plan states (page 2-28) that areas identified as **Industrial / Office** are to be ***“uses that minimally affect surrounding properties.”***
3. It is recognized that the proposed Project site is a targeted infill development area per the Comp Plan. The Comp Plan provides very clear policy statements in regard to infill development under the goal for Community Character, Urban Design, and Historic Preservation (page 2-11). These three policy statements in this section of the Comp Plan are highly relevant to the proposed Project and City consideration of the proposed Project. The three policy statements are as follows:
 - a. **POLICY CC-1.2: Promote Integration Within Districts through Design.** The City will promote integration and a sense of place within districts of the City through the context-sensitive design of new development.

**Amazon Project Indiana
SUMMARY REPORT for Zoning Compliance
Protect Maple Valley Park on behalf of Petition Group
4/12/2021**

- b. **POLICY CC-1.3: Compatible Infill.** *The City will encourage new infill development to be sensitive to the character of existing neighborhoods.* Considerations shall include building scale, placement, size, height transitions, landscape, streetscape, and other design measures (see also Redevelopment and Infill Principles).
 - c. **POLICY CC-1.4: Work with Stakeholders.** *The City will work with stakeholders, developers, and the community to consider a project's potential effects and strive for integration in a manner that helps enrich the district's character.*
- 4. The Comp Plan Redevelopment and Infill Principles (page 2-33) states the following:
 - a. ***The City recognizes that redevelopment and infill could negatively impact existing neighborhoods if not carefully designed or if impacts are not reasonably mitigated.*** Therefore, this Plan includes the following principles for redevelopment and infill.
 - b. ***Infill and development that occurs in or adjacent to existing developed areas should complement the character and visual qualities of the area and existing development.*** New developments should adhere to the following design principles:
 - i. The overall scale, size, and setbacks of new buildings should be similar to or compatible with those found on adjacent properties. Transitions in building height may be appropriate (e.g., to provide a transition, the new building should not be more than two stories taller than an adjacent building).
 - ii. ***Redevelopment and infill should preserve existing mature street trees and significant landscape features to extent possible.***
 - iii. Redevelopment and infill should incorporate pedestrian friendly mixed use design principles where possible.
 - iv. ***New landscaping materials should be mature enough to visually integrate with the new infill with the existing neighborhood within ten years.***
 - v. Usable parks, trails, and open space should be incorporated into infill and redevelopment projects to the extent possible.
- 5. Comp Plan Goals and Policies on Resource Conservation and Environment.
 - a. The Comp Plan provides the goals and policies for Resource Conservation and the Environment (page 4-12). Key goals and policies pertinent to the proposed Project are as follows:
 - i. **GOAL R-1: Minimize the impact of new development on natural areas to allow continued cohabitation of people and wildlife.**
 - 1. **POLICY R-1.1: Buffers and Setbacks.** *The City will require new developments to provide buffers for creeks, water bodies, existing wetlands, riparian areas, and wildlife corridors to retain water quality and environmental integrity.*

Amazon Project Indiana
SUMMARY REPORT for Zoning Compliance
Protect Maple Valley Park on behalf of Petition Group
4/12/2021

ii. GOAL R-2: Promote improved water quality in stream corridors.

1. POLICY R-2.1: Water Quality Features *The City will require water quality features in new developments to minimize degradation of stream water quality.*
2. POLICY R-2.3: Best Management Practices for Storm water Conveyance. *The City will protect water quality through implementation of Best Management Practices in the design of storm water conveyance and detention facilities.*

ii. RELEVANT LDC SECTIONS:

1. Article 11-3, **Definitions**, (page 11.24) of the LDC provides the following definition for **Light Industry** zoning:

a. **“Light Industry”**

Uses that involve research and development, assembly, remanufacturing, compounding, packaging, testing, or treatment of products, generally from previously prepared materials or components, with limited outside storage and **limited external impacts or risks** such that the use is not defined as heavy industry or heavy logistics center. Light industry also includes wholesaling, warehousing, and distribution uses that **involve fewer than 50 truck trips per day.**”

- b. Sections 3-1-3-7 and 3-1-3-8 provide descriptions of permitted uses under Light Industry zoning.

2. Section 8-3-4-2A.4 of the LDC delineates Approval Criteria for the City Council for rezoning actions.

Key LDC approval criteria pertaining to Project Indiana are as follows:

- i. The rezoning is consistent with the Arvada Comprehensive Plan, or an adopted sub-area plan, corridor plan, or urban renewal plan, or reflects conditions that have changed since the adoption of the Comprehensive Plan;
- ii. Facilities and services (including sewage and waste disposal, water, gas, electricity, police and fire protection, and **roads and transportation**, as applicable) **will, prior to development, be available to serve the subject property while maintaining adequate levels of service to existing development;**
- iii. **The intended land use for which the rezoning is sought will not result in significant adverse impacts upon the natural environment, including air, water, noise, stormwater**

**Amazon Project Indiana
SUMMARY REPORT for Zoning Compliance
Protect Maple Valley Park on behalf of Petition Group
4/12/2021**

management, wildlife, and vegetation, or such impacts will be substantially mitigated;

- iv. The rezoning is consistent with the character of existing or planned development on adjacent properties and in the surrounding area or neighborhood, or measures will be taken to substantially buffer or otherwise substantially mitigate any negative impacts.***

3. HOW THE PROPOSED PROJECT INDIANA DOES NOT MEET THE BURDEN OF PROOF FOR LIGHT INDUSTRIAL ZONING.

The following are point by point arguments demonstrating how Project Indiana has not proven compliance for Light Industrial zoning with respect to the Comp Plan and LDC.

a. TRUCK TRAFFIC LIMITATIONS ARE EXCEEDED BY THE PROPOSED PROJECT.

- i. The LDC definition clearly states Light Industry truck traffic must be **lower than 50 truck trips per day**.
- ii. The City staff has on two occasions advised the applicant that the truck traffic must conform to the 50 truck trip per day limit.
 1. The first was at the Pre-Application meeting of 5/22/2020 where City staff recorded the following: **(SEE EXHIBIT #1)**

“The use can be defined as Light Industrial so long as daily truck trips are under 50.”

2. The second was recently in the City staff comment in the Applicant's Traffic Impact Study where the following was stated:

“In order to stay in conformance with the definition of Light Industry, truck trips must remain fewer than 50 per day.”

- iii. The Applicant clearly intends to have semi-truck traffic in excess of 50 truck trips per day which will violate Light Industrial zoning. This is evident for several reasons.

1. First, we pointed out in our letter to Ryan Stachelski, Community and Economic Director, dated March 30. The following:

Amazon representatives presented information in their Delivery Station Operations slide (attached in the exhibits to this summary report) during the public meeting of 3/11/2021, which showed vehicle and employment levels for normal operation and for “holiday” operations. **(SEE EXHIBIT #4)**

The Holiday operation data, which must be taken as an indication of peak truck traffic servicing the center, showed there would be 42 line haul trailers

**Amazon Project Indiana
SUMMARY REPORT for Zoning Compliance
Protect Maple Valley Park on behalf of Petition Group
4/12/2021**

(semi-trucks) in a 24-hour period. This equates to 84 semi-truck trips per day, **which would violate the IL Zoning limitation.**

One should note there is no discussion of seasonal variation in the definition for the increased limits for Light Industrial zoning.

2. Second, other trip generation formulas based on the square footage of the facility and the number of vans to be operated from the facility indicate that the number of daily truck trips would be consistently in excess of the 50 trip maximum for the IL Zoning.
3. Third, again as noted in our letter of March 30, 2021, given the size of the Vans that will be used to deliver from the site, regulatory consistency would appear to require that they be counted as Trucks as well. Under the LDC, a "truck" is clearly different and distinguished from a semi-truck in that the definition of "heavy industry" references trips by "semi-trailer trucks." As such a mere "truck" is something different from and less than a semi under the LDC. The statutory definition of a truck in CRS 42-1- 102(108) and the Model Traffic Code includes a cargo van, such as the vans used by Amazon. The Arvada Municipal Code has adopted the definitions contained in the Model Traffic Code for Colorado. (Arvada, Colorado Code of Ordinances Sec. 54-31).

Please also note that City staff gave no clarification or definition of truck in the Pre-application meeting summary. **(SEE EXHIBIT #1)**

Accordingly, the Applicant's vans are trucks, therefore; the level of van traffic clearly violates the limits for Light Industry zoning.

Recent research shows that both the State of Colorado and Jefferson County consider the Amazon style vans as trucks further reinforcing the contention that the van traffic is truck traffic.

b. THERE ARE MANY OTHER INDICATIONS THAT THE APPLICANT'S OPERATION DOES NOT MEET THE LIGHT INDUSTRIAL ZONING AND ARE LISTED AS FOLLOWS:

- i. During the question period of the public meeting of 3/11/2021 the Applicant stated that the center will deliver packages in a 50-mile radius from the center. This means that the center would deliver packages well outside of Arvada. The center could deliver items North, just short of Fort Collins, South to Castle Rock, West past Idaho Springs and East past Denver. Why does Arvada need to absorb the impacts of deliveries outside of Arvada?
 1. **A 50-mile radius equates to a delivery area of 7,854 square miles.**
 2. This is a huge area for a center that is termed as a "last mile" delivery facility.
 3. The Comp Plan states that incorporated **Arvada covers about 40 square miles.**
 4. The delivery area of the center would be **196 times the area of incorporated Arvada.**

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- ii. Jefferson County in their referral comments dated January 26, 2021 expressed concerns that the proposed warehouse distribution center would have different traffic impacts than a traditional warehouse and requested additional information on transportation surrounding the proposed Project. **The Community, the City and Jeffco have all asked why there are so many parking spaces for the number of vans the Applicant has specified.**
- iii. The Applicant intends to make a reported \$30 million capital investment in the proposed Project, which is a large industrial complex consisting of the following:
 - 1. 25 acres of asphalt parking lots for:
 - a. 1,016 vans
 - b. 292 auto spaces
 - c. 15 semi-truck trailer docks
 - d. 12 semi-trailer parking spaces
 - 2. A large building covering 2.6 acres,
 - 3. A fleet of at 531 Delivery Vans
 - 4. This will be by far the largest industrial operation in the vicinity of the proposed site.
 - 5. No other industrial operation adjacent to the proposed Project has any asphalt parking area rivaling the proposed Amazon lot.
 - 6. The Proposed Building will also be the largest in the area.
- iv. The Applicant showed during the public meeting of 3/11/2021 that the normal operation level will only be at 40 to 60% of the distribution center's capacity for 46 weeks out of the year. This makes little economic sense as why would you leave 40 to 60% of your investment capital idle for 88% of the year. **(SEE EXHIBIT #4)**

Given the huge 50 mile radius targeted for distribution, it is highly likely that the Applicant intends to broaden the distribution to fully utilize the centers capacity. This in turn will require a ramp up of semi-truck trailer deliveries to the range 30 to 42 trailers per day which equates to 60 to 84 heavy truck trips per day, again pushing the operation into a Heavy Logistics zoning classification.

- v. **All of the preceding clearly indicates that the proposed Project more clearly fits a Heavy Logistics operation than a Light Industrial operation.**
- vi. **Also to note is that a similar Amazon distribution center recently built in Loveland, Colorado was given a Heavy Logistics zoning classification. The Loveland Amazon facility is located in an industrial area near I-25 with no surrounding residential uses. (SEE EXHIBIT #8)**
- c. **OMISSION OF PROOF OF MINIMAL IMPACTS ON SURROUNDING PROPERTIES.**
 - i. The Project Indiana Applicant in their annexation petition acknowledges that the development must minimally affect surrounding properties.

Section 3A, of the petition referring to section 2-8 of the Comp Plan clearly illustrates that the Applicant knows that the Project must minimally affect surrounding properties. The following is taken from the Applicant's annexation petition:

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“The Comp Plan designates the Scannell Property as “Industrial/Office/Retail.” Areas designated as such are intended to “encourage development of industrial and office uses that will minimally affect surrounding properties.” (Page 4.)

It is also very clear that the Project Indiana Applicant believes that the proposed Project will not result in significant adverse impacts on the natural environment. This is shown in the following excerpt from section II. 2. D. page 7 from the annexation petition:

“the intended land use for the Scannell Property will not result in significant adverse impacts upon the natural environment, or such impacts will be substantially mitigated pursuant to Section 8-3-4-2A.4 of the Code.”

Section 8-3-4-2A.4 of the Code is as follows:

“4. The intended land use for which the rezoning is sought will not result in significant adverse impacts upon the natural environment, including air, water, noise, stormwater management, wildlife, and vegetation, or such impacts will be substantially mitigated; and”

Recognizing that the Project must not have significant impacts on the natural environment and that the Project must substantially mitigate such impacts is a good idea, however, our reviews of Project Indiana show that the Applicant has not performed all the studies to investigate impacts of the Project to prove there are no such impacts.

The few impacts that have been addressed were mitigations prescribed by code and were always adjusted just to be under code maximum allowable levels. This is highly evident in the lighting plan where 69 twenty-two foot high light poles are specified with lamps just under the allowable lumen levels. The Applicant has not studied the cumulative light impact nor the nighttime visual impact to the various adjacent neighborhoods and riparian habitat in the open space.

The Applicant has chosen to cite compliance requirements for impacts to the natural environment. He has completely ignored requirements to address **impacts to neighborhoods surrounding the proposed Project site** as required by the article of code immediately following the Section 8-3-4-2A.4 which is shown as follows:

“5. The rezoning is consistent with the character of existing or planned development on adjacent properties and in the surrounding area or neighborhood, or measures will be taken to substantially buffer or otherwise substantially mitigate any negative impacts.”

The Applicant seems to have omitted any proof or studies that illustrates that this Project will minimally affect surrounding properties. Only after significant public

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inquiries and questions has the Applicant shown any consideration for addressing impacts of the Project on the surrounding area neighborhoods. At the public meeting of 3/11/21 the Applicant showed some mitigation aspects by showing a screen wall partially along the property's northern perimeter and some buffer yard space. However, no details were provided or explained during the meeting.

The Applicant has not studied or substantially mitigated the impacts to the neighborhoods and other developments near the proposed Project.

For example, the Applicant has not studied the traffic impacts to the Maple Valley, Westwoods Mesa, Geos, Ralston Estates, and Hill Crest communities. Other neighborhoods such as Wyndham and Wildflower will also be impacted and should be studied. You could argue that all the residential along 64th Ave, 72nd Ave, Ward Road and McIntyre will likely have substantial impacts from traffic and that should be studied. It should be noted that the traffic study for the Project was crafted for a specific purpose and is misleading. The Applicant's traffic study has not properly studied the impact of the proposed Project on the area road system. The maximum traffic level for the Project as shown recently in the public meeting has not been examined.

The TIS did not address the 5 items discussed with city staff at the Pre-Development meeting of 5/22/2020.

1. Study **does not use peak traffic flow or hours per the Holiday Operation schedule presented at the 3/11/21** public meeting and shows traffic flow for a low level of center operation.
2. The traffic flow does not appear to include trips for van fueling or servicing. The applicant declined to answer the question about vehicle fueling and servicing at the public meeting.
3. The traffic flow did not include truck trips for trash trucks or other types of heavy service vehicles.
4. The study traffic count data was taken in the summer during the pandemic and does not represent the pre-pandemic traffic flow and excludes school and work traffic. Additionally, the study did not examine traffic flow variation for whole days or by day of week.
5. The study did not examine the traffic flow or impacts at the intersections of 69th and Indiana or Fig and Eldridge or the impacts to the residential areas and businesses served by the intersections.
6. The study does not meet CDOT standards for a traffic study to support state highway access permits.
7. The study assumes a 1.1 % traffic growth rate for Indiana. Arvada demographics indicate west Arvada population growth has averaged 1.6 to 2.6% from 2010 to 2018 so a 1.1% traffic growth rate projection does not seem plausible.
8. The study does not account for Amazon Flex traffic. The Applicant stated "routes" not "drivers". Each route can have multiple drivers.

(SEE EXHIBIT #5)

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The Applicant has not performed any noise, light, air, or water impact studies for the neighborhoods or Maple Valley Park and the Ralston Creek. We obtained permitting documents for Amazon's Broomfield project. It was noted in those documents that they performed noise level evaluations for that project. **We feel noise and light studies for this use are warranted given the close proximity to the open space and residential. See example in EXHIBIT #7 for reasoning why a light study is needed.**

d. THE APPLICANT'S PROJECT HAS FAILED TO DEMONSTRATE "NO IMPACT" ON THE WATER QUALITY OF RALSTON CREEK OR THE INTEGRITY OF MAPLE VALLEY PARK AS A NATURAL AREA:

- i. The comp plan (page 4-12) articulates two very important goals and requirements for new developments.
 1. The first is to minimize the impact of new development on natural areas to allow continued cohabitation of people and wildlife.
 2. The second is to promote improved water quality in stream corridors.
- ii. The policy statements for each of the goals clearly state requirements for addressing these goals as follows:
 1. *The City will require new developments to provide buffers for creeks, water bodies, existing wetlands, riparian areas, and wildlife corridors to retain water quality and environmental integrity.*
 2. *The City will require water quality features in new developments to minimize degradation of stream water quality.*
 3. *The City will protect water quality through implementation of Best Management Practices in the design of storm water conveyance and detention facilities.*
- iii. These Comp Plan policy statements above clearly state the buffer requirements as it would relate to Maple Valley Park and the Ralston Creek, yet the Applicant has stated in its Annexation and Zoning letter to the City of Arvada, **"the industrial uses on the Scannell Property will not impact residential uses located to the north and east of the Scannell Property because the Park Property acts as a buffer between the Project and the residential homes to the north of the Scannell Property, and the undeveloped area to the east of Fig Street acts as a buffer between the Project and the residential homes to the east of the Scannell Property."** – Carolynne White, Attorney, letter dated December 11, 2020
- iv. The Applicant, by proposing Maple Valley Park act as the buffer implies the Park Property and Ralston Creek will incur the impacts of the Project Indiana development which is an UNACCEPTABLE USE of an open space park. To reiterate the City's own policy in the three statements above, **this development is required to buffer the park and the creek. The Developer must use its own property to create a sufficient buffer to mitigate its impacts to Maple Valley Park and to residents to the north and east.**
- v. To further demonstrate why Maple Valley Park should not be used as the buffer for the Project Indiana development, we would like to note the following:

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1. Maple Valley Park is an environmental resource that the City says must be preserved, protected, and improved.
 - a. It is a Neighborhood Park, considered the “backbone of Arvada’s park system.” (*Parks, Trails, Open Space 2016 Master Plan*, p. 37)
 - b. It is part of the Ralston Creek Green Spine Trail, a regional trail, and an important wildlife corridor (Maps 3 and 20)
 - c. It is included in the City’s vision to focus “attention on improving the ecological health of our open space network and waterways to benefit wildlife habitat and outdoor recreation destinations.” (*Master Plan Vision*, p. 4)
 2. Maple Valley Park as Open Space performs Critical Functions in Arvada’s Urban Environment (see *Maple Valley Park Ecological Assessment*, CNHP, Feb. 2021).
 - a. It provides important floodplain and riparian habitats that are home to numerous species of plants and animals.
 - b. Large old, cottonwoods and thick undergrowth provide high quality habitat for nesting raptors (hawks and owls), songbirds, and various species of mammals.
 - c. High quality native forbs, shrubs, and wetland species along Ralston Creek create a unique plant community that compares favorably to nearby wetland and riparian areas in the Denver area.
 - d. All features combine to attract bird groups, photographers, and others who highly value its natural resources.
 3. The inappropriate use by Project Indiana of Maple Valley Park as a buffer, will cause the Park to suffer these disproportionate impacts:
 - a. Construction Impacts: Blown dust and dirt, blown trash, construction noise, removal of hundreds of trees, air pollution from diesel machinery, uncontrolled runoff, construction traffic.
 - b. 24/7 Operational Impacts: Anthropogenic sources of light, noise, and air pollution, employee and truck traffic in and out of the facility, stormwater runoff, blown trash.
 - c. Unmitigated impacts will result in further degradation of Ralston Creek due to runoff from impervious surfaces; adverse effects on nesting raptors and songbirds, and especially nocturnal species; decline in food sources for wildlife, including insect populations.
- vi. The proposed Project drains 25 acres of asphalt parking lot surface and 2.6 acres of building roof surface to a stormwater detention pond. The discharge of the detention pond eventually discharges into Ralston Creek.
1. The proposed parking lots have the capability to park about 1,400 vehicles which may leak various organic fluids or grease such as gasoline, motor oil, antifreeze coolant, and lubricating grease. Some of these fluids may contain soluble heavy metals such as copper, lead, and zinc.
 2. Vehicles may also deposit solids and road salts onto the parking lot surface.
 3. During a storm event any contaminants on the parking lot surfaces will be flushed to the detention pond.

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4. During the public meeting of 3/11/2021 the Applicant's detention pond engineer stated they will treat water prior to discharge.
 - a. He stated the treatment included in the proposed design is for settling of solids only.
 - b. There is no treatment for any of the oil and grease or VOC (volatile organic compounds, ie. Gasoline) nor for salts.
 - c. The Applicant's engineer responded to a question about the treatment system being able to remove heavy metals to which he stated yes. This answer is only true if the heavy metals are present as a solid.
 - d. The sedimentation treatment system shown will **NOT** remove soluble heavy metals in the water.
 - e. There is a very real potential that human sanitary waste (both as urine and fecal matter) will be deposited in containers on the parking lot surface by delivery drivers which could make its way to the detention pond. (We note this in the attached exhibits showing recent national news coverage of this problem. Additionally, we have photos from a Denver area Amazon parking lot showing bottles suspected to be filled with urine along the parking lot curb where trucks line up to unload.
(SEE EXHIBITS #6, 6a1, 6a2, 6a3)
5. The facility will need a Colorado Stormwater Permit. **We asked the status of this permit during the public meeting of 3/11/2021 but have not received an answer.**
6. **Jefferson County** in their referral comments of January 26, 2021 stated the following:

"Water quality standards will need to be implemented with the detention. This is especially important due to the large amount of parking proposed for the site."
7. **City staff** asked a similar question about the parking lot size in their review of the project.
8. We DO NOT believe that the Applicant is providing an adequate water treatment system to treat the stormwater for the oil and grease, VOCs, and other potential constituents. The Applicant has not addressed how they will prevent human waste from entering the stormwater detention system nor how they intend to treat such waste.
9. The Applicant has not addressed solid waste in the parking lot and has stated they will not have outside trash receptacles or bins. This also presents a water quality issue as trash will blow into the detention pond and offsite also. Denver area Amazon parking lots seem to have issues with waste as evidenced by the photo exhibit. (SEE EXHIBIT #3, 3a1)
10. The Applicant has also not developed a snow removal and stacking plan. A plan is necessary to ensure snow melt water flows to the detention pond for treatment and not offsite.
11. We have not yet received a composite map and we have asked the Applicant and City staff for this overlay map on several occasions. The overlay map should include the following: Project site plan, floodplain, wetlands, Ralston

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Creek, contours, detention pond, and Hathaway access road. A composite of these layers is crucial for the stormwater analyses which will give a better understanding of the potential impacts.

e. COMP PLAN POLICY CC-1.4 WORK WITH STAKEHOLDERS STATES:

“The City will work with stakeholders, developers, and the community to consider a project’s potential effects and strive for integration in a manner that helps enrich the district’s character.”

From our perspective the community’s concerns with the development of Project Indiana have yet to be addressed by the Applicant. The proposed development is unprecedented in size and nature for West Arvada. City staff and the Applicant have not adequately addressed some important questions citizens have asked.

We have repeatedly asked for information regarding the nature of the proposed operations, including size of operation, number of employees, hours of operation, traffic volumes, where will employees come from as well as impact studies in order to ascertain whether the Project conforms to the requested zoning and that the impacts of the Project are mitigated.

The following lists some of our concerns about the proposed Project Indiana and as a major stakeholder, the Community’s input should be considered.

i. Concerns raised by the Public that have not been addressed.

The first meeting was held on November 18, 2020. This meeting was held as required by the LDC. **The public attendees at the first meeting expressed the same concerns as we currently are expressing. (SEE EXHIBIT #2)**

These included:

- A question and concern about traffic volume and timing which was vaguely answered by saying that the majority of traffic will be directed to Indiana and using 68th and 66th avenues and truck traffic would be at night and vans in the day. No traffic volumes were stated. The Applicant said the traffic pattern could not be altered but no reason why.
- The effect of bright parking lot lighting on residences and on wildlife was questioned. The Applicant stated they would be designed to a safe level using City standards. The Applicant said a photometric analysis would be provided as part of their application. **This analysis has not been provided to date.**
- Concerns about wildlife were expressed but it was stated a study was performed that showed no concerns.
- A concern about noise was expressed and it was stated that the building was placed south on the parcel and parking lot noise should be minimal.
- The concern about the large parking lot was expressed, with the answer being it cannot be altered but no rationale why it could not be altered was given.
- The concern about stormwater affecting Ralston Creek was expressed. The answer was that a detention pond and storm water quality treatment measures

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will be included to clean pollutants out. No explanation was given on the type of water treatment to be included.

- **It should be noted that Amazon as the end user was not mentioned during the meeting.**

The second neighborhood meeting was held on March 11, 2021 to address growing community concerns about the Project.

It was clear that the Applicant did not want to answer questions in any detail regarding how the distribution center operates, how the site parking functions, the traffic study, what is the minimum, average and maximum traffic levels required for center operations, and impacts on the surrounding residential areas.

The questions not answered were intended to determine if the requested zoning is appropriate, if the traffic impact study is valid, and how residential area impacts are being addressed.

There clearly was a lack of transparency by Amazon in answering questions and in providing information to the public.

The information on the "Delivery Station Operations Overview" did demonstratively show that Amazon intends to operate the distribution center at a higher level than the Light Industrial zoning will allow. The Holiday operations show 42 line haulers which are semi-trucks. This equates to 84 heavy truck trips per day and greatly exceeds the less than 50 truck trip limit for Light Industrial zoning.

(SEE EXHIBIT #4)

It is evident and further demonstrated at the 3/11 public meeting that the Applicant has not met the burden of proof required by the City of Arvada Land Development Code and Zoning regulations proving that the proposed Project meets the zoning requirements and is compliant with the City of Arvada Comprehensive Plan.

City staff has not addressed our concerns about the unanswered questions from public meetings per our letter to Ryan Stachelski, dated March 30, 2021.

The Applicant recently published their written summary of the 3/11/2021 public meeting. Their summary showed only 26 questions asked. These were highly filtered versions of what was actually submitted in the chat box during the meeting. There were well over 100 questions submitted by the community and only 26 were answered. The Applicant may assert that there were duplicate questions and they consolidated the list but we can attest that very specific, valid questions were posed and not answered in any way.

ii. Other Examples of not Working with the Community

The following are additional examples of not considering the community:

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1. **Proposed Changes to the 69th & Indiana Intersection**
We have noted that there are proposed changes to the intersection at 69th and Indiana. This change, which would severely restrict traffic turning movements for Maple Valley, Westwoods Mesa, and GEOs residents will force more traffic through those neighborhoods.

We do not understand why this is part of Project Indiana. The Project Indiana traffic study did not even examine this intersection. These changes have not been discussed with the community.

2. **Unanswered Question on Intentions for Vehicle Fueling, Servicing, Washing, and Repair Facilities**

We have repeatedly asked questions concerning the Developer/Amazon's intentions to add fueling, vehicle servicing, vehicle washing, and vehicle repair which are strongly mentioned in the Annexation petition. Jefferson County also questioned the Developer's intentions for these facilities.

We have not received any answers from City staff nor the Developer on these facilities.

These facilities obviously will cause more traffic flow to the site, will require more land and asphalt surfacing and can place the request for Light Industry zoning in jeopardy.

The public has a right to know the intentions of the Developer for these facilities and do not understand why the City has not addressed this and factored these into the Application for zoning classification.

Conclusions:

The Project Indiana Annexation and Zoning Application as it is being presented to the Planning Commission does not conform to the Light Industrial zoning standards as they exist in the Arvada LDC and as they have been previously applied by the City. The attempt to present obvious noncompliance with Zoning definitions as matters to be dealt with in future deliberations relating to Site Plan mitigation has the effect of removing direct oversight by the public, acting through the Planning Commission. Any Motion for approval of the Application should be tabled, until such time as all of the issues identified in the forgoing discussion are addressed.

If a Motion for approval is not tabled because of the incomplete information, we would urge the Commission to identify the following findings of fact as the basis for denial of the Rezoning:

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1. Undisputed traffic information indicates that Truck traffic for the project is in excess of the limits imposed by *Arvada, Colorado Code of Ordinances Sec. 11-3-3-1*.
2. The Applicant has not satisfied the burden of proof, as required by code, that the activity at the site will comply with 8-3-4-2A.4 (code articles 1, 3, 4, 5) of the LDC due to its significant adverse impacts on the natural environment and the impacts to neighborhoods surrounding the proposed project site.
3. The Rezoning is not consistent with the Arvada Comprehensive Plan because the use proposed will have significant adverse effects on surrounding properties.

EXHIBITS:

The following is a list of exhibits attached to the Protect Maple Valley Park Planning Commission Summary on 4/12/2021.

1. Pre-Application Meeting Staff Summary (7 pages)
2. Kimley-Horn Notes 1st public meeting of 11/18/2020 (2 pages)
3. Photo example of trash and other activity on Denver Amazon parking lot and street nearby. (2 pages)
4. Annotated Amazon Delivery Station Operation Overview Slide from 3/11/2021 public meeting. (1 page)
5. 2 Photos of Amazon Flex Drivers loading vehicles at Denver Area Amazon facility and internet articles on Amazon Flex. (14 pages)
6. Article on Amazon Drivers Unsanitary work conditions, 3 photos of bottles of possible urine from truck loading area at Denver Amazon site. (7 pages)
7. Article 4/08/2021 Your Hub – Light Pollution (2 pages)
8. City of Loveland City Council Resolution on Amazon distribution center pages 1-7, 8/12/2019 (7 pages)



Exhibit D
Exhibit 1

Community Development Department - Planning Division
8101 Ralston Rd. Arvada, CO 80001
720-898-7435 Phone
www.arvada.org

Pre-Application Summary

DATE: 5/22/2020

PROJECT: Project Indiana

PROJECT PLANNER: Jeremiah Bebo

PROJECT NUMBER: PA2020-0067

Dear Applicant,

I would like to take this opportunity to thank you for considering the City of Arvada for your project.

As your assigned Project Planner, I remain available as a resource as you initiate the review process in the city. Attached to this letter are the formal staff comments from your Pre-Application Meeting with the Development Review Team. The comments reflect information provided on your submittal materials as well as the discussion within the meeting and are meant to provide general direction to you in the preparation of the actual submittals. Additional comments may be provided following the first review of your formal submittal, based upon the more detailed documents provided with your application. If the plans change significantly for the project, another pre-application meeting would be advised.

If you have any questions or require additional information, please do not hesitate to contact me.

Thank you.
Jeremiah Bebo

Application Details

Annexation Required?	Yes	Rezoning Required?	Yes
If rezoning is required, what is the proposed district?	I-1	Proposed Use	Industrial
Is new subdivision proposed?	Yes	Number of lots:	1
Acres	34		



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www.arvada.org

BUILDING-PREAPP-Don McPherson-720-898-7612- dmcpherson@arvada.org

Plan contains no apparent Building Code issues. Insufficient detail/information to provide additional feedback from the Building Department. When plans become more developed, contact us directly with questions, 720-898-7620 or BuildingPermits@Arvada.org. More information about permitting can be found at: <https://arvada.org/business/permits-and-applications/commercial-checklist>

Your Structural Engineer should know our code criteria to include on the plans:

ICC 2015 (2018 to be adopted early to mid 2020)

NEC 2014 (2017 to be adopted early to mid 2020)

Wind Speed 136 Vult - East of hwy 93

Wind Speed 146 Vult - West of hwy 93

Wind Exposure Category C

Roof snow load 30 psf

Building plan review time is 23 business days and can be done concurrently with Planning review. Please assemble plans into one file. More information about permitting can be found at:

<https://arvada.org/business/permits-and-applications/>



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ENG-DEVEL-PREAPP-Emiley Yoshihara-(720)-898-7676- eyoshihara@arvada.org

1. Water: There is a 10" PVC water main that runs east-west through the property. It aligns well with the proposed drive. A 20' easement will need to be dedicated over this water main via plat.
2. Sanitary: There is an 8" PVC sanitary main that runs north-south through the property. This main will need to be realigned around the proposed building. A 20' easement will need to be dedicated over the sanitary main via plat.
3. Storm: Water quality and detention will be required for this project. Water quality will need to meet the MS4 requirements. A Site Disturbance Permit will be required prior to any early grading or clearing on the site. Water quality and detention should be located outside the 100-year floodplain.
4. Floodplain/way: A section of the property is located within the floodplain and floodway. Any work in this area would require a CLOMR/LOMR and Arvada Floodplain permit.
5. Access Drives: City staff would like to see a more detailed description on truck and van routes to further analyze the proposed access points. It is preferred that the access points along Indiana St align with those across the street. CDOT approval will be required.
6. The City would like to limit access north on Eldridge St and east on W 68th Ave through the existing neighborhoods. The City is open to exploring installing a cul-de-sac with fire-only access to the intersection of Eldridge and W 68th in order to prevent cut-through traffic. See the attached sketch.
7. Traffic: A referral will be sent out to CDOT for access drives and public improvements. City staff will make recommendations to CDOT in regards to the access points, public improvements and any accel, decel lanes if recommended in the traffic study.
8. Impact Fees: There will be impact fees due at the time of construction for Indiana St. signal improvement. There will also be impact fees for W. 67th Ave and Eldridge that will be due at the time of construction.
9. ROW dedication will be required to match properties to the north and south along Indiana. That is 60' off of the centerline of the road. Indiana will also need to be improved (asphalt width, curb, gutter & detached walk) for the length of the site.
10. A traffic study prepared by a traffic consultant will need to be provided -- please submit a base assumptions form prior to preparing the study. The base assumption form and required checklist have been attached and need to be included in the study. This study will be a crucial piece to analyze access points and traffic flow.
11. W 67th Ave: There are existing utilities stubbed out into the three lots to the north of W. 67th Ave. If those lots are to be included in this project, those utilities will need to be removed and capped at the main and then W. 67th Ave will need to be milled and overlaid.
12. LOC & Cash Escrow: The required LOC or cash escrow due at the time of construction will be 100% of the engineering estimates cost for the public improvements. This will be held until initial warranty, 20% of the certified construction costs will be held through the 2-year warranty period.
13. Access to existing house to the north will need to be provided with this project.



Exhibit 1

Community Development Department - Planning Division
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 www.arvada.org

PLANNER-PREAPP-Jeremiah Bebo-720-898-7438- jbebo@arvada.org

Comprehensive Plan Future Land Use map designation: Industrial/Office/Retail and Neighborhood/Community Commercial on other parcels. The use can be defined as Light Industrial so long as daily truck trips are under 50. A portion of the site is zoned CG, other portions zoned IL (Parkway Center lots), remainder of the site will need to be annexed into the City. Annexed portions and CG portions will need to be rezoned to IL. A Comprehensive Plan Amendment to Industrial/Office will be needed for the Commercial portions. Annexation Impact Report required with Jefferson County review. Annexation will need to include Maple Valley Park. This Annexation Map and all legal descriptions related to the park will need to be separate documents from the warehouse properties. Tree mitigation on north portion of property may be planted on Maple Valley as well to aid in screening. Tree mitigation can also be applied on-site for landscaping and buffer requirements as well as fees in-lieu. Site sits 10-20 feet higher than residences to the north. Attention should be made to provide as much screening from that neighborhood as possible. A bufferyard will be required along the property line that is shared with the single-family residence at 6220 Indiana, see 4-6-5-3 for those options. Likewise, a fence or wall option should be considered along the property line with the parl. Access for 6220 Indiana Parkway Center is impacted and will need to be accommodated. Impact fees for Lots 1-4A for W. 67th Ave and Eldridge improvements totaling \$157,037.79 will have to be paid prior to building permit. Routing trucks and van deliveries north on Fig will be problematic for neighbors. It is in the applicant's best interest to avoid this route for public support. See the Arvada Land Development Code (LDC) for all zoning standards. Section 2-1-6-2 for IL standards which include: maximum lot coverage of 50 percent, setbacks (front: 20 feet, side and rear 5 feet). Maximum building height of 40 feet. 35% maximum outdoor storage allowance. LDC 3-1-3-8-B: vehicle repairs must be conducted within an enclosed building. 3-1-3-7-5-A provides allowances for customers to pick up their orders. Such area shall be located within the principal warehouse building. See 4-5-2-2 for parking standards. Parking to be provided at 1.75 spaces per 1,000 GFA for warehousing portion and 3 per 1,000 GFA for office portion and 5 per 1,000 for retail; also see 4-5-3 for Parking and Loading Design. Parking shall not be located in a front setback; the associate parking does not appear to meet this from W 66th Place or Holman St as shown. Please provide a detailed parking plan demonstrating the need for over 1,300 parking spaces which is over the City requirements. See 5-1-2 for Building Design. 5-1-2-3 applies to all buildings and include requirements for: main entrances to face the street, massing, 360 degree architecture. The façade facing the street shall be comprised of at least 20% with windows. Maximum length of a continuous roof ridgeline is 35 feet. Incorporate horizontal and vertical articulation. See 5-1-2-6 for design standards that apply to all Nonresidential Buildings. 5-1-2-6-E-2 for articulation of industrial buildings. See 5-1-2-8 for design standards specifically for Industrial Buildings. The front façade and side walls within 40 feet of the front shall be of masonry. Flat roofs shall include a parapet. A Minor Subdivision will be required. At least one neighborhood meeting will be required. Annexation, rezoning, and comprehensive plan amendment will require public hearings in front of the Planning Commission and City Council. Site Plan and Minor Subdivision can be reviewed administratively. Applications may run concurrently. Please work with me to begin the neighborhood meeting process. We may have to explore virtual options to abide by social distancing rules and regulations. An Open House format is preferred for this project. Please make sure to reach out to CDOT to discuss your proposal with them as well as the Civil Drawings for the improvements to Indiana will be referred out to them for review which can take additional time outside of the City's review cycle. The City believes that Colorado State Statues may allow us the ability to annex in the property without the written consent of the property at 6700 Indiana provided owners over 50% of the land to be annexed sign the annexation petition.



Exhibit 1

Community Development Department - Planning Division
 8101 Ralston Rd. Arvada, CO 80001
 720-898-7435 Phone
 www.arvada.org

PARKS-PREAPP-Mike Lee-720-898-7390- mike-l@arvada.org

A Tree Preservation and Replacement plan must be completed by a licensed Arborist. The required mitigation in tree caliper inches will be compared to the proposed landscape plan and credits, or replacement inches will be applied to additional tree plantings in nearby Maple Valley Park or fees in lieu applied to the project. Include a detached pedestrian walkway along Indiana in the plans. If possible connect this walkway north to the existing Ralston Creek Trail underpass under Indiana Street.

PLN LANDSCAPE-PREAPP-Shane Greenburg-- sgreenburg@arvada.org

– Final plans must be stamped by a Colorado registered landscape architect.

– 15% Minimum landscape area - area includes vegetated areas plus non-vehicular hardscaped areas intended for pedestrian or recreational uses

– Meet requirements in 4-3-2-2 Common Open Spaces. Providing employee access to the Ralston Creek Trail is preferred.

– Follow requirements in LDC 4-6-6-1 Street Trees.

– Follow requirements in LDC 4-6-6-4 Foundation Plantings

– Follow requirements in LDC 4-6-6-3 Parking Area Landscaping. Pay special attention to buffering on the north side of the parking lot with a berm and/or dense vegetation to limit headlight glare into the park and residential neighborhoods.

– All remaining landscape areas to follow requirements in LDC 4-6-6-5 General Landscape Areas.

– Follow requirements in LDC 4-6-4-3 Size and Quality of Landscape Plants.

– Follow requirements in LDC 4-6-7-1 Water-Wise Requirements. Pay special attention to D.Soil Amendments and F.Irrigation as landscape notes are required on the plans.

– All buildings must be ADA accessible from public rights-of-way and parking areas.

– On all vehicular entrances, follow requirements found in 4-4-3-3 Intersection Visibility. No plants over 2 feet tall at maturity should be within the site triangle. Trees may be allowed if trimmed up nine feet and the city staff believes the placement will not impeded visibility.

Kimley»Horn

MEMORANDUM

To: Jeremiah Bebo, City of Arvada

From: Stephen Litsas, PE
Kimley-Horn and Associates, Inc.

Date: November 18, 2020

Subject: Project Indiana Annexation – Neighborhood Meeting Summary

A neighborhood meeting was held on November 18, 2020 at 6 pm, to discuss the annexation submission with the public. This annexation meeting included two annexations within the same discussion: DA2020-0117 (Project Indiana) and DA2020-0118 (Maple Valley Park). Due to the on-going COVID situation, this meeting was held via Microsoft Teams. Members of the public were provided a link to log in prior to the meeting and were able to ask questions via the platform. No known technical issues were reported by any of the attendees.

A link to the full recording of the meeting can be found here:

<https://web.microsoftstream.com/video/786024da-00fd-406d-8967-ac2d0b5c5da9>

The meeting first discussed the annexation process for both the Project Site and the Park. It then followed into a high-level proposal of the future site development submission. It was noted that this application was not for the site development; however, to be transparent to the public of the intended annexation this was discussed. The site development discussion included a conceptual site layout, conceptual building elevations, traffic management, and high-level discussions of how the facility would operate.

The following issues were raised by the public:

1. Public: The timing of the extension of Eldridge St.
 - a. City Response: The extension of Eldridge St will occur as future properties along Eldridge St develop.
 - b. Follow-Up: This annexation has no impact on that. No further follow-up was required for this as part of this application.
2. Public: Questions related to traffic, including volume and timing.
 - a. Applicant Response: It was clarified that a majority of van traffic would be directed towards Indiana St, with most entering Indiana St at 68th Ave and most trucks entering Indiana St at 66th Ave. It was discussed that the facility operates 24 hours a day, with truck traffic occurring during the nighttime, and van traffic happening during the daytime.

- b. Follow-Up: This response was accepted by the members of the public, and the traffic pattern could not otherwise be altered.
- 3. Public: Concerns with the parking lot being too bright for residences or impacting wildlife in the Park.
 - a. Applicant Response: The lighting level in the parking lot is designed to a "safe level" using the City's standard, not as bright as a standard retail parking lot. In addition, the site will use cutoff lenses that allow light to be controlled to only fall on the site.
 - b. Follow-Up: The Applicant will provide a photometric analysis as part of the Site Plan application that shows lighting levels do not spill onto the neighboring residential properties.
- 4. Public: Concerns that the floodplain for Ralston Creek will be negatively impacted.
 - a. Applicant Response: The site is intentionally staying out of the floodplain, and there will be no impacts to the floodplain.
 - b. Follow-Up: This response was considered adequate by the questioner, and no follow-up is required.
- 5. Public: Concerns on wildlife impacts, and if there have been studies done on the wildlife in the park. Including the noise as it impacts the wildlife.
 - a. Applicant Response: An environment due diligence was undertaken for the site, including a critical species, and it came back with no concerns. In terms of noise, the building was put as far south as possible on the site, and the trucks were concentrated in the existing industrial parts of the site. The parking lot adjacent to the Park operates like a standard parking lot, and the noise should be minimal.
 - b. Follow-Up: The environmental study was submitted as part of the annexation and is public. No further follow-up required by the applicant as part of the annexation.
- 6. Public: Concerns on the amount of parking:
 - a. Applicant Response: It is for the function of the facility, to park the fleet of vans.
 - b. Follow-Up: This amount of parking is critical for the operation of the facility, and cannot be altered.
- 7. Public: Concerns with stormwater drainage / runoff negatively impacting Maple Valley Park
 - a. Applicant Response: The facility will include detention and stormwater quality treatment measures in accordance with City of Arvada standards. This will clean pollutants out of the water prior to it discharging to Maple Valley Park.
 - b. Follow-Up: This was accepted by the questioner.

Exhibit 3



Exhibit D

Exhibit 3



Exhibit D

Exhibit 3a1



Exhibit 3a1

Delivery Station Operations Overview

Daily Operations

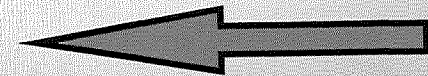
Normal Operations (46 Weeks a Year-40-60% capacity)

- 83 Amazon Associates Daily (Shifts starting 01:30; 05:30; 13:00)
- 12 Linehaul Trailer over 24hr period
- 216 Delivery Associates & Vans Daily (10:00-11:30)

42 linehaulers
per day equates
to 84 trips
perday and
exceeds Light
Industrial limit of
less than 50 trips
per day.

Holiday Operations (5-6 Weeks a Year)

- 460 Amazon Associate Daily (Addition of 17:00 shift)
- 42 Linehaul Trailers over 24hr period
- 531 Delivery Associates & Vans Daily (Addition of 07:00-08:00)
- 60 Amazon Flex Routes Daily (No change)



Head Count/Job Totals

- Estimated Steady State Head Count of 460
- Estimated Peak Head Count of 1,051

Amazon Flex
Routes can have
multiple drivers
per route by

Exhibit 4

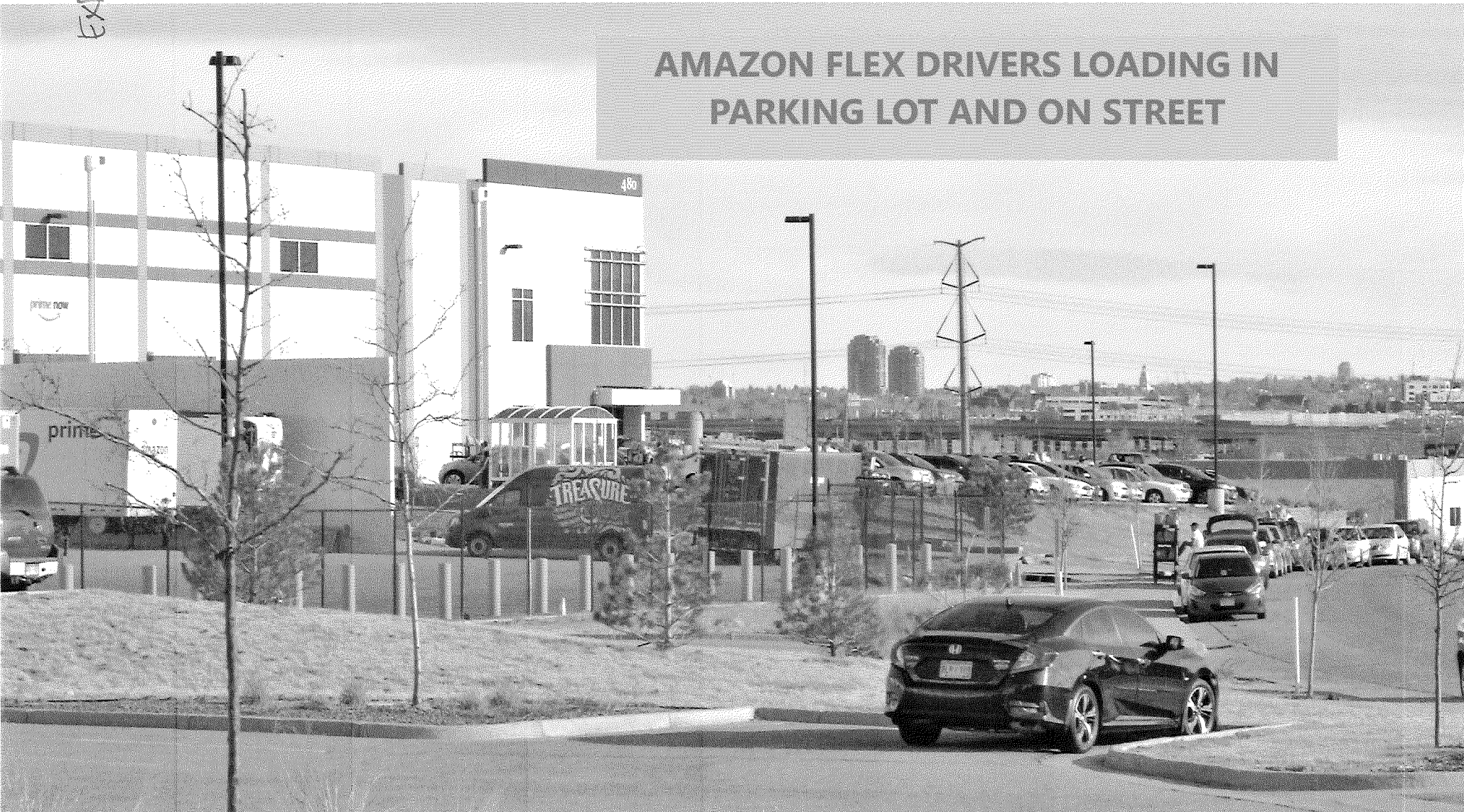
Exhibit 3

AMAZON FLEX DRIVERS LOADING ON STREET
AND PARKING LOT



Exhibit 5

AMAZON FLEX DRIVERS LOADING IN PARKING LOT AND ON STREET



[Home](#) » [Delivery](#)

2021 DRIVER GUIDE: HOW MUCH DO AMAZON FLEX DRIVERS MAKE?

By: Brett Helling | Updated: January 12, 2021

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When you hunt for the perfect side hustle, potential earnings are a big factor in your decision to apply or look for other options.

No matter how great driving for Amazon may sound, you need to make good use of your time if you want to meet your financial goals. So how much do Amazon Flex drivers make, and how will you actually need to spend to keep your career going?

Founded in 2015, Amazon Flex is a delivery program that connects drivers to opportunities to earn on their own schedule, using their own vehicles and smartphones.

Drivers in the program support Amazon by completing last-mile deliveries for the company's services, including Amazon Fresh, Prime Now, and Amazon.com — and there's no experience needed.

But before you take advantage of this easy gig, you need to make sure it's worth taking advantage of. This guide will give you an in-depth look at how Amazon Flex driver payments work.

Jump to:

- Amazon Flex Payment Structure
- How Much Do Amazon Flex Drivers Make?
- How Are Amazon Flex Drivers Paid?
- Amazon Flex Driver Expenses
- Frequently Asked Questions

What Is Amazon Flex?



We've covered Amazon Flex at length in our [guide to Amazon delivery jobs](#). But if you're not familiar with the service, here's a brief overview of how it works for drivers.

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As we alluded to in the introduction, Amazon Flex is what enables Amazon to offer free two-hour delivery service, restaurant delivery and Sunday delivery of packages (to name just a few). Amazon Flex drivers make this possible, completing the following types of deliveries:

- **Prime** – These are regular Amazon package deliveries. While Amazon makes many of these deliveries via USPS or UPS, using contractors allows the company to increase delivery times or offer delivery on Sundays.

- **Prime Now** – Available in select markets, Prime Now is a service that allows Amazon Prime customers to receive two-hour delivery on household essentials, everyday items and select Amazon products.
- **Amazon Locker** – Drivers deliver packages to Amazon Lockers, which are like P.O. boxes that Amazon operates in order to provide alternative pickup locations for customers.
- **Merchant Pickups** – Instead of picking up the package from an Amazon station, you pick it up directly from a merchant. This is how Amazon can offer services such as AmazonFresh, as well as deliveries from local small businesses and other brick and mortar Amazon partner stores.
- **Restaurant** – These are food orders from restaurants as part of the Amazon Restaurants service.

Amazon Flex drivers deliver for all of these services, setting their own schedules based on pre-selected delivery blocks using the Amazon Flex app.

Qualifying is easy: You just need to meet the Flex requirements, pass a background check, have a smartphone that can run the app and have a vehicle you can use to make deliveries.

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Amazon Flex Payment Structure

Amazon Flex drivers are paid a flat sum for every shift — known as a delivery block — they accept and complete. Most available blocks typically last between two and six hours from

the time of your arrival to the pick-up location to the time of your final package drop-off.

Before you accept any delivery block, you'll always see your guaranteed earnings as well as an estimate of how long it will take to complete the relevant deliveries. This way, you'll be able to calculate how much you'll earn per hour before you commit.

For example, if a two-hour block offers a \$36 guarantee, you'll know that you'll earn \$18 per hour once you complete your shift.

As long as all your packages are successfully delivered (or returned to a delivery station as needed), you'll soon receive the exact earnings that were offered for your delivery block. This makes Amazon Flex's payment structure far more transparent than those of rideshare companies like Uber and Lyft, which take at least 20% commission from rides that are offered with unclear trip totals.

If you complete Prime Now deliveries, you'll also get the chance to get customer tips on top of your guaranteed earnings. Delivery partners receive 100% of the tips customers provide.

Mileage reimbursement is not included in the payment structure for any Amazon Flex delivery blocks, so keep this in mind as you calculate your real earnings for each trip.

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How Much Do Amazon Flex Drivers Make?



So now, to the part you've been waiting for: the money. How much do Amazon Flex drivers make?

The base pay rate for Amazon Flex drivers is \$18 per hour (higher in select markets). From there, hourly pay can climb as high as \$25 per hour due to factors that increase the difficulty of the delivery. Possible factors include high demand, inclement weather or the holiday rush.

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Each Month

If you're delivering for Prime Now, you'll also have the chance to earn tips. Customers aren't required to give tips, but you can increase your chances of receiving them by providing prompt, professional customer service.

You'll be able to see the hourly rate for a given schedule block before you select it, so there will be no ambiguity about how much you'll be making on a shift. That being said, the precise amount you make per week or month will depend on how many shifts you're willing to work, as well as how many Amazon will give you.

To ensure that your work remains part-time, Amazon caps the maximum number of hours you can work as follows:

- Max per day — 7 hours
- Max per week — 29 hours
- Max per 30 days — 116 hours

This is because, as an Amazon Flex driver, you are a self-employed, independent contractor. You are *not* an Amazon employee. If Amazon were to regularly give drivers 40-hour weeks, this could open them up to lawsuits demanding Amazon delivery drivers be treated as employees (and given the benefits that come with employee status). Amazon doesn't want this, so they put the above caps in place (and phrase driver job titles carefully).

Note, however, that these caps can be lifted during busy periods such as the winter holidays. Even so, rest assured that Amazon is still keeping track of the total number of hours you work and will cut you off from delivery blocks if they think you're getting too close to an amount of hours that could give you grounds to claim you're an Amazon employee.

Still, the name of the game for maximizing your Amazon Flex income is increasing the number of delivery blocks you can get. Luckily for you, we wrote an entire guide to [how to get more Amazon Flex blocks](#).

How Are Amazon Flex Drivers Paid?

Every Amazon Flex driver is paid twice per week via direct deposit. These payments are processed on Tuesdays and Fridays, so you can expect to receive your funds within one business day (besides bank holidays). You will also receive customer tips within a couple of days of a completed delivery block.

If your bank account information ever changes, you can easily update it in the "Account" tab of your Amazon Flex app. If you run into any issues along the way, you can always contact Amazon Flex support by emailing the team at amazonflex-support@amazon.com.

Amazon Flex Driver Expenses

Amazon Flex is a great way to make money on the side, but it's not without its expenses. And as an independent contractor, you do not receive reimbursement for any expenses you incur in the course of the job.

Therefore, you need to consider the following expenses carefully when figuring out if Amazon Flex is a worthwhile gig to pursue. Because that \$18 per hour sounds great on paper, but the reality can be a bit less when you factor in the following expenses:

- **Car payment** — Do you outright own the vehicle you're using to make Amazon Flex deliveries, or are you still making car payments to a lender? If so, then you have to

count these against whatever you're making when figuring your final profit. That being said, Amazon Flex can be a good strategy to supplement an existing car payment if you just work for the service a few hours a week on the side.

- **Vehicle maintenance** — Making deliveries using your own vehicle will increase the mileage and overall wear and tear on the vehicle itself. This means more frequent maintenance and a lower overall life span for your vehicle, which can cut into your earnings significantly.
- **Gas** — Wherever you are, you've got to pay for gas (unless you're making deliveries in an electric car or vehicle with another alternative fuel source). All that extra driving means you'll be going through extra gas as well, especially if you're driving a less fuel-efficient vehicle such as a truck or van. Make sure to understand [how to save money on gas](#) and you'll be fine.
- **Insurance** — Legally, you have to have insurance for your vehicle whether or not you use it for making Amazon Flex deliveries. But still, since you're using your vehicle for business purposes, that means your auto insurance is now a business expense.
- **Vehicle registration** — In the same vein as insurance, you have to have proper vehicle registration regardless, but it's still something you can consider as a business expense.
- **Taxes** — This is where your profits really start to shrink. Because you're an independent contractor, Amazon doesn't withhold any taxes on the money they pay. That's your responsibility now, so check out our guide to [self-employment taxes](#) to ensure you're not in for a nasty surprise at tax time.

It's impossible to give exact numbers for the above expenses, as they will vary based on where you live, what you drive and your age.

Luckily, most job-related expenses are tax-deductible, so as long as you keep track of your mileage and spending, you can save quite a bit of money once tax season rolls around. Your accountant can give you further guidance on which exact expenses qualify.

Exhibit D
Exhibit 5

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Home » Amazon Flex » Amazon Flex Logistics Packages Change to 3 Hour Blocks

Amazon Flex Logistics Packages Change to 3 Hour Blocks

December 21, 2016 by Simon Kwok — 17 Comments

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very different services under Amazon Flex. There is one for traditional Amazon packages called Amazon Flex Logistics, and then there are Amazon Prime Now parcels. Amazon Prime Now can include anything, such as food, electronics, and liquor in some cities.

Amazon Flex Logistics is what they Amazon calls their package delivery services. It varies a lot from Amazon Prime Now deliveries, from the type of shifts or Amazon flex blocks to the type and number of packages. A traditional route (2-hour routes) on Amazon Prime Now is typically about 5-10 stops with about 10-20 packages. It normally takes drivers about 60-90 minutes to finish the route. A traditional route for Amazon Flex Logistics is made up of between 40-80 packages with about 20-50 stops. It normally takes drivers between 2-4 hours to finish the route, with many drivers noting that they typically finish around 3 hours. However, there are extremes to any route, some finishing within 2.5 hours, some finishing in 6 hours (hope they had 2 4-hour blocks).

Amazon Flex Logistics Blocks

Amazon Flex Logistics blocks are typically 4 hours long. It seems as if these 4 hour blocks can be at anytime on the hour (9am-1pm) or on the half hour (9:30am-1:30pm). For Amazon Flex logistics, there is only one type of block, which are 4 hours long. Amazon Prime Now typically have 2 hour blocks, but they now have 1, 3, and 4 hour blocks and can start at any hour or half hour. You can connect 4 hour blocks if they are adjacent to each other, like 9am-1pm and 1pm to 5pm. There may be small breaks in between.

Amazon Flex Logistics Packages Change to 3 Hour Blocks

Amazon Flex Logistics announced last week that they were changing from 4 hour blocks to 3 hour blocks. Amazon can track how Amazon flex drivers are delivering on Amazon Flex logistics and they probably saw that drivers are typically finishing within 3 hours so they are adjusting to shorter Amazon flex logistics.

Note that I have heard this change has already been implemented this week in many warehouses across the country, but there may be handful that has not changed yet. Please comment below on where your warehouse is, and if they have changed to the 3-hour blocks.

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ers that can add flexibility to Amazon Flex and Amazon Flex drivers. With shorter Amazon Flex

Amazon flex drivers can have a more flexible schedule and more chance of getting Amazon flex since there may be more of them.

l there be less Amazon packages per route?

ne drivers I spoke to, there doesn't seem to be any less packages, even though drivers have only 3 to deliver the same number of packages. It is business as usual so you can get 6 packages that are from one another to a 60 package route that takes only 2.5 hours.

...delivered Packages at the end of my Amazon Flex Block?

I definitively know that you need to return these packages to the warehouse after your Amazon Flex block is done. If you have multiple blocks in a row, you will return the packages at the end of your overall shift. That means that you will need to drive back to the warehouse in your own time. However, the main fact is that you need to return the packages you haven't delivered. This is really important. Make sure to call into Amazon Flex driver support and note that you couldn't finish delivering the packages due to either the number of stops, traffic or anything else you can mention. You will then typically return the packages back to the warehouse.

Remember that you are only covered insurance-wise when you are working during your shift. If you work outside of your shift, Amazon Flex won't cover you if you have issues. You can't work for Amazon Flex outside of your scheduled shift.

I have heard that Amazon has been getting in trouble lately for making Amazon flex drivers work beyond their shifts. This has becoming so much of a problem lately that dispatch has been ending Amazon flex driver shift early (on Prime Now), while paying them for the rest of their shift. This means that they won't be forced to make deliveries. An example of this is when an Amazon flex driver returns to the warehouse about 30 minutes before the end of their shift. Normally, you just wait around until your time is up. Now, they are ending their shifts because Amazon Flex drivers can't reasonably deliver anything in their time remaining.

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AMAZON • Published March 27

Amazon aware that workers allegedly pee in water bottles, documents show; company pushes back

The company denies that its workers don't get sufficient restroom breaks

By Audrey Conklin | [FOXBusiness](#)

[Amazon](#) is aware of its [employees](#) reportedly peeing in water bottles and defecating in bags, documents show.

The tech giant [suggested](#) in a tweet to Rep. [Mark Pocan](#), D-Wis., that the multiple reports published in recent years -- alleging poor working conditions at Amazon and that employees complained of peeing in water bottles or not having enough time to use the restroom -- were false.

"You don't really believe the peeing in bottles thing, do you?" Amazon tweeted Thursday. "If that were true, nobody would work for us. The truth is that we have over a million incredible employees around the world who are proud of what they do, and have great wages and health care from day one."

The tweet came in response to criticism from Pocan, who accused the company of putting on the facade of being a "progressive workplace."

"Paying workers \$15/hr doesn't make you a 'progressive workplace' when you union-bust [and] make workers urinate in water bottles," the congressman said.

[AMAZON SWIPES AT SANDERS OVER MINIMUM WAGE, WARREN OVER 'LOOPHOLES' COMMENT](#)

Internal documents obtained by digital investigative news outlet The Intercept, and retweeted by New York Democratic Rep. Alexandria Ocasio-Cortez, show that at least some Amazon management teams were aware of the fact that employees -- and in particular, delivery drivers -- were urinating in water bottles and defecating in bags as a result of not having enough time to use a restroom.

Stock Symbol	AMZN
Stock Name	AMAZON.COM, INC.
Stock Price	3,372.20
Stock Change	+72.90
Change %	+2.21%

One Pittsburgh-based Amazon employee sent a document labeled "confidential" to the outlet that lists behavior violations, including "public urination" and "public defecation."

The same employee shared an email from an Amazon manager to employees with The Intercept condemning the third instance of a driver defecating in a bag in two months.

AMAZON UNION PUSH GIVES GIANT RETAILER A TASTE OF ITS OWN PROGRESSIVE MEDICINE

"This evening, an associate discovered human feces in an Amazon bag that was returned to station by a driver," the email reads, according to The Intercept. "This is the [third] occasion in the last [two] months when bags have been returned to [the] station with poop inside. We understand that [driver associates] may have emergencies while on-road, and especially during Covid, DAs have struggled to find bathrooms while delivering."

The email continues: "We've noticed an uptick recently of all kinds of unsanitary garbage being left inside bags: used masks, gloves, bottles of urine. By scanning the QR code on the bag, we can easily identify the DA who was in possession of the bag last. These behaviors are unacceptable and will result in Tier 1 Infractions going forward. ... I know

if may seem obvious, or like something you shouldn't need to coach, but please be explicit when communicating the message that they CANNOT poop, or leave bottles of urine inside bags."

Another former Amazon delivery driver, Halie Marie Brown, told the outlet that the incidents happen because drivers "are literally implicitly forced to do so, otherwise we will end up losing our jobs for too many 'undelivered packages.'"

An email Brown shared with The Intercept warns employees to check their delivery vans "thoroughly for garbage and urine bottle[s]."

OUTCOME OF AMAZON UNION VOTE MAY BE SWAYED BY INELIGIBLE EX-EMPLOYEES: REPORT

"If you find urine bottle[s], please report to your lead, supporting staff or me. Vans will be inspected by Amazon during debrief[ings] if urine bottle[s] are found, you will be issue[d] an infraction tier 1 for immediate offboarding," the email reads, according to the outlet.

Yet another email from an Amazon manager that a Houston-based driver to The Intercept complains of "several bad accidents, a stolen van" and "drivers leaving piss bottles etc. in the vans."

A number of reporters who have researched allegations of evidence working conditions at Amazon shared proof that employees complained of peeing in water bottles or not having enough time to use the bathroom on Twitter.

Amazon did not immediately respond to an inquiry from Fox News.

Progressive politicians including Ocasio-Cortez and U.S. Sens. Bernie Sanders, I-Vt., and Elizabeth Warren, D-Mass., as well as conservative politicians including U.S. Sen. Marco Rubio, R-Fla., have increased pressure on Amazon to improve and be more transparent about worker conditions at its facilities. Their pressure comes as workers in

Bessemer, Alabama, push a union vote that the company unsuccessfully attempted to delay.

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Amazon's official brand account on Twitter has sparred with a number of lawmakers in recent days as the company attempts to vanquish the unflattering allegations.

The company has come under scrutiny after employees across the globe complained of poor working conditions amid COVID-19. On the other hand, Amazon has employed 500,000 global workers in 2020, including seasonal workers, bringing its total workforce to more than 1.3 million, the company announced during its fourth-quarter earnings call. It also reached a trillion-dollar market cap in January,

CLICK HERE TO READ MORE ON FOX BUSINESS

The company has implemented a number of new COVID-19 safety measures and tests than 700 employees per hour, according to its earnings report. It also allocated \$2.5 billion in additional pay for employees, who are paid \$15 per hour, in 2020, as well as full health care benefits

Exhibit D

Exhibit 6a1



Exhibit D
Exhibit 6a2



Exhibit D

Exhibit 6a3



Your Voice

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Column » By Kathy Webster, YourHub Contributor

We must preserve our dark skies

We are all aware of the serious effects of air, land and water pollution. However, there is another pollution that we should be concerned about: light pollution. In 2006, the reflected light of metro Denver measured 100 times brighter than natural darkness. That reflected light has increased by a factor of 16 since then, as measured by records of local astronomers.

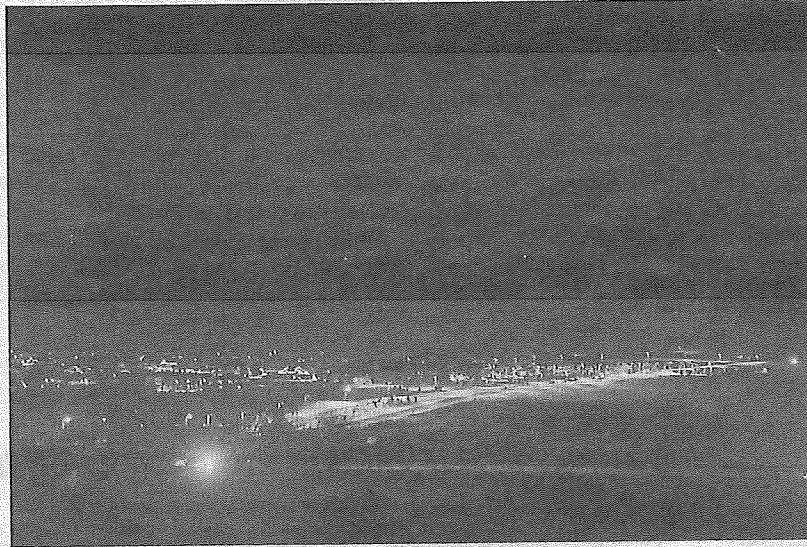
In the 1970s, air, land and water gained legal protections from Congress; however, light pollution and the preservation of night skies was not included. Since then, scientists have determined that excessive artificial light causes biological harm, impairing the basic functions of wildlife, plants and people.

"Saving starry skies is a worthwhile goal for many reasons: environmental, social, and fiscal," stated astronomer John Barentine, director of the International Dark-Sky Association (IDA). Dark skies also help provide "psychological relief from the sensory overload of life. There is a nature deficient syndrome and night skies offer calm, quiet contemplation," he said.

For billions of years, life has relied on Earth's predictable rhythms of day and night. It's encoded in the DNA of all plants and animals. Plants and animals depend on this innate cycle to govern life-sustaining behaviors such as reproduction, nourishment, sleep, navigation and protection from predators.

Humans adhere to a circadian rhythm, our biological clock. Artificial light at night can disrupt this cycle. Our bodies produce the hormone melatonin in response to circadian rhythm. Nighttime exposure to artificial light suppresses melatonin production. Melatonin has antioxidant properties, induces sleep, boosts the immune system, and plays an important role in other bodily functions.

Light pollution radically alters



Street lights illuminate a stretch of Titan Road in Littleton on Dec. 13. International Dark-Sky Association Colorado chapter president Ryan Parker encourages residents to use shielded or dark-sky friendly fixtures to avoid light pollution and glare. "I want people to know there is a better way to light the night," he said.

Daniel Brenner, Special to The Denver Post, file

nocturnal life. Predators use light to hunt and prey species use darkness as cover. Birds that migrate or hunt at night navigate by moonlight and starlight. Scientific research shows that artificial light at night has negative effects on many creatures, including humans.

Light pollution is costly and wasteful. IDA estimates that at least 30% of outdoor lighting in the U.S. is wasted by lights that are not shielded, do not have dimmers and/or lack motion sensors and timers. That increases the cost and the demands on energy grids, releasing tons of carbon dioxide into the atmosphere. We would need to plant 875 million trees annually to offset this footprint.

On a smaller scale, light pollution can negatively impact your neighborhood and the relationship with your neighbors. There is a misconception that an over-lighted neighborhood is safer. Yet, there is no scientific evidence that increased lighting deters crimes. It

may make us feel safer, but it does not make us safer. The fact is that much outdoor lightning used at night is inefficient, overly bright, poorly targeted, improperly shielded, and completely unnecessary.

"The changeover to LED lighting — public and private — results in a lot of higher-energy blue light, and blue light scatters a lot more than yellow and red light," University of Denver astronomy professor Bob Stencel told the Denver Post in January. He blames street lights for roughly a third of Denver's light pollution. "It can disrupt sleep and affects flora and fauna. We're not seeking to abolish night lighting, but to reduce the excessive levels and fix mis-aimed lights."

Nighttime is a precious natural resource for all life. The dark skies brimming with stars have been inspirational to our ancestors in the fields of science, religion, philosophy, art and literature. The

glow of uncontrolled lighting has hidden and changed the perception of night. The night sky is common and universal. Experiencing the night sky from a new perspective, inspires us to reflect on our humble place in the universe. Star gazing is a timeless activity.

What can you do to preserve our dark skies?

- Educate yourself and others about the importance of dark skies.
- Only use outdoor lighting when and where needed.
- Minimize light pollution at home. Shield outdoor lighting to direct light downward at night whenever possible.
- New LED lighting is more energy efficient, but dimmers should be used to reduce light output.
- Dimmers, motion sensors, and timers should be used to reduce illumination.

The good news is that light pollution is reversible. The Dark Skies Project of us can make a difference through our actions.

As astrophysicist Neil deGrasse Tyson said, "We are the stars."

It is to the benefit of all to preserve our dark skies. Nothing is more connected to our identity than the night sky.

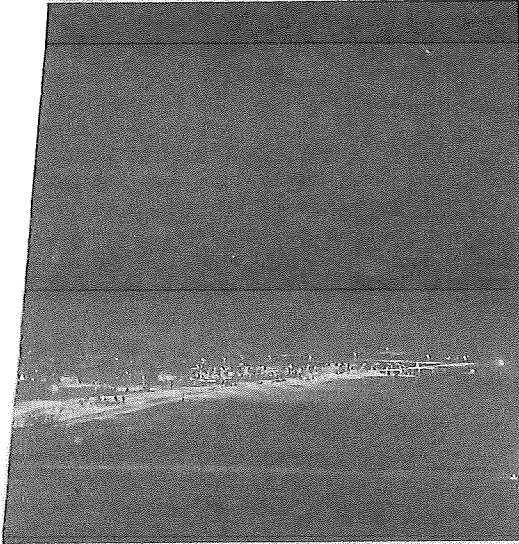
Wouldn't it be wonderful if our community was recognized by the International Dark-Sky Association for its forward-thinking in preserving our dark skies?

Learn more about our dark skies, find specific outdoor lighting guidelines, and visit DarkSky.org/lightpollution for more information on night-sky heritage.

Kathy Webster, a resident, is an avid stargazer and helped lead a campaign to preserve the County that even South Valley Park Hogback.

ON: Make your voice heard by posting your own columns at
om.

Save our dark skies



stretch of Titan Road in Littleton on Dec. 13. Association Colorado chapter president residents to use shielded or dark-sky friendly lighting to reduce light pollution and glare. "I want people to know light the night," he said.

Denver Post, file

glow of uncontrolled outdoor lighting has hidden the stars and changed the perception of the night. The night sky is our common and universal heritage. Experiencing the night sky provides perspective, inspiration and leads us to reflect on our humanity and our humble place in the universe. Star gazing is viewing our beginnings.

What can you do to reclaim and save our dark skies?

- Educate yourself and others on the importance of dark skies.
- Only use outdoor lighting when and where it's needed.
- Minimize light from your own home. Shield outdoor fixtures, direct light down. Turn lights off at night whenever possible.
- New LED lighting can reduce energy use, but only warm-white bulbs should be used.
- Dimmers, motion sensors and timers should be used to reduce illumination.

The good news is that light pollution is reversible. So please join the Dark Skies Project. Each one of us can make a difference through our actions.

As astrophysicist Neil deGrasse Tyson said, "We are all stardust."

It is to the benefit of all life to preserve our dark skies. Everything is connected.

Wouldn't it be wonderful if our community was recognized by the International Dark-Sky Association for its forward thinking in reducing nighttime pollution and preserving our dark skies?

Learn more about preserving our dark skies, including where to find specific outdoor lighting, at DarkSky.org/light-pollution/night-sky-heritage.

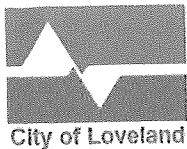
Kathy Webster, a longtime Colorado resident, is an avid environmentalist and helped lead a task force that worked to preserve lands in Jefferson County that eventually became South Valley Park and the South Hogback.

may make us feel safer, but it does not make us safer. The fact is that much outdoor lightning used at night is inefficient, overly bright, poorly targeted, improperly shielded, and completely unnecessary.

"The changeover to LED lighting — public and private — results in a lot of higher-energy blue light, and blue light scatters a lot more than yellow and red light," University of Denver astronomy professor Bob Stencel told the Denver Post in January. He blames street lights for roughly a third of Denver's light pollution. "It can disrupt sleep and affects flora and fauna. We're not seeking to abolish night lighting, but to reduce the excessive levels and fix misaimed lights."

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LOVELAND PLANNING COMMISSION MEETING AGENDA

**Monday, August 12, 2019
500 E. 3rd Street – Council Chambers
Loveland, CO 80537
6:30 PM**

The City of Loveland is committed to providing an equal opportunity for services, programs and activities and does not discriminate on the basis of disability, race, age, color, national origin, religion, sexual orientation or gender. For more information on non-discrimination or for translation assistance, please contact the City's Title VI Coordinator at TitleSix@cityofloveland.org or 970-962-2372. The City will make reasonable accommodations for citizens in accordance with the Americans with Disabilities Act (ADA). For more information on ADA or accommodations, please contact the City's ADA Coordinator at ADACoordinator@cityofloveland.org.

"La Ciudad de Loveland está comprometida a proporcionar igualdad de oportunidades para los servicios, programas y actividades y no discriminar en base a discapacidad, raza, edad, color, origen nacional, religión, orientación sexual o género. Para más información sobre la no discriminación o para asistencia en traducción, favor contacte al Coordinador Título VI de la Ciudad al TitleSix@cityofloveland.org o al 970-962-2372. La Ciudad realizará las acomodaciones razonables para los ciudadanos de acuerdo con la Ley de Discapacidades para americanos (ADA). Para más información sobre ADA o acomodaciones, favor contacte al Coordinador de ADA de la Ciudad en ADACoordinator@cityofloveland.org."

LOVELAND PLANNING COMMISSIONERS: Patrick McFall (Chair), Michael Bears, Jeff Fleischer, Rob Molloy, David Hammond, Milo Hovland, Susan Peterson, and Deborah Tygesen.

CALL TO ORDER

I. PLEDGE OF ALLEGIANCE

II. REPORTS:

A. Citizen Reports

This is time for citizens to address the Commission on matters not on the published agenda.

B. Current Planning Updates

1. Monday, August 26, 2019 Agenda Preview

i. Animal Husbandry Briefing

ii. Affordable Housing Code Amendments - PH

2. Monday, September 9, 2019 - Boards and Commissions Dinner 5:30 – 8:00 pm

3. Planning Commission Interviews -- 4 candidates

C. City Attorney's Office Updates

D. Committee Reports**E. Commission Comments****III. APPROVAL OF MINUTES****Review and approval of the July 22, 2019 meeting minutes****IV. REGULAR AGENDA****1. Taft Avenue Rezoning – Public Hearing
Presented by staff planner Emily Tarantini**

This application was presented to the Planning Commission on July 8, 2019 and continued to the August 12th Commission meeting. The continuance was granted to give the Development Services Department time to respond to citizen and Commission questions.

The rezoning application, submitted by the City of Loveland, involves seven residential lots located on the west side of Taft Avenue south of Eisenhower Boulevard. The lots are zoned R1e (Established Low-Density Residential zone) which permits single family residential uses. The City has acquired these lots to accommodate additional right-of-way needed for the Taft Avenue widening project. Two of the existing homes located on these lots have been demolished; the remainder will be demolished prior to the start of the widening project.

The City is requesting B - Developing Business zone for these properties. The B District zone allows for a variety of office, commercial and multi-family uses. This zoning designation is common along many of Loveland's arterial corridors, including adjacent and nearby portions of property bordering Eisenhower Boulevard. The City intends to eventually sell the lots which will likely be consolidated into a single property and developed as a unified project. Staff believes that the B zoning designation provides for an appropriate range of use options that will accommodate the highest and best use of the property.

At the July 8th public hearing, three area residents raised concerns about B zoning and the added traffic congestion that may result from future development. These neighbors questioned the necessity of rezoning, believing that single family development will remain the most appropriate use of the property.

Staff has prepared a response to the questions raised at the July 8th public hearing and continues to recommend the initial request for B zoning. The role of the Commission is to conduct a public hearing and make a recommendation to City Council for final action.

**2. Savannah Industrial/DDE8 Conditional Use Request – Public Hearing
Presented by staff planner Noreen Smyth**

This application is a request to allow a Heavy Logistics Center use within the I - Developing Industrial zone. As specified by code, Heavy Logistics includes warehousing and distribution uses that generate 12 or more semi-truck trips per day. Uses of this type require conditional use approval by the Planning Commission.

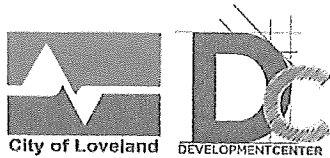
The subject property is located at 4555 Viking Way and 3740-3746 Aldrin Drive in northeast Loveland. The 20-acre site consists of three lots; the westerly lot is currently developed with an un-occupied 122,000 square foot warehouse/office building along with associated parking. The remainder of the site is undeveloped and is planned to be developed with parking for employees and vehicle storage for

delivery vans associated with the proposed use. Tenant finish improvements to the existing building are planned upon approval of the conditional use. The property is among several industrial-zoned properties being developed by McWhinney that are located to the north of Kendall Parkway and to the west of Rocky Mountain Avenue.

In essence, the role of the Planning Commission is to conduct a public hearing to determine if the proposed use will be compatible with existing and future land uses within the surrounding area. The Commission may impose conditions in order to reach approval. The Commission's decision is final barring appeal. Staff recommends approval based on the findings specified in the Planning Commission staff report dated August 12, 2019.

V. ADJOURNMENT

See the following page for information on Public Hearing Procedures.

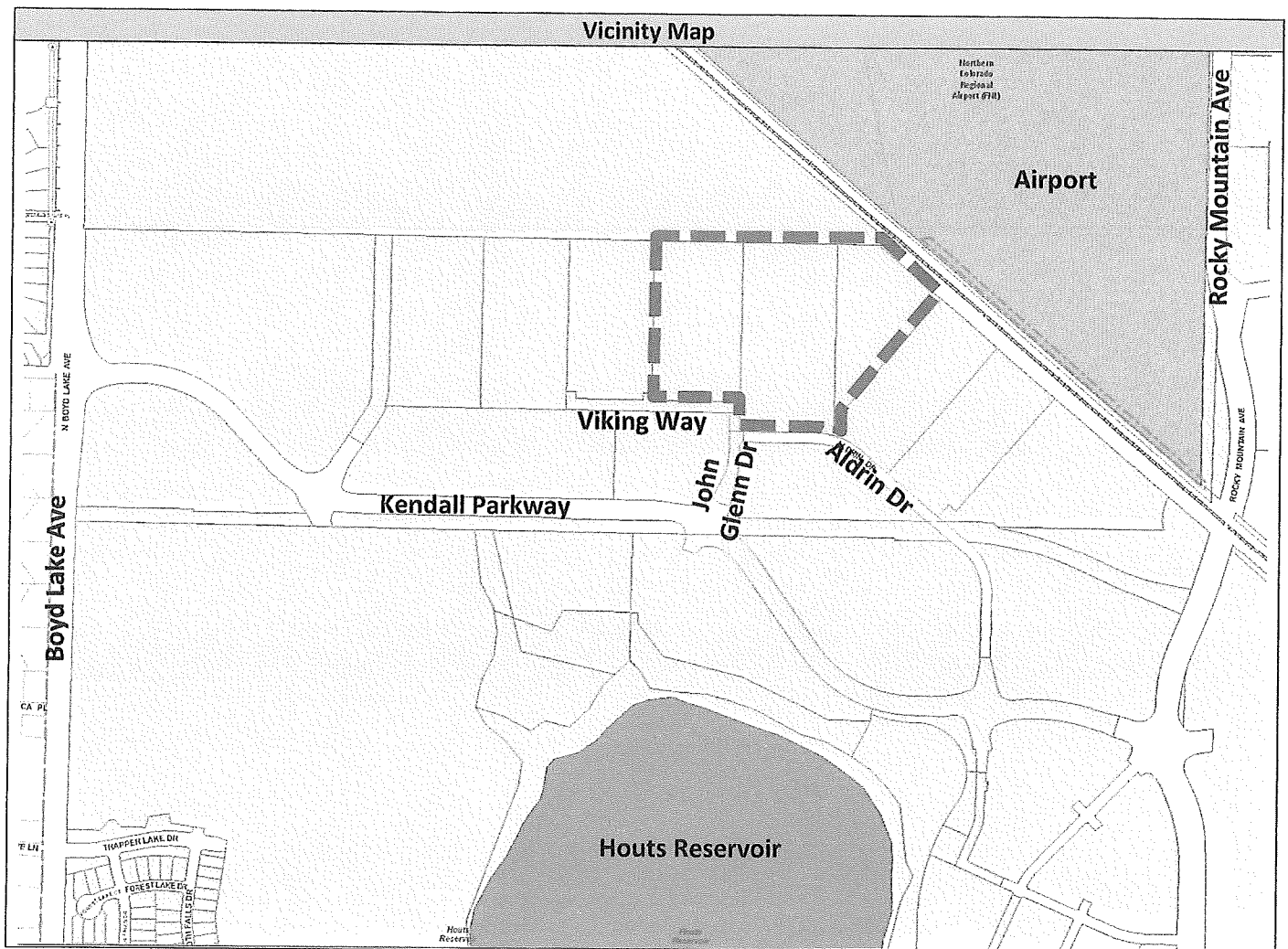


Current Planning Division
 410 E. 5th Street • Loveland, CO 80537
 (970) 962-2523 • eplan-planning@cityofloveland.org
 www.cityofloveland.org/DC

Planning Commission Staff Report

August 12, 2019

Centerra Industrial Parking Lot Addition		
Agenda #:	PZ #19-121	Conditional Use
Location: 4555 Viking Way & 3740-3746 Aldrin Drive		



Planning Commission Hearing August 12, 2019

Recommended Motion	
Recommended Motion(s): Move to make the findings listed in this Staff Report dated August 12, 2019, and based on those findings recommend approval of the Conditional Use for a Heavy Logistics Center for Lot 2, Block 1, Savanna 3rd Subdivision, Lot 2, Block 1, Savanna 2nd Subdivision, and Lot 4, Block 1, Amended Plat of Lots 2, 3 & 4, Block 1, Savanna 1st Subdivision, subject to the condition provided in this report.	

Options	Consequence
Approve the Motion	Approval of the motion would allow the establishment of a Heavy Logistics Center on the property once all associated development applications have been completed.
Deny the Motion or take no action	Denying the motion would prevent the operation of a Heavy Logistics Center on the property. The applicant would need to seek an alternate location for their operation. As Heavy Logistics Centers are only allowed as a conditional use within the city, if the other location found for the use was within city limits, another Planning Commission hearing would be scheduled for the alternate location. Taking no action on the motion would cause delay in the applicant's ability to begin operation of the business.
Adopt a Modified Action	Based upon the conditional use findings (described in this report), the Planning Commission may attach additional conditions to their approval of the use, should the Commission identify impacts of the use that are in need of mitigation that are not addressed by staff's recommended conditions.
Refer back to Staff	If the item is referred back to staff, staff requests that specific direction be provided from the Planning Commission to assist in reaching resolution on the proposed use.

Attachments
1. Site Development Plan (Draft) 2. Employment-Create Loveland Comprehensive Plan 3. Traffic Generation Count 4. Traffic Memo 5. Truck Routing Plan 6. Applicant's Conditional Use Assessment

Project Summary
This report concerns a request to establish a distribution center on the subject property. The use is categorized by the Unified Development Code (UDC) as a Heavy Logistics Center. The subject property is zoned I-Developing Industrial, and Heavy Logistics Centers are designated by the UDC as a Conditional Use in that zone, and thus require a Planning Commission hearing. The subject property is situated in an industrial area of Centerra generally located south of the airport and north of Kendall Parkway, between Boyd Lake Avenue and Rocky Mountain Avenue. The subject property consists of three lots. The western lot contains a recently-constructed industrial building, and the center and east lots are undeveloped. On the adjacent property to the southeast is a similar industrial building, and construction on a similar building to the west is anticipated to begin later this year. The properties to the south consist of an in-patient health care facility and an undeveloped tract designated for industrial and commercial uses. The property to the north is undeveloped land designated for industrial uses, and to the northeast is the Union Pacific Railroad followed by the airport.

Planning Commission Hearing August 12, 2019

Project Description

Proposed Operation

The Heavy Logistics Center is a consumer goods distribution operation. It provides the last step in the delivery of customer orders. Packages are shipped to the subject property from other distribution/sortation centers, sorted at the subject property to routes, and loaded into vans for delivery to customer premises.

Twelve to sixteen semi-trailer trucks are anticipated to deliver product to the subject property between 10 pm and 7 am daily. Packages are then sorted by routes and placed onto movable racks. Sorting occurs in two shifts, the first one between 10 pm and 7 am and the second between 8 am and 1:30 pm. Approximately 200 employees plus 10 managers will be entering and departing between those times.

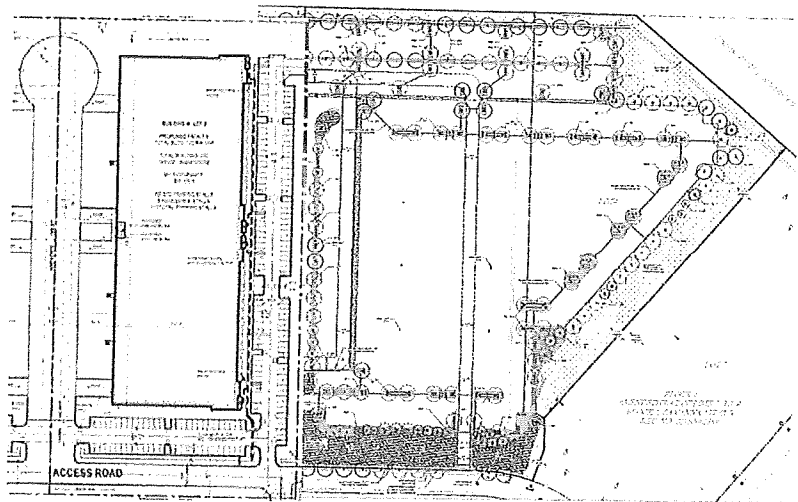
From 7:30 am to 10:30 am, the first shift of delivery vans will be loaded and dispatched from the site in intervals of 40-60 vans every 30 minutes. From 12 pm to 1:30 pm, the second shift will enter, load, and dispatch from the site in intervals of 30-60 vans every 30 minutes. After delivery routes are completed, drivers return the vans to the van storage lot, in waves similar to the dispatch. Undeliverable product is returned to the building and drivers then depart from the employee parking lot (or whatever other means is utilized to come to/from work).

In addition to conventional employees and delivery vans, the operation will utilize independent contractors, typically driving traditional passenger vehicles, for deliveries. Approximately 60-80 such delivery vehicles will enter the facility per day, staggered between 11 am and 3 pm with the assistance of logistics technologies.

Attachment #3 provides a traffic generation count of employee cars, semi-trailer trucks, dispatch vans, and delivery cars by hour of day. Note that every incoming and outgoing trip is counted, so the totals account for double the number of vehicles visiting the subject property in a 24 hour period.

Building and Site Development Plan

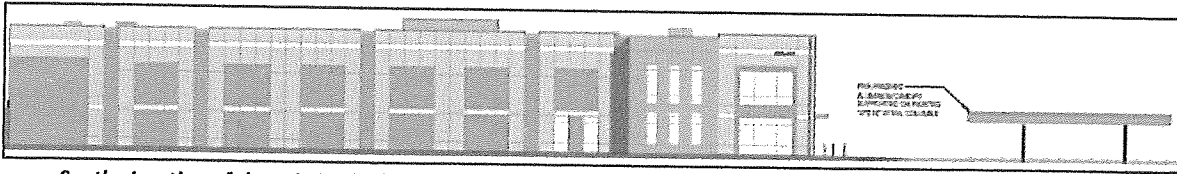
The subject property contains an existing unoccupied industrial building on its west side and a large undeveloped area to its east. The necessary permits for construction of the building were obtained in 2018. Parking was provided to the south and east of the building. As a spec building, the tenant was unknown at the time of permit review and construction. The current Heavy Logistics Center applicant is interested in the subject property both because the existing building serves their needs (with certain tenant finishes being pursued through the building permit process) and because the adjacent undeveloped land allow space for construction of a large paved area; see the Site Development Plan included as Attachment #1 for more detailed site design information. The paved area will function as a storage yard (parking) for the vans associated with the distribution operation and as an additional employee parking area.



The site plan for the existing building on the west side of the subject property is to the left. The site plan for proposed storage yard/parking area to its east is on the right (note that there is some overlap in the land area included in the site plans above). A new canopy structure will be situated between the building and the storage yard/parking area, and will result in the removal of the existing parking spaces to the east of the building.

Planning Commission Hearing August 12, 2019

As part of the property remodel, a canopy will be added a little to the east of the building, under which the delivery vans are loaded. The materials are transported to the vans via wheeled racks through overhead doors that will be added to the east elevation. The space between the canopy and the building includes a fire lane and a pedestrian sidewalk. The parking originally situated to the east of the building will be relocated farther to the northeast in order to accommodate the canopy structure.



South elevation of the existing building as viewed from Viking Way; the proposed canopy structure is to the right.

The Site Development Plan and associated civil construction plans to alter the west lot and to develop the storage yard/parking area on the center and east lots were submitted with the Conditional Use application as required, and are undergoing review by city staff. The staff review can be completed if and when the Conditional Use is approved. Likewise, a tenant finish building permit is under review with the Building Division. A building permit for the canopy, along with a site work permit for grading and utility installation, will also need to be submitted to develop the property as proposed. Note that although the property consists of three platted lots, there is no code requirement, or particular advantage, to merging the lots into one with this proposal.

Traffic

Truck Traffic

The semi-trailer truck traffic will access the subject property via Viking Way, a private drive utilized only by industrial properties. From there, they will connect to the south via John Glenn Drive (a local public street), then to Kendall Parkway, then to Rocky Mountain Avenue, and then to Crossroads Boulevard (all arterial streets), and then to Interstate 25. A truck routing plan has been submitted by the applicant and is included as Attachment #5; see also the vicinity map on the first page of this report for reference.

While the number of semi-trailer truck trips per 24-hour period could be higher on the subject property than on the adjacent properties to the east and west, the truck traffic is not anticipated to negatively impact these properties. Because the semi-trailers access Viking Way via John Glenn Drive, which is straight south of the subject property, they will not cross in front of the properties to the east and west. The loading docks on the subject property where the semi-trailers will be unloaded face the loading docks of the building to the west, and the drive aisle in-between is designed specifically for truck traffic. The semi-trailers trucks will pass by the north (Viking Way) and east (John Glenn Drive) sides of the health care facility to the south. While there is a vehicular entrance to that property off of John Glenn Drive, along with an entrance off of Kendall Parkway to the south, there is not anticipated to be a high volume of traffic entering and existing the health facility property. In addition, the peak time of day for vehicular trips to the health care facility will be daytime, while the semi-trailer trips to the subject property will occur at nighttime. Because of this, there is not anticipated to be a conflict.

Van Traffic

The delivery vans are anticipated to cross in front of the property to the east, on Aldrin Drive, as they go to/from Interstate 25. In addition, the delivery vans may also travel along road networks to the south or to the west as their routes necessitate. Currently, Viking Way terminates a little to the west of the subject property but it will be extended as the properties farther west develop, and eventually connect to Kendall Parkway. While the volume of van traffic is anticipated to be high, the establishment on the subject property of an operation that includes a fleet of vans does not necessitate the Conditional Use review; rather, the establishment of an operation that includes more than 12 semi-trailer truck trips per day necessitates the added review.



CED Boards and Commission <cedboardsandcommission@arvada.org>

Re: Project Indiana Access question

1 message

Ryan Stachelski <rstachelski@arvada.org>

Wed, Apr 14, 2021 at 8:11 AM

To: Keith Gawlik <[REDACTED]>, CED Boards and Commission <cedboardsandcommission@arvada.org>

Mr. Gawlik,

The City of Arvada has created a dedicated webpage for this project, which can be found [here](#). The webpage has links to all aspects of this project's applications and a link to the packet for the Planning Commission on April 20th. The documents include all of the information related to the proposed access drive off Indiana Street.

Ryan

On Tue, Apr 13, 2021 at 8:41 PM Keith Gawlik <[REDACTED]> wrote:

Dear Mr. Stachelski,

As Scannell Properties has withdrawn the minor variation and adjustment applications from the county, where is Amazon locating the main access driveway off of Indiana? Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT.

Regards,
Keith Gawlik

--

Ryan Stachelski
Director, Community and Economic Development
rstachelski@arvada.org
Phone: 720.898.7016
Cell: 303.489.6082Exhibit D



Jeremiah Bebo <jbebo@arvada.org>

Project Indiana Annexation

Keith Gawlik <[REDACTED]>
To: "jbebo@arvada.org" <jbebo@arvada.org>

Tue, Apr 13, 2021 at 8:37 PM

Dear Mr. Bebo,

Regarding case no. DA202-0117, I suggest leaving the Jefferson County parcels as A-1 and remaining with the county, and the City of Arvada parcels as General Commercial. The current zone designations are acceptable to the neighborhood. Rezoning to General Commercial would be incompatible with the surrounding area. I think that industrial activity in such a dense residential area would reduce property values and cause around-the-clock disturbance to the quiet neighborhood. I don't believe the disturbance from industrial activities can be alleviated simply by landscaping and buffering.

Regards,
Keith Gawlik ☐xhibit D



CED Boards and Commission <cedboardsandcommission@arvada.org>

Re: Amazon Location

1 message

Ryan Stachelski <rstachelski@arvada.org>

Wed, Apr 14, 2021 at 10:46 AM

To: Daemon Butler <[REDACTED]>, CED Boards and Commission
<cedboardsandcommission@arvada.org>

Mr. Butler,

The City of Arvada has created a dedicated webpage for this project, which can be found [here](#). The webpage has links to all aspects of this project's applications and a link to the packet for the Planning Commission on April 20th. The documents include all of the information related to the proposed access drive off Indiana Street.

Ryan

On Wed, Apr 14, 2021 at 10:43 AM Daemon Butler <[REDACTED]> wrote:

Hi Ryan,

As Scannell Properties has withdrawn the minor variation and adjustment applications from the county, where is Amazon locating the main access driveway off of Indiana? Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT.

Thank you,

Daemon Butler-Resident of Maple Valley, Arvada

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Ryan Stachelski
Director, Community and Economic Development Exhibit D



CED Boards and Commission <cedboardsandcommission@arvada.org>

Fwd: Amazon access permit application

1 message

Ryan Stachelski <rstachelski@arvada.org>

Wed, Apr 14, 2021 at 8:11 AM

To: CED Boards and Commission <cedboardsandcommission@arvada.org>

----- Forwarded message -----

From: **Ryan Stachelski** <rstachelski@arvada.org>

Date: Wed, Apr 14, 2021 at 8:11 AM

Subject: Re: Amazon access permit application

To: julieapepe [REDACTED]

Ms. Pepe,

The City of Arvada has created a dedicated webpage for this project, which can be found [here](#). The webpage has links to all aspects of this project's applications and a link to the packet for the Planning Commission on April 20th. The documents include all of the information related to the proposed access drive off Indiana Street.

Ryan

On Tue, Apr 13, 2021 at 7:22 PM julieapepe [REDACTED] wrote:

Good evening,

As Scannell Properties has withdrawn the minor variation and adjustment applications from the county, where is Amazon locating the main access driveway off of Indiana? Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT.

Thank you,

Julie Pepe

[6751-Devinney-St](#)

Sent from my Galaxy

--

Ryan Stachelski

Director, Community and Economic Development

rstachelski@arvada.org

Phone: 720.898.7016

Cell: 303.489.6082

--

Ryan Stachelski

Director, Community and Economic Development Exhibit D



Fwd: Amazon Distribution Center

1 message

Ryan Stachelski <rstachelski@arvada.org>

To: CED Boards and Commission <cedboardsandcommission@arvada.org>

Please add to public comment.

----- Forwarded message -----

From: **Tm Derloshon** <[REDACTED]>

Date: Wed, Apr 14, 2021 at 12:20 PM

Subject: Amazon Distribution Center

To: <rstachelski@arvada.org>

Dear Ryan,

I cannot believe that Arvada is even entertaining the idea of allowing Amazon to build a distribution center in the heart of a residential area bordering on a greenbelt teeming with wildlife. It is a residential land being turned into a warehouse district. Allowing a distribution center with it's beehive of activity will complete the ruin of our part of Arvada. I heard from the last meeting that the "few" line-haul trucks would come in overnight and that delivery vans (200+) typically go out around 10am. Can you get Amazon to promise this in writing and pay fines if they break their agreement? Amazon is a young giant poised to get even bigger & busier. They are bullies and much bigger than Arvada. They get what they want. I imagine they are not far from 24 hour deliveries. That is not good for us, into, not out of, at our expense.

Our roads system in Arvada already boasts to be some of the poorest in Colorado compared to Aurora, Colorado Springs, Loveland, etc. We have very few wide boulevards. Is it even an option to have a busy Amazon distribution center near the McIntyre/West 64th/Indiana clustered up intersections? Unless you plan to make Amazon pay to widen Indiana to 4 lanes from W.64th to Candelas, there should be no talk of a 24/7 Distribution center there.

Do you need more reasons to stop this proposed project? How about the green belt itself? We have great horned owls, coyotes, bobcats, foxes, ducks, herrons, and even the occasional deer. It gets dark and quiet at night. This project threatens light pollution, major runoff into Ralston Creek from their oversized paved parking lot and Noise 24/7.

I would not mind seeing an Amazon distribution center come to Arvada but NOT in a residential area where homes and shops could potentially flourish. Take it further out Hwy72 west of town where it would be accessible from more directions.

Do any of you government officials even live in this area or are you just thankful that it is not in your backyard?

Respectfully,

Toby Derloshon [REDACTED]
14308 West 69th Place
Arvada, CO 80004

--
Ryan Stachelski
Director, Community and Economic Development
rstachelski@arvada.org
Phone: 720.898.7016
Cell: 303.489.6082Exhibit D



CED Boards and Commission <cedboardsandcommission@arvada.org>

Re: Amazon Distribution Center

1 message

Ryan Stachelski <rst

Mon, Apr 12, 2021 at 2:11 PM

To: Andrea Schlimge [REDACTED], CED Boards and Commission <cedboardsandcommission@arvada.org>

Ms. Schlimgen,

The City of Arvada has created a dedicated webpage for this project, which can be found [here](#). The webpage has links to all aspects of this project's applications and a link to the packet for the Planning Commission on April 20th. The documents include all of the information related to the proposed access drive off Indiana Street.

Ryan

On Mon, Apr 12, 2021 at 1:53 PM Andrea Schlimgen [REDACTED] > wrote:

Mr. Stachelski,

I am writing to voice my concerns regarding the Amazon Distribution center. We are now aware that Scannell Properties has withdrawn their applications for the minor variation and adjustment. Where is Amazon planning to locate the main access off Indiana? The meeting we attended on March 11th promised transparency. Please make all current information regarding the intersection at 68th and Indiana and the access permit application to CDOT available to the public.

Sincerely,

Andrea Schlimgen

--

Ryan Stachelski
Director, Community and Economic Development
rstachelski@arvada.org
Phone: 720.898.7016
Cell: 303.489.6082 Exhibit D



CED Boards and Commission <cedboardsandcommission@arvada.org>

Re: Changes to 68th & Indiana?

1 message

Ryan Stachelski

Mon, Apr 12, 2021 at 8:45 AM

To: Allison Young [REDACTED], CED Boards and Commission <cedboardsandcommission@arvada.org>

Ms. Young,

The City of Arvada has created a dedicated webpage for this project, which can be found [here](#). The webpage has links to all aspects of this project's applications and a link to the packet for the Planning Commission on April 20th. The documents include all of the information related to the proposed access drive off Indiana Street.

Ryan

On Sun, Apr 11, 2021 at 8:47 PM Allison Young [REDACTED] > wrote:

Hello Mr. Stachelski,

As Scannell Properties has withdrawn the minor variation and adjustment applications from the county, where is Amazon locating the main access driveway off of Indiana? Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT.

Thank you,

Allison Young

Sent from my iPhone

--

Ryan Stachelski
Director, Community and Economic Development
rstachelski@arvada.org
Phone: 720.898.7016
Cell: 303.489.6082 Exhibit D



Jeremiah Bebo <jbebo@arvada.org>

Information on Indiana (Scannell) Project

Brian Glover <[REDACTED]>
To: "jbebo@arvada.org" <jbebo@arvada.org>

Mon, Apr 12, 2021 at 6:58 AM

Mr. Bebo-

As Scannell Properties has withdrawn the minor variation and adjustment applications from the county, where is Amazon locating the main access driveway off of Indiana? Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT.

Thank you
Brian Glover [REDACTED] Exhibit D
[REDACTED]



CED Boards and Commission <cedboardsandcommission@arvada.org>

Re: Citizen Request Amazon Distribution Center

1 message

Ryan Stachelski <[REDACTED]@arvada.org>

Mon, Apr 12, 2021 at 8:47 AM

To: Beth Tannehill <[REDACTED]>, CED Boards and Commission <cedboardsandcommission@arvada.org>

Ms. Tannehill,

The City of Arvada has created a dedicated webpage for this project, which can be found [here](#). The webpage has links to all aspects of this project's applications and a link to the packet for the Planning Commission on April 20th. The documents include all of the information related to the proposed access drive off Indiana Street.

Ryan

On Sun, Apr 11, 2021 at 9:07 PM Beth Tannehill <[REDACTED]> wrote:

Dear Mr. Stachelski,

I have learned that Scannell Properties has recently withdrawn their applications from the county for the minor variation and adjustments to the proposed Amazon Distribution Center property. Since that would have been the primary access to the Center from Indiana Street, what location is now being proposed for access to and from Indiana Street? This email is my formal request asking the City of Arvada and Jefferson County to make public all current information about any 68th Avenue and/or Indiana Street intersection plans for this proposed project along with the access permit application to CDOT.

Beth Lovering

[7258 Kendrick Street](#)

Arvada 80007

--

Ryan Stachelski

Director, Community and Economic Development

rstachelski@arvada.org

Phone: 720.898.7016

Cell: 303.489.6082 Exhibit D



CED Boards and Commission <cedboardsandcommission@arvada.org>

Re: Indiana project

1 message

Ryan Stachelski <[REDACTED]>
To: Bonnie & Glenn [REDACTED], CED Boards and Commission <cedboardsandcommission@arvada.org>

Mon, Apr 12, 2021 at 9:05 AM

Ms. Thompson,

The City of Arvada has created a dedicated webpage for this project, which can be found [here](#). The webpage has links to all aspects of this project's applications and a link to the packet for the Planning Commission on April 20th. The documents include all of the information related to the proposed access drive off Indiana Street.

Ryan

On Mon, Apr 12, 2021 at 8:59 AM Bonnie & Glenn [REDACTED] wrote:

As Scannell Properties has withdrawn the minor variation and adjustment applications from the county, where is Amazon locating the main access driveway off of Indiana? Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT.

[REDACTED]

Sent from my iPad, Glenn

--

Ryan Stachelski
Director, Community and Economic Development
rstachelski@arvada.org
Phone: 720.898.7016
Cell: 303.489.6082 Exhibit D



Jeremiah Bebo <jbebo@arvada.org>

A Man A Plan a Canal Panama- correction

Brian White <[REDACTED]>
Reply-To: brian.white [REDACTED]
To: jbebo@arvada.org

Tue, Apr 13, 2021 at 2:31 PM

Can't read or see images? [View this email in a browser](#)

One of the surest ways to know a human reached out to you is when we make a mistake. It's the most human thing. Our email yesterday had a bad link and may have tripped your local IT security settings when you attempted to click to our website. Here is the article with the link corrected. Our apologies and happy reading!

Our land bank community of practice is expanding!

Pittsburgh announced new leadership to get their land bank up and running. We also received word from our friends at Center for Community Progress that they have a new staff to helm their Georgia efforts.

How exciting!

From our experience working with land banks since 2012, we see three ingredients as critical to success:

- Strong political buy-in at the top,
- A clear plan or strategy, and
- Organizational commitment to implementation.

Seems pretty simple, right? Not so much.

Political leadership gets pulled in different directions or turns over from elections. Best laid plans sometimes don't pan out and a pivot or shift is required. And the commitment to implement may be strong at the start, but wanes over time.

We've written a bit about this topic in our latest blog post, titled "[A Man A Plan a Canal Panama](#)." Check it out.

If you or your community are considering a land bank or any other strategy for turning around distressed property, give us a call. We've been at the forefront of community revitalization going on a decade and are happy to share lessons learned. You can also see some of the [other topics we are writing about](#) on our website.

Sign up here to receive updates when we post them.

Get Email Updates

And thanks for reading!

Brian White

Brian White
GM & Director, Strategic Engagement
eProperty / Innovations
[REDACTED]
[REDACTED]
Mailing Address:
[344 Maple Ave W, Suite #223 | Vienna, VA 22180](#)
[eProperty Website](#)

This email was sent by [brian.white \[REDACTED\]](#) [jbebo@arvada.org](#)
Not interested? [Unsubscribe](#) | [Update profile](#)
eProperty Innovations, LLC | [344 Maple Ave W, Suite 223 | Vienna VA 22180](#)[Exhibit D](#)



Jeremiah Bebo <jbebo@arvada.org>

Scannell Properties/Amazon

Brad Young <[REDACTED]>
To: jbebo@arvada.org

Mon, Apr 12, 2021 at 9:33 AM

Mr Bebo,

As Scannell Properties has withdrawn the minor variation and adjustment applications from the county, where is Amazon locating the main access driveway off of Indiana? Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT.

Regards,
Brad Young [REDACTED] Exhibit D
[REDACTED]



Jeremiah Bebo <jbebo@arvada.org>

Amazon

Cari Gerlock <[REDACTED]>
To: "jbebo@arvada.org" <jbebo@arvada.org>

Sun, Apr 11, 2021 at 8:39 PM

Mr. Bebo,

Please do what you can to stop the Amazon project from moving forward. We and most of our neighbors moved to the awesome area of west Arvada to avoid this kind of development. It would be very disappointing to have to move and take our tax dollars elsewhere because of this continued development...the majority of residents in this area chose this location because of the lack of traffic, congestion, noise, and light pollution. This is what makes this part of Arvada so special! We trust our city officials will do everything they can to support the residents of Arvada in keeping these types of developments out of our neighborhoods.

Thank you for your time and support!

Cari A Gerlock ☐xhibit D



CED Boards and Commission <cedboardsandcommission@arvada.org>

April 20 planning commission meeting

1 message

Wed, Apr 7, 2021 at 11:32 AM

Reply-to: [REDACTED]
To: "cedboardsandcommission@arvada.org" <cedboardsandcommission@arvada.org>

Re: Amazon/Scannell Properties proposal

The virtual meeting that was held by this group to inform residents what was being proposed gave some information that needs to be explored. They glossed over these items like they had no major significance. Please address the following issues.

During this meeting it was mentioned that they propose to use the southern entrance off of 65th way and Gardenia St. when leaving for deliveries. They indicate that at non holiday season there will be about 200 trucks leaving this site around 10:00 AM. Using their count, if a truck left the site every two minutes that would be over 6 hours of non stop vehicles leaving the site. I use this route to go to the nearby shopping areas at McIntyre. The thru traffic on 65th has right of way turning right from 65th to Gardenia. Coming from the opposite direction on 65th, I could never get through the train of trucks leaving the site. As I understand it, during the holiday season the number of trucks will more than double. How can the city allow this kind of traffic on a street system that was not designed to have this kind of use?

Item 2, they indicated that the lighting at the parking lot would be reduced to 70% of normal during the night. Even at 70% the light pollution would create a glare that will extend far beyond, the one block away on the Ralston Creek greenbelt, where I live. This will virtually ruin the atmosphere of living in a semi rural area which people living on the greenbelt enjoy. I am not the only resident in this area that feels this way.

I am adamantly against this project especially when they could move this further north past Candelas, where the area is not as densely populated, has a lot of open land, and it would have less of an effect on wildlife.

Sincerely, Craig Johnson Exhibit D



CED Boards and Commission <cedboardsandcommission@arvada.org>

Fwd: Amazon Facility

1 message

Ryan Stachelski <rstachelski@arvada.org>

Mon, Apr 12, 2021 at 8:30 AM

To: CED Boards and Commission <cedboardsandcommission@arvada.org>

FYI

----- Forwarded

From: **Cathi Kruse** [REDACTED]

Date: Sun, Apr 11, 2021 at 7:15 PM

Subject: Amazon Facility

To: rstachelski@arvada.org <rstachelski@arvada.org>

As Scannell Properties has withdrawn the minor variation and adjustment applications from the county, where is Amazon locating the main access driveway off of Indiana? Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT.

Catherine Kruse[Sent from Yahoo Mail on Android](#)[Sent from Yahoo Mail on Android](#)

--

Ryan Stachelski

Director, Community and Economic Development

rstachelski@arvada.org

Phone: 720.898.7016

Cell: 303.489.6082 Exhibit D



CED Boards and Commission <cedboardsandcommission@arvada.org>

Amazon !!

Colleen Miller <[REDACTED]>

Mon, Apr 12, 2021 at 11:32 AM

To: "mwilliams@arvada.org" <mwilliams@arvada.org>, "djones@arvada.org" <djones@arvada.org>, "rstachelski@arvada.org" <rstachelski@arvada.org>

Cc: "cedboardsandcommission@arvada.org" <cedboardsandcommission@arvada.org>, "jbebo@arvada.org" <jbebo@arvada.org>, "lsimpson@arvada.org" <lsimpson@arvada.org>, "jmarriott@arvada.org" <jmarriott@arvada.org>, "djones@arvada.org" <djones@arvada.org>, "dmiller@arvada.org" <dmiller@arvada.org>, "bfifer@arvada.org" <bfifer@arvada.org>, "nford@arvada.org" <nford@arvada.org>

I am still against this entire Amazon thing. It does not fit with what the majority of the citizens of this area want for our community. The city of Arvada has gone development crazy thus changing the looks and feel of the area.

Scannell seems to be changing it's thoughts/tactics regarding Amazon on Indiana.

Since Scannell Properties has withdrawn the minor variation and adjustment applications from the county, where is Amazon locating the main access driveway off of Indiana? Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT.

[Quoted text hidden] Exhibit D



CED Boards and Commission <cedboardsandcommission@arvada.org>

Re: Amazon facility

1 message

Ryan Stachelski <[REDACTED]> Mon, Apr 12, 2021 at 8:32 AM
To: Crystal Stone [REDACTED], CED Boards and Commission <cedboardsandcommission@arvada.org>

Ms. Stone,

The City of Arvada has created a dedicated webpage for this project, which can be found [here](#). The webpage has links to all aspects of this project's applications and a link to the packet for the Planning Commission on April 20th. The documents include all of the information related to the proposed access drive off Indiana Street.

Ryan

On Sun, Apr 11, 2021 at 7:19 PM Crystal Stone [REDACTED] > wrote:

As Scannell Properties has withdrawn the minor variation and adjustment applications from the county, where is Amazon locating the main access driveway off of Indiana? Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT.

*Thank you
Crystal Stone*

--

Ryan Stachelski
Director, Community and Economic Development
rstachelski@arvada.org
Phone: 720.898.7016
Cell: 303.489.6082 Exhibit D



CED Boards and Commission <cedboardsandcommission@arvada.org>

Re: Scannell Properties/Amazon

1 message

Ryan Stachelski <rstachelski@arvada.org>

Tue, Apr 13, 2021 at 10:15 AM

To: Cheryl Walton <[REDACTED]>, CED Boards and Commission <cedboardsandcommission@arvada.org>, Jeremiah Bebo <jbebo@arvada.org>

Ms. Walton,

The City of Arvada has created a dedicated webpage for this project, which can be found [here](#). The webpage has links to all aspects of this project's applications and a link to the packet for the Planning Commission on April 20th. The documents include all of the information related to the proposed access drive off Indiana Street.

Ryan

On Mon, Apr 12, 2021 at 9:59 PM Cheryl Walton <[REDACTED]> wrote:

Dear Mr. Stachelski,

ProtectMapleValleyPark.com explained Scannell Properties has withdrawn the minor variation and adjustment applications from the county. Does this mean Scannell Properties\Amazon:

- will discontinue or revise the plans for Project Indiana?
- revised timeline for Project Indiana?
- reconsidered changing 1100+ parking spaces?
- amended the location for the main access driveway off of Indiana?

Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT. If there are any changes, will additional time be granted for residents to review and respond to the changes, and extensions granted to make comments for the April 20, 2021 meeting?

Best, Cheryl

We can do no great things, only small things with great love - Mother Theresa

--

Ryan Stachelski
Director, Community and Economic Development
rstachelski@arvada.org
Phone: 720.898.7016
Cell: 303.489.6082Exhibit D



CED Boards and Commission <cedboardsandcommission@arvada.org>

Fwd: Proposed AMAZON Facility - Arvada

1 message

Ryan Stachelski <rstachelski@arvada.org>

Mon, Apr 12, 2021 at 8:44 AM

To: CED Boards and Commission <cedboardsandcommission@arvada.org>

Forgot to add you to this one.

----- Forwarded message -----

From: **Ryan Stachelski** <rstachelski@arvada.org>

Date: Mon, Apr 12, 2021 at 8:44 AM

Su ty - Arvada

To [REDACTED] >

Mr. Bleiwas,

The City of Arvada has created a dedicated webpage for this project, which can be found [here](#). The webpage has links to all aspects of this project's applications and a link to the packet for the Planning Commission on April 20th. The documents include all of the information related to the proposed access drive off Indiana Street.

Ryan

On Sun, Apr 11, 2021 at 8:38 PM Topaz01 MSN [REDACTED] wrote:

I have been informed that Scannell Properties has withdrawn the minor variation and adjustment applications from the county, where Amazon proposed to locate the main access driveway off of Indiana. It should be obvious to the City Planner, members of the Council, and the Mayor that accessing the facility by Fig via Eldridge Street as a primary access is not deemed as an acceptable alternative for frequent commercial 24/7 use.

By this email, I formally request that you please provide and make public all current information that you have relating to the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT so citizen feedback can be addressed in a timely and appropriate manner.

Sincerely,

Don Bleiwas and family

--

Ryan Stachelski
Director, Community and Economic Development
rstachelski@arvada.org
Phone: 720.898.7016
Cell: 303.489.6082

-- Exhibit D



CED Boards and Commission <cedboardsandcommission@arvada.org>

Annexation and Rezoning of Project Indiana

1 message

David Konigsberg [REDACTED] >
To: cedboardsandcommission@arvada.org

Tue, Apr 6, 2021 at 3:27 PM

I would like to ask the planning board to consider a plan to complete Eldridge while deciding on this plan. The current plan for completing Eldridge relied on the selling of all commercial parcels in this area and the amount from the sales would pay for the road. I have been informed at other meetings that the amount collected will be at 1980? prices and will not cover the cost to complete this piece of road.

If we were to approve the Amazon WH there will be increased traffic in our neighborhood and it vital that Eldridge be completed so as to alleviate pressure from other local roads in the area, such as Deframe, Beach and Yank to name a few. Allowing this development will greatly increase the traffic in this area and continuing to kick this decision down the road without a plan or funding is reckless. At minimum use this opportunity to properly fund and complete Eldridge so that there are more ways for traffic to flow through our neighborhoods.

David Konigsberg
PI, Arvada, CO 80004 Exhibit D
[REDACTED]



CED Boards and Commission <cedboardsandcommission@arvada.org>

Re: Amazon

1 message

Ryan Stachelski <rst

Mon, Apr 12, 2021 at 9:25 AM

To: Dan-Linda Pelon [REDACTED], CED Boards and Commission <cedboardsandcommission@arvada.org>

Mr. and Mrs. Pelon,

The City of Arvada has created a dedicated webpage for this project, which can be found [here](#). The webpage has links to all aspects of this project's applications and a link to the packet for the Planning Commission on April 20th. The documents include all of the information related to the proposed access drive off Indiana Street.

Ryan

On Mon, Apr 12, 2021 at 9:23 AM Dan-Linda Pelon [REDACTED] wrote:

As Scannell Properties has withdrawn the minor variation and adjustment applications from the county, where is Amazon locating the main access driveway off of Indiana? Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT. Thank you.

Dan and Linda Pelon

--

Ryan Stachelski
Director, Community and Economic Development
rstachelski@arvada.org
Phone: 720.898.7016
Cell: 303.489.6082 Exhibit D



CED Boards and Commission <cedboardsandcommission@arvada.org>

Re: Amazon Distribution Center

1 message

Ryan Stach <[REDACTED]@arvada.org>

Mon, Apr 12, 2021 at 5:45 PM

To: Donna G [REDACTED] <[REDACTED]@cedboardsandcommission@arvada.org>

Donna,

The City of Arvada has created a dedicated webpage for this project, which can be found [here](#). The webpage has links to all aspects of this project's applications and a link to the packet for the Planning Commission on April 20th. The documents include all of the information related to the proposed access drive off Indiana Street.

Ryan

On Mon, Apr 12, 2021 at 5:44 PM Donna G [REDACTED] <[REDACTED]@cedboardsandcommission@arvada.org> wrote:

As Scannell Properties has withdrawn the minor variation and adjustment applications from the county, where is Amazon locating the main access driveway off of Indiana? Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT.

Sent from my iPad

--

Ryan Stachelski
Director, Community and Economic Development
rstachelski@arvada.org
Phone: 720.898.7016
Cell: 303.489.6082 Exhibit D



CED Boards and Commission <cedboardsandcommission@arvada.org>

Re: [No Subject]

1 message

Ryan Stachelski <rstach [REDACTED]> Mon, Apr 12, 2021 at 8:51 AM
To: Дмитрий Стародуб [REDACTED], CED Boards and Commission <cedboardsandcommission@arvada.org>

Mr. Starodub,

The City of Arvada has created a dedicated webpage for this project, which can be found [here](#). The webpage has links to all aspects of this project's applications and a link to the packet for the Planning Commission on April 20th. The documents include all of the information related to the proposed access drive off Indiana Street.

Ryan

On Mon, Apr 12, 2021 at 7:23 AM Дмитрий Стародуб [REDACTED] wrote:

As Scannell Properties has withdrawn the minor variation and adjustment applications from the county, where is Amazon locating the main access driveway off of Indiana? Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT.

--

Dmytro Starodub
Дмитрий Стародуб

--

Ryan Stachelski
Director, Community and Economic Development
rstachelski@arvada.org
Phone: 720.898.7016
Cell: 303.489.6082 Exhibit D



CED Boards and Commission <cedboardsandcommission@arvada.org>

Re: concerned registered voter/Amazon development

1 message

Ryan Stachelski <rstache

Mon, Apr 12, 2021 at 8:48 AM

To: Erin Connolly-Latella [REDACTED], CED Boards and Commission <cedboardsandcommission@arvada.org>

Ms. Connolly-Latella,

The City of Arvada has created a dedicated webpage for this project, which can be found [here](#). The webpage has links to all aspects of this project's applications and a link to the packet for the Planning Commission on April 20th. The documents include all of the information related to the proposed access drive off Indiana Street.

Ryan

On Sun, Apr 11, 2021 at 10:33 PM Erin Connolly-Latella [REDACTED] wrote:

Mr. Stachelski,

As Scannell Properties has withdrawn the minor variation and adjustment applications from the county, where is Amazon locating the main access driveway off of Indiana? Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT.

*With Gratitude,
Erin Connolly-Latella*

--

Ryan Stachelski
Director, Community and Economic Development
rstachelski@arvada.org
Phone: 720.898.7016
Cell: 303.489.6082 Exhibit D



CED Boards and Commission <cedboardsandcommission@arvada.org>

Re: Amazon project/Scannell Properties development

1 message

Ryan Stachelski <[REDACTED]@arvada.org>

Mon, Apr 12, 2021 at 8:46 AM

To: Ed Guiducci <[REDACTED]>, Jeremiah Bebo <jbebo@arvada.org>, CED Boards and Commission <cedboardsandcommission@arvada.org>

Mr. Guiducci,

The City of Arvada has created a dedicated webpage for this project, which can be found [here](#). The webpage has links to all aspects of this project's applications and a link to the packet for the Planning Commission on April 20th. The documents include all of the information related to the proposed access drive off Indiana Street.

Ryan

On Sun, Apr 11, 2021 at 9:03 PM Ed Guiducci <[REDACTED]> wrote:

*Hello everyone,**As Scannell Properties has withdrawn the minor variation and adjustment applications from the county, where is Amazon locating the main access driveway off of Indiana? Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT.**Ed Guiducci, [14239 W. 69th Place](#), Arvada, CO 80004*

--

Ryan Stachelski
Director, Community and Economic Development
rstachelski@arvada.org
Phone: 720.898.7016
Cell: 303.489.6082 Exhibit D



CED Boards and Commission <cedboardsandcommission@arvada.org>

Re: [No Subject]

1 message

Ryan Stachelski <[REDACTED]@arvada.org> Mon, Apr 12, 2021 at 8:33 AM
To: Erik Mathys <[REDACTED]>, CED Boards and Commission <cedboardsandcommission@arvada.org>

Mr. Mathys,

The City of Arvada has created a dedicated webpage for this project, which can be found [here](#). The webpage has links to all aspects of this project's applications and a link to the packet for the Planning Commission on April 20th. The documents include all of the information related to the proposed access drive off Indiana Street.

Ryan

On Sun, Apr 11, 2021 at 7:20 PM Erik Mathys <[REDACTED]> wrote:

Dear Mr. Stachelski

As Scannell Properties has withdrawn the minor variation and adjustment applications from the county, where is Amazon locating the main access driveway off of Indiana? Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT.

Thank you.

*Erik Mathys
15025 W 68th Pl, Arvada, CO 80007*

--

Ryan Stachelski
Director, Community and Economic Development
rstachelski@arvada.org
Phone: 720.898.7016
Cell: 303.489.6082 Exhibit D



CED Boards and Commission <cedboardsandcommission@arvada.org>

Amazon Development Application Concerns

1 message

Felix Nus [REDACTED]

Tue, Apr 6, 2021 at 3:16 PM

To: cedboardsandcommission@arvada.org

Meeting: Tuesday April 20, 2021
Planning Commission Meeting

Dear Planning Commission,

I was recently made aware of the application Amazon had submitted to develop a plot of land and build a distribution center in Arvada. I am a resident of Arvada and live approximately a mile from this location. I frequently walk along the Ralston Creek trail and know the area slated for development well.

The area in question is not a good fit for this type of facility. The additional traffic of not only semi trucks but the cargo vans that will accompany this sort of development is not in the best interest of the community. The plan calls for 1300 parking spaces. This speaks volumes as to the additional stress this will put on our already busy roads and congested intersections.

The additional light and noise pollution from such a business in this area is going to be disruptive to the surrounding neighborhoods and Ralston Creek trail.

The area in which the Amazon is applying to build a facility is in a Light Industrial zone. But the businesses in this area are smaller operations that do not bring the same amount of traffic, light and noise to the surrounding area. This area is surrounded by residential neighborhoods that will be adversely affected by an Amazon facility of this size. A facility such as this is not suitable for this site.

Regards,
Felix Nuss Exhibit D



CED Boards and Commission <cedboardsandcommission@arvada.org>

Re: Amazon proposal

1 message

Ryan Stachelski <[REDACTED]> Mon, Apr 12, 2021 at 1:35 PM
To: Georgia Duncan <[REDACTED]>, Jeremiah Bebo <jbebo@arvada.org>, CED Boards and Commission
<cedboardsandcommission@arvada.org>

Ms. Duncan,

The City of Arvada has created a dedicated webpage for this project, which can be found [here](#). The webpage has links to all aspects of this project's applications and a link to the packet for the Planning Commission on April 20th. The documents include all of the information related to the proposed access drive off Indiana Street.

Ryan

On Mon, Apr 12, 2021 at 1:30 PM Georgia Duncan <[REDACTED]> wrote:

To Arvada Planning Staff, Community and Economic Development, Mayor, Mayor Pro Tem and Councilmembers:

As Scannell Properties has withdrawn the minor variation and adjustment applications from the county, where is Amazon locating the main access driveway off of Indiana? Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT.

This Amazon/Scannell Properties proposal is actually not a bad PLAN--it's the LOCATION that is TOTALLY UNACCEPTABLE. Is there some other industrial-type site in Arvada that would be suitable for them?

Georgia Duncan
[6440 Youngfield St, Apt 207](#)
[Arvada, CO 80004](#)

--

Ryan Stachelski
Director, Community and Economic Development
rstachelski@arvada.org
Phone: 720.898.7016
Cell: 303.489.6082 Exhibit D



Jeremiah Bebo <jbebo@arvada.org>

Amazon proposal

gary Lauricella <[REDACTED]>
To: jbebo@arvada.org

Tue, Apr 13, 2021 at 10:43 AM

Trying to wrap my head around this proposal given the fact Indiana Street will carry most traffic and since 72nd and 64th are the nearest east west through, how in earth could a professional planner think this will not impact traffic.
We live in the Saddle Brook neighborhood and drive this area regularly and contend with the ridiculous traffic pattern at McIntye, Indiana and Eldridge and complicate things with a light at McDonalds.
One does not need to be a traffic engineer to see what a mess that area is most of the day.
As a life long resident of Arvada I am increasingly disappointed by decisions to drop housing or businesses wherever there is open land and use the same roads that have been in place for years. This "let the developer fix things" stinks and affects our quality of life.
We are gathering support in our community as well as several hundreds of thousands of dollars to to encourage our leaders to rethink this and maybe concentrate on repairing our miserable patchwork of existing roadways Exhibit D



Jeremiah Bebo <jbebo@arvada.org>

Amazon warehouse opposition

Ian Clifton <[REDACTED]>
To: jbebo@arvada.org

Mon, Apr 12, 2021 at 6:03 AM

Jeremiah,

I do not support the Amazon warehouse on Indiana as this will cause additional congestion in an area of bad streets and intersections. This warehouse will lower the quality of life in the area with additional noise, light, traffic, and pollution.

As Scannell Properties has withdrawn the minor variation and adjustment applications from the county, where is Amazon locating the main access driveway off of Indiana? Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT.

Ian [REDACTED]hibit D



CED Boards and Commission <cedboardsandcommission@arvada.org>

Re: Amazon warehouse opposition

1 message

Ryan Stachels

ada.org>

Mon, Apr 12, 2021 at 8:50 AM

To: Ian Clifton [REDACTED], CED Boards and Commission <cedboardsandcommission@arvada.org>

Mr. Clifton,

The City of Arvada has created a dedicated webpage for this project, which can be found [here](#). The webpage has links to all aspects of this project's applications and a link to the packet for the Planning Commission on April 20th. The documents include all of the information related to the proposed access drive off Indiana Street.

Ryan

On Mon, Apr 12, 2021 at 6:04 AM Ian Clifton [REDACTED] wrote:

Ryan,

I do not support the Amazon warehouse on Indiana as this will cause additional congestion in an area of bad streets and intersections. This warehouse will lower the quality of life in the area with additional noise, light, traffic, and pollution.

As Scannell Properties has withdrawn the minor variation and adjustment applications from the county, where is Amazon locating the main access driveway off of Indiana? Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT.

Ian

--

Ryan Stachelski
Director, Community and Economic Development
rstachelski@arvada.org
Phone: 720.898.7016
Cell: 303.489.6082 Exhibit D



Jeremiah Bebo <jbebo@arvada.org>

Access Permit Restrictions

Jennifer Allen <[REDACTED]>
To: jbebo@arvada.org

Sun, Apr 11, 2021 at 7:51 PM

Jeremiah,

As Scannell Properties has withdrawn the minor variation and adjustment applications from the county, where is Amazon locating the main access driveway off of Indiana? Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT.

Jenny Allen

Exhibit D



Exhibit D

Jeremiah Bebo <jbebo@arvada.org>

Re: Proposed Amazon Distribution Center off of 65th and Indiana in Arvada

Judy A <[REDACTED]>
To: jbebo@arvada.org

Mon, Apr 12, 2021 at 10:08 AM

Dear Mr. Bebo,

We reside at 75th and Indiana and are opposed to an Amazon Distribution Center in our area.

As Scannell Properties has withdrawn the minor variation and adjustment applications from the county, where is Amazon locating the main access driveway off of Indiana? Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT.

Thank you,

Judy and Bill Anders

--
Judy ☐☐hibit D



CED Boards and Commission <cedboardsandcommission@arvada.org>

April 20th meeting comments

1 message

Jeri [REDACTED]
To: cedboardsandcommission@arvada.org

Wed, Apr 7, 2021 at 10:14 AM

hello,

I am commenting on the proposed Project Indiana Development. I understand that Amazon is going to bring a lot of money into Arvada, and it seems that they are actually trying to do the best job they can of fitting into the community. But there are a couple of concerns.

My main one is the impact to the Ralston Creek Trail area. It sounds like they will be removing a lot of trees and having a water retention pond near the creek. Having a lot of runoff into the water is not desirable. Also having a large number of lights near the wildlife areas would be detrimental to the nocturnal animals. I would like to see Arvada work to protect the natural areas and make sure that Amazon replaces any trees that are removed.

Arvada Land Development code sets standards for preserving and protecting trees and wildlife habitat. The city needs to ensure that Amazon will follow all existing codes. Also, the Master Plan for parks has identified this area as high priority -- so we should be increasing park area, not reducing it.

regards,

Jeri Sampson

6065 Brentwood St
Arvada 80004 Exhibit D



Jeremiah Bebo <jbebo@arvada.org>

Amazon proposal for Indiana street..PLEASE READ

JANE STARKE <[REDACTED]>

Mon, Apr 12, 2021 at 12:28 PM

To: "jmarriott@arvada.org" <jmarriott@arvada.org>, "jbebo@arvada.org" <jbebo@arvada.org>, "rstachelski@arvada.org" <rstachelski@arvada.org>, "mwilliams@arvada.org" <mwilliams@arvada.org>, "nford@arvada.org" <nford@arvada.org>, "jsimpson@arvada.org" <jsimpson@arvada.org>, "djones@arvada.org" <djones@arvada.org>, "dmiller@arvada.org" <dmiller@arvada.org>, "bfifer@arvada.org" <bfifer@arvada.org>, "[REDACTED]" <[REDACTED]>

Hello, my name is Jane Starke and I live on W. 59th Ave. My home backs onto Eldridge Street. If you approve the Amazon project, it will greatly effect the already horrible traffic on Eldridge Street. Eldridge is not designed or equipped to handle so much traffic. The city of Arvada approved the thousands (tens of thousands?) of houses up Indiana without thought of how it effects others. The added vehicles going up and down Eldridge has been terrible. We now call it the Eldridge speedway. Having Amazon trucks running 24/7 driving on Eldridge will not only impact my peace and property value but will also make it much harder to just turn onto Eldridge at 59th Place. All of the subdivisions along Eldridge will feel the impact. PLEASE, please do not approve this project!

Jane Starke

Sent from my Verizon, Samsung Galaxy TabletExhibit D



CED Boards and Commission <cedboardsandcommission@arvada.org>

Re: Project Indiana Changes

1 message

Ryan Stachelski <rs

Mon, Apr 12, 2021 at 10:48 AM

To: JESSE BROWN [REDACTED], CED Boards and Commission <cedboardsandcommission@arvada.org>

Mr. Brown.

The City of Arvada has created a dedicated webpage for this project, which can be found [here](#). The webpage has links to all aspects of this project's applications and a link to the packet for the Planning Commission on April 20th. The documents include all of the information related to the proposed access drive off Indiana Street.

Ryan

On Mon, Apr 12, 2021 at 10:10 AM JESSE BROWN [REDACTED] wrote:

Dear Mister Stachelski:

Re: Project Indiana

I have recently learned that Scannell Properties has withdrawn their applications for the minor variation and adjustment made to Jefferson County. My understanding is that these changes were needed to be able to create a private road for their delivery vans to have access to and from Indiana Street. Without the variation and adjustment from Jefferson County, what alternative plan has Scannell Properties proposed to establish access to and from Indiana Street? Could you please provide me with any current information about their alternative plan and, please, make this information public. Since the Planning Commission public hearing is only 8 days away, I believe the citizens of Arvada need timely information to be able to consider such a significant change to the plans for Project Indiana.

As a longtime resident of Maple Valley subdivision, I have experienced the impact of constantly increasing traffic on Indiana Street over the last few years. Considering the issues with increasing traffic, I would also be interested in having access to any changed access permit application Scannell Properties has filed with CDOT.

Thank you for your assistance in helping me gain timely access to this information.

Jesse Brown

14506 W 68th Place, Arvada, CO 80004

[REDACTED]

--

Ryan Stachelski
Director, Community and Economic Development
rstachelski@arvada.org
Phone: 720.898.7016
Cell: 303.489.6082 Exhibit D



Jeremiah Bebo <jbebo@arvada.org>

Amazon

joe burke <[REDACTED]>
To: jbebo@arvada.org

Mon, Apr 12, 2021 at 11:06 AM

Jeremiah, I live in Forest Springs neighborhood and use Indiana quite often. It is already a traffic nightmare. Amazon may make it impassable as well as disrupt nature along the Ralston Creek trail, which I use quite a bit. There has got to be a better location for the Amazon Distribution Center. Please do not put it there!!!!
Joe Burke, President, Forest Springs, HOA □ □ hibit D



Jeremiah Bebo <jbebo@arvada.org>

Maple Valley Park

Jen McCallum <[REDACTED]>
To: jbebo@arvada.org

Mon, Apr 12, 2021 at 9:25 AM

Hi Jeremiah,
As Scannell Properties has withdrawn the minor variation and adjustment applications from the county, where is Amazon locating the main access driveway off of Indiana? Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT.

Our biggest concern is increased traffic on Indiana, which is already impossible to navigate at any time of day. Will they be paying to widen Indiana, especially at the train bridge?

--
Best,

Jen McCallum [REDACTED] Exhibit D
[REDACTED]



CED Boards and Commission <cedboardsandcommission@arvada.org>

Re: Amazon - Indiana St

1 message

Ryan Stachelsk

Mon, Apr 12, 2021 at 11:00 AM

To: Kristen Bain [REDACTED], CED Boards and Commission <cedboardsandcommission@arvada.org>

Ms. Bain,

The City of Arvada has created a dedicated webpage for this project, which can be found [here](#). The webpage has links to all aspects of this project's applications and a link to the packet for the Planning Commission on April 20th. The documents include all of the information related to the proposed access drive off Indiana Street.

Ryan

On Mon, Apr 12, 2021 at 10:36 AM Kristen Bain [REDACTED] > wrote:

Hello,

As Scannell Properties has withdrawn the minor variation and adjustment applications from the county, where is Amazon locating the main access driveway off of Indiana? Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT.

Thank you,
Kristen Bain

--

Ryan Stachelski
Director, Community and Economic Development
rstachelski@arvada.org
Phone: 720.898.7016
Cell: 303.489.6082 Exhibit D



CED Boards and Commission <cedboardsandcommission@arvada.org>

Re: Amazon distribution facility

1 message

Ryan Stachelski

rg>

Mon, Apr 12, 2021 at 8:34 AM

To: Kacie Condon [REDACTED], CED Boards and Commission <cedboardsandcommission@arvada.org>

Ms. Condon,

The City of Arvada has created a dedicated webpage for this project, which can be found [here](#). The webpage has links to all aspects of this project's applications and a link to the packet for the Planning Commission on April 20th. The documents include all of the information related to the proposed access drive off Indiana Street.

Ryan

On Sun, Apr 11, 2021 at 7:26 PM Kacie Condon [REDACTED] > wrote:

As Scannell Properties has withdrawn the minor variation and adjustment applications from the county, where is Amazon locating the main access driveway off of Indiana? Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT.

*Thanks**Kacie C*

--

Ryan Stachelski
Director, Community and Economic Development
rstachelski@arvada.org
Phone: 720.898.7016
Cell: 303.489.6082 Exhibit D



CED Boards and Commission <cedboardsandcommission@arvada.org>

Re: From a Concerned Citizen

1 message

Ryan Stachelski

Mon, Apr 12, 2021 at 8:38 AM

To: Kellie Martin [REDACTED], CED Boards and Commission <cedboardsandcommission@arvada.org>

Ms. Martin,

The City of Arvada has created a dedicated webpage for this project, which can be found [here](#). The webpage has links to all aspects of this project's applications and a link to the packet for the Planning Commission on April 20th. The documents include all of the information related to the proposed access drive off Indiana Street.

Ryan

On Sun, Apr 11, 2021 at 8:19 PM Kellie Martin [REDACTED] wrote:

Hello Mr. Stachelski,

I love living in West Arvada and am VERY concerned about the potential amazon distribution center here. There are so many places further from big residential areas it to go and still give Arvada the tax dollars. Why put it right beside a neighborhood?

Also recently I found out that Scannell Properties has withdrawn the minor variation and adjustment applications from the county so where is Amazon locating the main access driveway off of Indiana? Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT.

Please do not allow this to happen in our neighborhood. We are proud to call this place home and this would be so detrimental to the area.

Thank you,
Kellie



Kellie Martin / Sommelier and Health Coach



--
Ryan Stachelski
Director, Community and Economic Development
rstachelski@arvada.org
Phone: 720.898.7016 Exhibit D



CED Boards and Commission <cedboardsandcommission@arvada.org>

Fwd: Project Indiana - Amazon "Last Mile" Distribution Center

1 message

Ryan Stachelski <rstachelski@arvada.org>

Tue, Apr 13, 2021 at 2:36 PM

To: CED Boards and Commission <cedboardsandcommission@arvada.org>

----- Forwarded message -----

From: **Ryan Stachelski** <rstachelski@arvada.org>

Date: Tue, Apr 13, 2021 at 2:35 PM

Subject: Re: Project Indiana - Amazon "Last Mile" Distribution Center

To: Karen Ramey <[REDACTED]>

Ms. Ramey,

The City of Arvada has created a dedicated webpage for this project, which can be found [here](#). The webpage has links to all aspects of this project's applications and a link to the packet for the Planning Commission on April 20th. The documents include all of the information related to the proposed access drive off Indiana Street.

Ryan

On Tue, Apr 13, 2021 at 1:56 PM Karen Ramey <[REDACTED]> wrote:

Good afternoon.

As Scannell Properties has withdrawn the minor variation and adjustment applications from the county, where is Amazon locating the main access driveway off of Indiana? Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT.

Thank you,

Karen B Ramey
[REDACTED]

--

Ryan Stachelski

Director, Community and Economic Development

rstachelski@arvada.org

Phone: 720.898.7016

Cell: 303.489.6082Exhibit D



Exhibit D
CED Boards and Commission <cedboardsandcommission@arvada.org>

Fwd: Maple Valley Park Amazon project

2 messages

Ryan Stachelski <rstachelski@arvada.org>

Tue, Apr 13, 2021 at 4:37 PM

To: CED Boards and Commission <cedboardsandcommission@arvada.org>

Can you put this in the PC Packet.

Thanks,
Ryan

----- Forwarded message -----

From: **Kay Rees** <[REDACTED]>

Date: Tue, Apr 13, 2021 at 4:17 PM

Subject: Maple Valley Park Amazon project

To: <mwilliams@arvada.org>

Cc: <dmiller@arvada.org>, Ryan Stachelski <rstachelski@arvada.org>, <jbebo@arvada.org>, <kristen@arvada.org>

Gentlemen,

I am writing on behalf of the WestWood Ridge Homeowner's Association. I have attached a letter stating our support of the opposition to the Amazon Maple Valley Park project. I request that this letter be submitted as part of the documentation for the Planning Commission meeting.

Thank you,
Kay Rees

--

Ryan Stachelski
Director, Community and Economic Development
rstachelski@arvada.org
Phone: 720.898.7016
Cell: 303.489.6082

**Maple Valley Amazon.pdf**

39K

CED Boards and Commission <cedboardsandcommission@arvada.org>

Tue, Apr 13, 2021 at 5:12 PM

To: Ryan Stachelski <rstachelski@arvada.org>

Yes, will do.

[Quoted text hidden]

--

Community and Economic Development

Desk: 720-898-7435 Exhibit D

April 13, 2021

To whom it may concern

RE: Maple Valley Amazon last mile distribution facility:

My name is Kay Rees. I am President of the WestWoods Ridge HOA. I am representing the opinions and concerns of the WWR board of directors and homeowners.

Collectively, our HOA recently argued against the Cherrywood senior assisted living development planned for the vacant lot at the corner of W 63rd Ave and McIntyre Parkway. Among the six discussion points that detailed our objections, our number one issue was our concern around the negative impact Cherrywood would place on our community. Despite providing evidence and research that showed the Kimley-Horn traffic study was flawed and that data used as the basis for the study was over 5 years old, the city accepted this inaccurate study as the standard for decision making. We requested consideration of traffic control measures (some as recommended by Kimley-Horn) to keep the already stressed intersection at the corner of W. 63rd and McIntyre Pkwy safe for ingress and egress of neighbors on both the east and west sides of McIntyre Pkwy. These requests were found by the city to be unnecessary based on the findings of Kimley-Horn.

Our comments and concerns were forward looking. We anticipated from a macro level. We asked the city to consider the traffic impact of new housing developments along the south end of McIntyre Pkwy; the proposed multi family housing planned for W 52nd and McIntyre Pkwy; the recent apartment development at the corner of W. 64th and McIntyre; new homes at 72nd and Indiana; the Candelas and Whisper Creek housing developments and associated commercial projects; and the postponement of the Northwest Parkway project. All of these factors in combination are creating voluminous traffic stress along this corridor as drivers access the major artery of I-70 which is accessed via highway 58 at the south end of McIntyre Pkwy.

We also asked that the data gathered for the Kimley-Horn study take into consideration that McIntyre Pkwy has been 'under construction' for the past 3-4 years (leading drivers to seek other routes to access I-70); and that the study was done during the COVID Pandemic when normal traffic volume was decreased by 75%. Instead, the city used a process of micro review and stationed a solitary person to do "car counting" at the corner of W. 63rd and McIntyre Pkwy for 3 hours a day for 3 days to validate traffic volume. They deemed that traffic impact of the new Cherrywood development would be minimal. All aspects of our concerns were found to be "insignificant".

We are now learning the details of yet another commercial project proposed for the Indiana/McIntyre Pkwy corridor. The scope and size of this project would have a serious negative impact on all neighborhoods lining the entire Indiana/McIntyre Pkwy corridor. Once again, we are asking that the city pursue a macro level review of the constant addition of new housing and commercial projects and the negative impact they have on existing neighborhoods. Exhibit D

We have polled our HOA members and have approval from a vast majority to proceed with voicing our collective opposition to the Maple Valley Amazon project. We have 52 homeowners in WestWood Ridge where home values are between \$700k - \$1 million. Our homeowners are very concerned about the impact on property values when ingress and egress is rendered impossible by continuously increasing traffic along the one and only access point to our homes. Our development is over 20 years old. We are all aware that the quiet, rural, country neighborhood we bought into so long ago would not stay that way forever. We have accepted growth and change and welcomed the many developments that have grown up over the past several years. However, we feel that in the quest for tax revenue, the city has sacrificed the elements we all valued when we purchased homes in Arvada. West Arvada is becoming a commercial quagmire and the city is turning a blind eye to the concerns and issues of the long time tax paying residents.

Of our 52 homeowners, we polled 49 who were in favor of supporting opposition to Maple Valley. Sadly, the remaining three homeowners were also opposed to the Amazon project, but said "getting involved again will not make any difference.... So why bother". You have delivered a very poor message to your constituents.... 'Being active and involved with your city and it's government is a waste of time'.

We hope that this grass roots movement will have a greater impact than our efforts and that the City of Arvada will deny the Amazon project request or find another location that would not so negatively impact traffic along the Indiana / McIntyre Pkwy corridor.

Sincerely,
Kay Rees
President, WestWood Ridge HOAExhibit D



CED Boards and Commission <cedboardsandcommission@arvada.org>

Fwd: Project Indiana Question

1 message

Ryan Stachelski <rstachelski@arvada.org>

Mon, Apr 12, 2021 at 11:02 AM

To: CED Boards and Commission <cedboardsandcommission@arvada.org>

----- Forwarded message -----

From: **Ryan Stachelski** <rstachelski@arvada.org>

Date: Mon, Apr 12, 2021 at 11:02 AM

Subject: Re: Project

To: Karen Gerbatsch [REDACTED]

Mr and Mrs. Gerbatsch,

The City of Arvada has created a dedicated webpage for this project, which can be found [here](#). The webpage has links to all aspects of this project's applications and a link to the packet for the Planning Commission on April 20th. The documents include all of the information related to the proposed access drive off Indiana Street.

Ryan

On Mon, Apr 12, 2021 at 10:42 AM Karen Gerbatsch [REDACTED] > wrote:

As Scannell Properties has withdrawn the minor variation and adjustment applications from the county, where is Amazon locating the main access driveway off of Indiana? Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT.

*Karen and Rainer Gerbatsch**[6872 Juniper Ct, Arvada, CO 80007](#)*

--

Ryan Stachelski

Director, Community and Economic Development

rstachelski@arvada.org

Phone: 720.898.7016

Cell: 303.489.6082

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Ryan Stachelski

Director, Community and Economic Development

rstachelski@arvada.org

Phone: 720.898.7016

Cell: 303.489.6082 Exhibit D



Jeremiah Bebo <jbebo@arvada.org>

Amazon project

karan yanz <[REDACTED]>
To: jbebo@arvada.org

Sun, Apr 11, 2021 at 8:15 PM

As Scannell Properties has withdrawn the minor variation and adjustment applications from the county, where is Amazon locating the main access driveway off of Indiana? Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT.

Thank you

Sent from my iPhone ☐☐hibit D



CED Boards and Commission <cedboardsandcommission@arvada.org>

Re: Scannell Properties/ Amazon

1 message

Ryan Stachels

To: Leslie Hall [REDACTED] g>, Jeremiah Bebo <jbebo@arvada.org>, CED Boards and Commission <cedboardsandcommission@arvada.org>

Mon, Apr 12, 2021 at 11:25 AM

Ms. Hall,

The City of Arvada has created a dedicated webpage for this project, which can be found [here](#). The webpage has links to all aspects of this project's applications and a link to the packet for the Planning Commission on April 20th. The documents include all of the information related to the proposed access drive off Indiana Street.

Ryan

On Mon, Apr 12, 2021 at 11:07 AM Leslie Hall [REDACTED] wrote:

Sent from my iPhone

Begin

>

>

> Sent from my phone

>>

>> Dear Sir(s),

>> As Scannell Properties has withdrawn the minor variation and adjustment applications from the county, where is Amazon locating the main access driveway off Indiana? Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT.

>> I have lived in the Shadow Mountain neighborhood for 30 years. In the last few years the traffic in the surrounding area is extremely heavy especially in the early morning hours and between 3:00pm to 6:00pm. The expansion of housing and businesses without thought to the existing streets and traffic flow has already impacted this area greatly. I plan my trips from the house to avoid the hours that seem to double my drive time. Ward Road is absolutely terrible during those hours and can make a previous ten minute trip now a thirty minute or longer. Adding to that hundreds of people working at a Amazon facility and the hundreds of trucks coming and going will be unmanageable!

>> I have had the privilege of enjoying the trail next to the creek for the last 30 years. Now in addition to my husband and myself walking the trail I enjoy it with my grandchildren. Two of my grandchildren call it our nature walk. We frequently see all types of wildlife including owls, coyotes, Wood peckers, squirrels and even deer on a few occasions. One of my grand daughters even has a special tree she thinks is fairy tree and is magical. I know these things seem small but are really huge to people in this area.

>> Thinking of why the people in the area live here is of the utmost importance.

>> What will happen to my property value if this facility is built? Is Amazon going to reimburse the neighbors in the area for the decrease of the value of our homes? I think not.

>> I am 64 years old and have lived in Arvada my entire life. So I have watched to grow, the good along with the not so good.

>> If Arvada wants to do something with that property please think and do something that will really benefit the people in Arvada!!

>> It seems Amazon would be better to pick a location with the infrastructure to support it, like close to a highway so as not to impact a small area like 64th and Indiana. I will most likely give up on Arvada if Amazon is allowed to build in this area and move to a city with better planning for its citizens.

>> Thank you for your consideration,

>> Leslie Hall

>> Sent from my iPhone

--

Ryan Stachelski

Director, Community and Economic Development Exhibit D



Jeremiah Bebo <jbebo@arvada.org>

Information

Lauren Stelley <[REDACTED]>
To: jbebo@arvada.org

Mon, Apr 12, 2021 at 7:12 AM

Now that Scannell Properties has withdrawn the minor variation and adjustment applications from the county, where is Amazon locating the main access driveway off of Indiana? Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT.

The Stelley's
Arvada ☐ ☐ hibit D



CED Boards and Commission <cedboardsandcommission@arvada.org>

Re: Proposed Amazon site

1 message

Ryan Stachelski

.org>

Mon, Apr 12, 2021 at 11:03 AM

To: Laura Thaler

>, CED Boards and Commission <cedboardsandcommission@arvada.org>

Ms. Thaler,

The City of Arvada has created a dedicated webpage for this project, which can be found [here](#). The webpage has links to all aspects of this project's applications and a link to the packet for the Planning Commission on April 20th. The documents include all of the information related to the proposed access drive off Indiana Street.

Ryan

On Mon, Apr 12, 2021 at 10:51 AM Laura Thaler <[REDACTED]> wrote:

As Scannell Properties has withdrawn the minor variation and adjustment applications from the county, where is Amazon locating the main access driveway off of Indiana? Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT.

Our concerns are access on an already over busy 2 lane highway.

Thanks

Laura Thaler

Shadow Mountain resident

--

Ryan Stachelski

Director, Community and Economic Development

rstachelski@arvada.org

Phone: 720.898.7016

Cell: 303.489.6082 Exhibit D



Jeremiah Bebo <jbebo@arvada.org>

Maple Valley

marlane [redacted] <[redacted]>
To: jbebo@arvada.org

Sun, Apr 11, 2021 at 7:28 PM

Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT.

Sent from Xfinity Connect App ☐☐hibit D



CED Boards and Commission <cedboardsandcommission@arvada.org>

Re: Amazon Distribution Center off of Indiana

1 message

Ryan Stachelski

Mon, Apr 12, 2021 at 8:34 AM

To: Matteo Bava [REDACTED], CED Boards and Commission <cedboardsandcommission@arvada.org>

Mr. Bava,

The City of Arvada has created a dedicated webpage for this project, which can be found [here](#). The webpage has links to all aspects of this project's applications and a link to the packet for the Planning Commission on April 20th. The documents include all of the information related to the proposed access drive off Indiana Street.

Ryan

On Sun, Apr 11, 2021 at 8:17 PM Matteo Bava [REDACTED] wrote:

Respectable Mr. Stachelski,

As a new resident of McIntire & 72nd I would like clarifications on this matter.

As Scannell Properties has withdrawn the minor variation and adjustment applications from the county, where is Amazon locating the main access driveway off of Indiana? Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT.

Regards,

Matteo Bava

--

Ryan Stachelski

Director, Community and Economic Development

rstachelski@arvada.org

Phone: 720.898.7016

Cell: 303.489.6082 Exhibit D



CED Boards and Commission <cedboardsandcommission@arvada.org>

Re: Entrance from Indiana

1 message

Ryan Stachelsk

.org>

Mon, Apr 12, 2021 at 8:40 AM

To: Mary Dailey [REDACTED], CED Boards and Commission <cedboardsandcommission@arvada.org>, Jeremiah

Bebo <jbebo@arvada.org>

Ms. Dailey,

The City of Arvada has created a dedicated webpage for this project, which can be found [here](#). The webpage has links to all aspects of this project's applications and a link to the packet for the Planning Commission on April 20th. The documents include all of the information related to the proposed access drive off Indiana Street.

Ryan

On Sun, Apr 11, 2021 at 8:36 PM Mary Dailey [REDACTED] > wrote:

Ladies & Gentlemen:

As Scannell Properties has withdrawn the minor variation and adjustment applications from the county, where is Amazon locating the main access driveway off of Indiana? Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT.

*Thank you.**Mary Dailey*

Sent from my iPhone

--

Ryan Stachelski

Director, Community and Economic Development

rstachelski@arvada.org

Phone: 720.898.7016

Cell: 303.489.6082 Exhibit D



CED Boards and Commission <cedboardsandcommission@arvada.org>

Re: Amazon Facility

1 message

Ryan Stachelski <rs [REDACTED]> Mon, Apr 12, 2021 at 8:53 AM
To: Martha Davidson [REDACTED], CED Boards and Commission <cedboardsandcommission@arvada.org>

Ms. Davidson,

The City of Arvada has created a dedicated webpage for this project, which can be found [here](#). The webpage has links to all aspects of this project's applications and a link to the packet for the Planning Commission on April 20th. The documents include all of the information related to the proposed access drive off Indiana Street.

Ryan

On Mon, Apr 12, 2021 at 8:40 AM Martha Davidson [REDACTED] wrote:

Dear Ryan Stachelski,

I strongly protest the proposed building of any Amazon facility in our neighborhood or any other large commercial facility for that matter!

Since Scannell Properties has withdrawn the minor variation and adjustment applications from the county, where is Amazon locating the main access driveway off of Indiana? Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT.

Would appreciate an answer immediately. Thank you

Very Concerned Neighbor,

[REDACTED]

--

Ryan Stachelski
Director, Community and Economic Development
rstachelski@arvada.org
Phone: 720.898.7016
Cell: 303.489.6082 Exhibit D



CED Boards and Commission <cedboardsandcommission@arvada.org>

Re: Amazon Hub

1 message

Ryan Stachelski

Mon, Apr 12, 2021 at 8:49 AM

To: Marilyn Ellison [REDACTED], CED Boards and Commission <cedboardsandcommission@arvada.org>

Ms. Ellison,

The City of Arvada has created a dedicated webpage for this project, which can be found [here](#). The webpage has links to all aspects of this project's applications and a link to the packet for the Planning Commission on April 20th. The documents include all of the information related to the proposed access drive off Indiana Street.

Ryan

On Sun, Apr 11, 2021 at 10:37 PM Marilyn Ellison [REDACTED] wrote:

*Please address the following:**As Scannell Properties has withdrawn the minor variation and adjustment applications from the county, where is Amazon locating the main access driveway off of Indiana? Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT.**Surely there is some industrial space in Arvada that would be more suitable for this Amazon hub without impacting our beautiful Ralston Creek natural area and this quiet residential area? Can you work with them to find an alternate property that will not negatively impinge on this lovely corridor!? Please help us preserve this unique Arvada area that we all treasure!**Marilyn Ellison
Arvada resident*

--

Ryan Stachelski
Director, Community and Economic Development
rstachelski@arvada.org
Phone: 720.898.7016
Cell: 303.489.6082 Exhibit D



CED Boards and Commission <cedboardsandcommission@arvada.org>

Re: Maple Valley Park

1 message

Ryan Stachelski <r

Mon, Apr 12, 2021 at 8:52 AM

To: Michael Horwith [REDACTED] Jeremiah Bebo <jbebo@arvada.org>, CED Boards and Commission
<cedboardsandcommission@arvada.org>

Mr. Horwith,

The City of Arvada has created a dedicated webpage for this project, which can be found [here](#). The webpage has links to all aspects of this project's applications and a link to the packet for the Planning Commission on April 20th. The documents include all of the information related to the proposed access drive off Indiana Street.

Ryan

On Mon, Apr 12, 2021 at 8:30 AM Michael Horwith [REDACTED] wrote:

It's hard to imagine a worse use of Arvada's disappearing open spaces. Stop the Amazon development!

As Scannell Properties has withdrawn the minor variation and adjustment applications from the county, where is Amazon locating the main access driveway off of Indiana? Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT.

Michael Horwith
[7717 Torrey Ct](#)
[Arvada, CO 80007](#)

--

Ryan Stachelski
Director, Community and Economic Development
rstachelski@arvada.org
Phone: 720.898.7016
Cell: 303.489.6082 Exhibit D



Jeremiah Bebo <jbebo@arvada.org>

Amazon’s proposed Distribution Center in Arvada

Mel Millward <[REDACTED]> Tue, Apr 13, 2021 at 10:52 AM
To: "jbebo@arvada.org" <jbebo@arvada.org>, "cokeefe@jeffco.us" <cokeefe@jeffco.us>, "nford@arvada.org" <nford@arvada.org>, "lsimpson@arvada.org" <lsimpson@arvada.org>, "jmarriott@arvada.org" <jmarriott@arvada.org>, "djones@arvada.org" <djones@arvada.org>, "dmiller@arvada.org" <dmiller@arvada.org>, "bfifer@arvada.org" <bfifer@arvada.org>, "mwilliams@arvada.org" <mwilliams@arvada.org>

Dear Arvada City,

I understand that Scannell Properties has withdrawn the minor variation and adjustment applications from the county, where is Amazon locating the main access driveway off of Indiana? Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT.

Regards,

Melloney Millward



[Quoted text hidden] Exhibit D



CED Boards and Commission <cedboardsandcommission@arvada.org>

Re: Regarding Amazon Last-Mile Distribution Center

1 message

Ryan Stachelski <rstachelski@arvada.org>

Tue, Apr 13, 2021 at 10:13 AM

To: Phil <[REDACTED]>, CED Boards and Commission <cedboardsandcommission@arvada.org>, Jeremiah Bebo <jbebo@arvada.org>

Mr. Corchary

The City of Arvada has created a dedicated webpage for this project, which can be found [here](#). The webpage has links to all aspects of this project's applications and a link to the packet for the Planning Commission on April 20th. The documents include all of the information related to the proposed access drive off Indiana Street.

Ryan

On Mon, Apr 12, 2021 at 9:25 PM Phil <[REDACTED]> wrote:

Dear Mr Bebo, Mr Stachelski, and esteemed Arvada Councilmembers:

With regard to the proposed Amazon Last-Mile Distribution Center in Arvada, I understand that Scannell Properties and/or Amazon have withdrawn their minor variation and adjustment applications from Jefferson County, which would have provided access to the Amazon Last-Mile Distribution Center from Indiana Street.

In light of this change, where is Amazon locating the main access from Indiana street for the proposed development? There was significant anticipated traffic for this proposed development, and the access is of significant concern.

Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans, and the access permit application to CDOT.

Thank you in advance for you service to our community, and for your attention to this matter!

Phillip Corchary
Arvada, Colorado
[REDACTED]

--

Ryan Stachelski
Director, Community and Economic Development
rstachelski@arvada.org
Phone: 720.898.7016
Cell: 303.489.6082Exhibit D



Re: Project Indiana: Scannell Properties withdrawal of minor variations and adjustment applications1 message

Ryan Stachelski

Mon, Apr 12, 2021 at 8:35 AM

To: pam o'donnel [REDACTED], CED Boards and Commission <cedboardsandcommission@arvada.org>

Mrs. and Mr. O'Donnell,

The City of Arvada has created a dedicated webpage for this project, which can be found [here](#). The webpage has links to all aspects of this project's applications and a link to the packet for the Planning Commission on April 20th. The documents include all of the information related to the proposed access drive off Indiana Street.

Ryan

On Sun, Apr 11, 2021 at 8:18 PM pam o'donnel [REDACTED] > wrote:

Dear Mr Stachelski,

As Scannell Properties has withdrawn the minor variation and adjustment applications from the county, where is Amazon locating the main access driveway off of Indiana? Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT.

Thank you for looking into this matter.

Pamela and James O'Donnell

[REDACTED]

--

Ryan Stachelski
Director, Community and Economic Development
rstachelski@arvada.org
Phone: 720.898.7016
Cell: 303.489.6082 Exhibit D



CED Boards and Commission <cedboardsandcommission@arvada.org>

Re: Maple Valley Park

1 message

Ryan Stachels

Mon, Apr 12, 2021 at 5:56 PM

To: Susan Dunn [REDACTED], CED Boards and Commission <cedboardsandcommission@arvada.org>,
Jeremiah Bebo <jbebo@arvada.org>

Ms. Dunn,

The City of Arvada has created a dedicated webpage for this project, which can be found [here](#). The webpage has links to all aspects of this project's applications and a link to the packet for the Planning Commission on April 20th. The documents include all of the information related to the proposed access drive off Indiana Street.

Ryan

On Mon, Apr 12, 2021 at 5:53 PM Susan Dunn [REDACTED] wrote:

To Whom It My Concern,

Please add my objections against this development to that of the many other concerned Arvada citizens. As Scannell Properties has withdrawn the minor variation and adjustment applications from the county, where is Amazon locating the main access driveway off of Indiana? Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT.

Thank you for your time.

Sincerely,

Susan Dunn
[5930 Garrison St.](#)
[Arvada, CO 80030](#)

--

Ryan Stachelski
Director, Community and Economic Development
rstachelski@arvada.org
Phone: 720.898.7016
Cell: 303.489.6082 Exhibit D



Jeremiah Bebo <jbebo@arvada.org>

Teresa Hoke-Schaefer

tschaefer [redacted] <[redacted]>
To: jbebo@arvada.org

Sat, Apr 10, 2021 at 1:02 PM

I would like to strongly oppose the project of the Amazon building project. The plan will severely damage the natural habitat and there is no plan to widen Indiana. I have been driving that stretch for over 20 years to work and the traffic is a major concern for me. It is 6 times what it was 20 years ago. I think the neighbors turned down the once proposed Walmart for a good reason. Since adding the kingsoopers at candelas traffic is out of control. I think Amazon should look up north by the new fed x building on Simms and 108 th easier access and room to expand the roads on the back side of the airport. Thank you for listening and I hope my voice is heard against the project.
Sincerely Teresa Hoke-Schaefer

Sent from my iPhone [redacted] Exhibit D



CED Boards and Commission <cedboardsandcommission@arvada.org>

Re: Proposed Amazon Development

1 message

Ryan Stachelski <rstache

Mon, Apr 12, 2021 at 3:06 PM

To: "Victoria (Tori) Baker" [REDACTED], CED Boards and Commission

<cedboardsandcommission@arvada.org>

Cc: "jbebo@arvada.org" <jbebo@arvada.org>

Ms. Baker,

The City of Arvada has created a dedicated webpage for this project, which can be found [here](#). The webpage has links to all aspects of this project's applications and a link to the packet for the Planning Commission on April 20th. The documents include all of the information related to the proposed access drive off Indiana Street.

Ryan

On Mon, Apr 12, 2021 at 2:49 PM Victoria (Tori) Baker [REDACTED] wrote:

Arvada City Planner Jeremiah Bebo

Community and Economic Development Director Ryan Stachelski

Mr. Bebo & Mr. Stachelski,

I understand that Scannell Properties has withdrawn the minor variation and adjustment applications from Jefferson County. Where is Amazon locating the main access driveway off of Indiana? Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT.

Thank you,

Tori

Victoria Baker

15047 W. 68th Pl.Arvada, CO 80007
[REDACTED]--
Ryan Stachelski Exhibit D



CED Boards and Commission <cedboardsandcommission@arvada.org>

Re: Protect Maple Valley Park!

1 message

Ryan Stachelsk rg> Mon, Apr 12, 2021 at 9:49 AM
To: Vic Ramey [REDACTED] CED Boards and Commission <cedboardsandcommission@arvada.org>, Jeremiah Bebo <jbebo@arvada.org>

Mr. Ramey,

The City of Arvada has created a dedicated webpage for this project, which can be found [here](#). The webpage has links to all aspects of this project's applications and a link to the packet for the Planning Commission on April 20th. The documents include all of the information related to the proposed access drive off Indiana Street.

Ryan

On Mon, Apr 12, 2021 at 9:44 AM Vic Ramey [REDACTED] wrote:

ATTENTION:

-

Arvada City Planner Jeremiah Bebo

Community and Economic Development Director Ryan Stachelski

Mayor Marc Williams

Councilmember Nancy Ford, District 1

Councilmember Lauren Simpson

Councilmember John Marriott

Councilmember David Jones Mayor Pro Tem and Councilmember At-Large Dot Miller

Councilmember At-Large Bob Fifer

As Scannell Properties has withdrawn the minor variation and adjustment applications from the county, where is Amazon locating the main access driveway off of Indiana? Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT.

Because this development does not in any way fit the character or needs of Arvada, I am requesting that you vote against any actions that would allow it to proceed.

Exhibit D

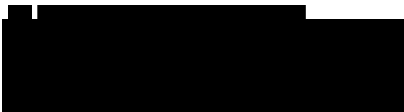
Regards,

Exhibit D

Vic Ramey

12666 West 83rd Drive

r

A large black rectangular redaction box covers the signature area, obscuring the name and any handwritten notes.

--

Ryan Stachelski
Director, Community and Economic Development
rstachelski@arvada.org
Phone: 720.898.7016
Cell: 303.489.6082 Exhibit D



CED Boards and Commission <cedboardsandcommission@arvada.org>

Re: Amazon Development

1 message

Ryan Stachelski <rstachelski@arvada.org>

Tue, Apr 13, 2021 at 2:36 PM

To: Cal Grant <[REDACTED]>, CED Boards and Commission <cedboardsandcommission@arvada.org>

Mr. Grant,

The City of Arvada has created a dedicated webpage for this project, which can be found [here](#). The webpage has links to all aspects of this project's applications and a link to the packet for the Planning Commission on April 20th. The documents include all of the information related to the proposed access drive off Indiana Street.

Ryan

On Tue, Apr 13, 2021 at 1:12 PM Cal Grant <[REDACTED]> wrote:

*Hello,**As Scannell Properties has withdrawn the minor variation and adjustment applications from the county, where is Amazon locating the main access driveway off of Indiana? Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT.**Thank you,**William Grant**15894 W 71st Place**Arvada*

--

Ryan Stachelski

Director, Community and Economic Development

rstachelski@arvada.org

Phone: 720.898.7016

Cell: 303.489.6082Exhibit D



CED Boards and Commission <cedboardsandcommission@arvada.org>

Fwd: Scannell Properties / main access driveway

1 message

Ryan Stachelski <rstachelski@arvada.org>

Mon, Apr 12, 2021 at 3:06 PM

To: CED Boards and Commission <cedboardsandcommission@arvada.org>

----- Forwarded message -----

From: **Ryan Stachelski** <rstachelski@arvada.org>

Date: Mon, Apr 12, 2021 at 3:06 PM

Subject: [REDACTED] veway

To: [REDACTED]

Dear Mayns Family,

The City of Arvada has created a dedicated webpage for this project, which can be found [here](#). The webpage has links to all aspects of this project's applications and a link to the packet for the Planning Commission on April 20th. The documents include all of the information related to the proposed access drive off Indiana Street.

Ryan

On Mon, Apr 12, 2021 at 2:24 PM [REDACTED] wrote:

Mr. Stachelski,

As Scannell Properties has withdrawn the minor variation and adjustment applications from the county, where is Amazon locating the main access driveway off of Indiana?

Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT.

Thank you.

Willa Mayns & Family
Shadow Mt Residents

--
Ryan Stachelski
Director, Community and Economic Development
rstachelski@arvada.org Exhibit D



Jeremiah Bebo <jbebo@arvada.org>

Amazon's Unnecessary Distribution Center

bpmt9999 <[REDACTED]>
To: jbebo@arvada.org

Mon, Apr 12, 2021 at 4:01 AM

Mr Bebo,
Where is Amazon locating the main access driveway off Indiana? Please provide and make public all current information you have concerning the 68th and Indiana intersection plans and the access permit application to CDOT.

Also, with Amazon's growth rate, truck traffic could be up 5 times over the next 10 years. What is being done to address this? Is Amazon being given a lid to allowable truck traffic? Or are you relying on their light estimates?

Thank you,
William McAndrew

Sent via the Samsung Galaxy S9, an AT&T 5G Evolution capable smartphoneExhibit D

Apr. 12, 2021

Dear Arvada Planning Commission,

Do not build the Amazon giant project.

Rabston Creek needs to be left alone. Keep the trail open + the VIEW.

- You have already taken away the Ward Rd. view corridor with Heston + Sabel.
- Wheat Ridge has "AFFORDABLE" condos that look like they are 3 feet away from the road.
Are you going to act like Wheat Ridge?
- Traffic on Indiana is growing.

I have lived here for over 50 years in Arvada. Are you going to take every piece of land and develop it?

Sincerely,

Susan Arndt

11451 W. 69th Way
Arvada, CO 80004-2515

Submitted by Protect Maple Valley Park
Exhibit E



PROTECT
MAPLE VALLEY PARK

Petition Status (As of 4/11/21)

PROJECT OPPOSITION

- Online Petition = 1173 Household Responses Representing:
 - 2271 Adults (18+)
 - 857 Children
- Hard Copy Petition (Wet signatures)
 - 2251 Adults
- Petitions will be active and ongoing until the City Council Public Hearing
 - Updates planned monthly

As of 4/11/21, A Total of 4,522* Adult Residents Oppose
Project Indiana 24/7 Amazon Distribution Center

*Overlap for those who signed both hard copy and online were subtracted from this total number of adults



Additional Survey Data (As of 4/11/21)

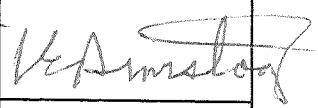
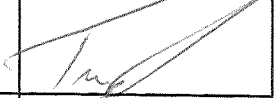
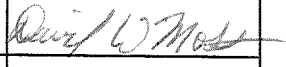
ALTERNATE VISION RESPONSES

- Petitioners support a less invasive, mixed use development with **town square/village concept**
 - Online Petition Responses = 917 Households Representing:
 - 1837 Adults
 - 716 Children
 - Hard Copy Petition Signatures
 - 670 Adults
- Petitioners support **expanding Maple Valley Park** into the proposed area*
 - Online Petition Responses = 1099 Households Representing:
 - 2292 Adults
 - 838 Children

Citizens Support Other Land Uses Including Alternative Development

*This question was only posed in the online survey, not on the hard copy petition

We, the undersigned, are in **OPPOSITION** of the proposed minor adjustment, minor variance, annexation, rezoning and development of the collective properties located at 6700 Indiana Street, 6702 Indiana Street, 6710 Indiana Street and 6720 Indiana Street known as the Scannell Properties, aka Project Indiana (#DA2020-01117 and Amazon Project Indiana #DA2020-0132), Maple Valley Park Annexation (#DA2020-0118), Jeffco Annexation (#20-130002AX), Minor Adjustment (#20-123867MAA), Minor Variance (#20-129804MVR), aka **AMAZON Distribution Center with 24/7 operations.**

Name	Address	Email and/or phone	Reason for Opposition	Signature
LARRY ARMSTRONG	VAN GORDON 6161 ARVADA RD		OVERCROWDED, ADDITIONAL TRAFFIC, TOO MANY NEW + USELESS DEVELOPMENTS	
Amanda Urbont	6563 Simms 80004		traffic, park impact	
Tina King	14517 W. 57th Pl 80002		Don't Want the traffic on these streets	
Lyle Wedmark	6585 Union St 80004		Traffic, overcrowding, Preserve Parks	
CHRIS MUTERT	5823 URBAN CT ARVADA 80004		Traffic	
DAVID MOSS	15536 W 49TH DR GOLDEN, CO 80403		TRAFFIC	
Jill Moss	15536 W. 49th Dr Golden, CO 80403		Traffic, noise	
Barbara Miklos	15240 W 77th Ave Arvada CO 80007		traffic, noise	
Jennifer Hareley	14535 West 44th Dr Golden CO 80403		do not RUIN our precious rural community traffic noise	
Katie Lamirato	7017 Orion Ln Arvada, CO 80007		impact on nature (Ralston Creek) and on smaller businesses	

We, the undersigned, are in **OPPOSITION** of the proposed minor adjustment, minor variance, annexation, rezoning and development of the collective properties located at 6700 Indiana Street, 6702 Indiana Street, 6710 Indiana Street and 6720 Indiana Street known as the Scannell Properties, aka Project Indiana (#DA2020-01117 and Amazon Project Indiana #DA2020-0132), Maple Valley Park Annexation (#DA2020-0118), Jeffco Annexation (#20-130002AX), Minor Adjustment (#20-123867MAA), Minor Variance (#20-129804MVR), aka **AMAZON Distribution Center with 24/7 operations**.

Name	Address	Email and/or phone	Reason for Opposition	Signature
Kelly Collard	Arvada, CO 80403 6124 Quartz Loop		Traffic and Safety	Kelly Collard
Jeffrey Leniger	7124 Howell Ct Arvada, CO 80004		Indiana St traffic, light pollution, better economic solutions than a monopolistic corporation	Jeffrey Leniger
Katherine Wegner	17190 W. 57th Pl GOLDEN CO 80403		et- traffic Maintenance of streets appropriateness in neighborhoods	Katherine Wegner
Bonnie Orlovski	14533 W. 69th Pl Arvada CO 80007		et- Live in Maple Valley	Bonnie Orlovski
Kresta Vuolo	18926 W. 87th Ln Arvada CO 80007		negative ecosystem impact	Kresta Vuolo
Thad Vuolo	18926 W. 87th Ln Arvada, CO 80007		Need work on infrastructure before considering a project like this.	Thad Vuolo
Dan Medassi	6034 Rogers Cir		Negative impact on local community.	Dan Medassi
Judy Kalina	15386 W 66th Dr Unit D Arvada CO 80007		INAPPROPRIATE for NEIGHBORHOOD	Judy Kalina
W. Radecki	12155 W 65th Arvada 80007			W. Radecki
Steve Schott	7043 Quail Arvada CO 80007		Inappropriate for neighborhood Noise & Traffic	Steve Schott

We, the undersigned, are in **OPPOSITION** of the proposed minor adjustment, minor variance, annexation, rezoning and development of the collective properties located at 6700 Indiana Street, 6702 Indiana Street, 6710 Indiana Street and 6720 Indiana Street known as the Scannell Properties, aka Project Indiana (#DA2020-01117 and Amazon Project Indiana #DA2020-0132), Maple Valley Park Annexation (#DA2020-0118), Jeffco Annexation (#20-130002AX), Minor Adjustment (#20-123867MAA), Minor Variance (#20-129804MVR), aka **AMAZON** Distribution Center with 24/7 operations.

Name	Address	Email and/or phone	Reason for Opposition	Signature
Teresa Neely White	15296 W 66 th Dr Arvada 80007		traffic, wildlife preservation	Teresa Neely White
Reagan White	15296 W 66 th Dr Arvada CO 80007		Traffic, Home value	Reagan White
Mike O'Quinn	15971 W. 60th Circle Golden 80403		Traffic, Safety	Mike O'Quinn
STAN HOLZWART	7444 Queen Cir. Arvada, CO 80005		STOP Amazon	Stan Holzwart
TRACY Hoyt	7258 Secret Ct. Arvada CO		Stop Amazon	Tracy Hoyt
Sean Stevens	6319 Amber Cir Arvada 80405		Traffic / safety	Sean Stevens
Britta Nelson	12418 W. 84th Dr Arvada 80009		Maintaining community values, parks, protect Maple Valley	Britta Nelson
SHARON BEHAGHE	16085 W 62nd Ln Arvada CO 80405		traffic - community values	Sharon Behaghe
Marilyn Herrera	16869 W. 63rd Lane Arvada, CO 80403		Traffic, wildlife	Marilyn Herrera
William Scott Cromwell	6288 D Orchard Arvada, CO 80403		traffic, destruction of open space, not appropriate	William Scott Cromwell

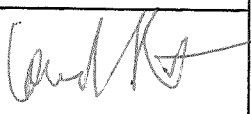
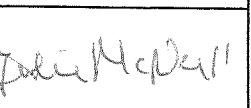
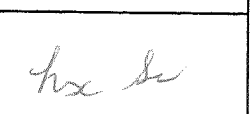
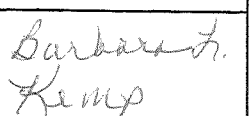
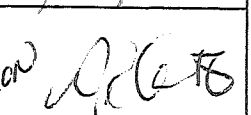
We, the undersigned, are in **OPPOSITION** of the proposed minor adjustment, minor variance, annexation, rezoning and development of the collective properties located at 6700 Indiana Street, 6702 Indiana Street, 6710 Indiana Street and 6720 Indiana Street known as the Scannell Properties, aka Project Indiana (#DA2020-01117 and Amazon Project Indiana #DA2020-0132), Maple Valley Park Annexation (#DA2020-0118), Jeffco Annexation (#20-130002AX), Minor Adjustment (#20-123867MAA), Minor Variance (#20-129804MVR), aka AMAZON Distribution Center with 24/7 operations.

Name	Address	Email and/or phone	Reason for Opposition	Signature
Joni Nemecsek	5294 Kendrick Ct		less traffic small business	Joni Nemecsek
Sarah Bayle	715 S. High St. Denver			Sarah Bayle
TIM STEINWALD	9473 ORION CT ARVADA, CO		NOT right use	Tim Steinwald
JAMES CRISTIAN	17219 W. 5TH GOLDEN, CO		TOO MUCH TRAFFIC	James Cristian
RANDALL HAYNES	18217 West 58th GOLDEN CO 80403		will ruin the Area / too much traffic Keep it rural, its why I moved here	Randall Haynes
ANNE DOLAN	17101 W 64TH AVE ARVADA 80007		DON'T SUIT AREA Too much traffic. Eyesore	Anne Dolan
JoAnn Wagner	6272 Toney Lane Arvada 80403		Too much traffic Wildlife, don't want	JoAnn Wagner
MARK CRANDER	15400 W. 24th AVE unit E-7		way too much traffic	Mark Crander
John ROUSE	6271 McIntyre Way ARVADA		Too much Traffic	John Rouse
ANDRE GARRITTA	6378 WIER WAY			Andre Garritta

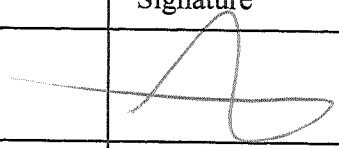
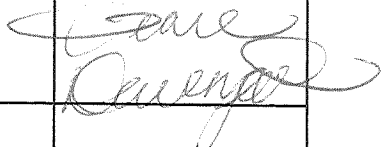
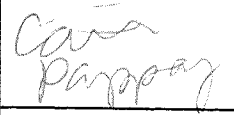
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Name	Address	Email and/or phone	Reason for Opposition	Signature
Derek Burkhart	14300 7855 Zinnia St Arvada Co 80005		excessive excessive Traffic	Derek Burkhart
Kelli Steele	11800 W. 72nd Arvada, CO 80005		Excessive traffic	Kelli Steele
EDWARD MALLY	13680 W 59th ARVADA 80004		Excessive traffic lower property values	Edward Mally
Amy Emmel	6974 Pike Ct. Arvada Co 80007		lack the proper infrastructure too close to the maple valley area	Amy Emmel
Irene Spahr	6689 Van Gordon Ct. Arvada 80004		excessive traffic	Irene Spahr
Jennifer Kos	6307 Umber Cir. Golden, CO 80403		excessive traffic	Jennifer Kos
Tara Kawaler	7260 Brown Way Arvada, CO 80005		on 10/20/20 We need community venues that support the neighborhood	Tara Kawaler
Ken Kelina	15368 W 66th Ave 80007		traffic	Ken Kelina
EDEN HUITT	5936 FLORA WAY 80004		aesthetics, traffic, values	Eden Huitt
Jesse Bray	15781 W. 66th		Added traffic and pollution. Better uses for land	Jesse Bray

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Dwayne Pendleton	15943 W. 70 th Dr. Arvada		Too much traffic & freight trucking	
LISA Port	18447 W. 55 th St Golden CO 80401		NO more development	
SARA Gagliardi	17854 W. 56 th St Arvada, CO 80002		Need distribution warehouse & traffic need to close another gate	
Davis Birchhead	6306 Holman St		Traffic horrors national park protection	
Laura Hernblom	13110 W 58 th Ave Arvada, CO 80002		traffic/NO more Development	
Juliane McNeil	3577 QUAIL STREET ARVADA CO 80002		TRAFFIC	
Lisa Schneider	15295 W 87 th Dr Arvada, CO 80003		traffic - doesn't fit the area - we need to keep the rural feel	
Barbara Kemp	15030 W 77 th Dr Arvada, CO 80004		Traffic, Noise, lighting Environmental	
Terry Okamoto	7712 Secret Ct ARVADA, CO		Traffic, Area Not conducive for Amazon	
Nathryn Drew	13802 W 67 th Pl. Arvada, 80004		Traffic, Wildlife Reseence	

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Jesse Hutchinson	6735 Youngfield Ct Arvada CO 80007		All the Reasons	
David Hoffman	15234 W 63 AVE #203 80403 ARVADA CO		WILD LIFE & ARVADA CITY COUNCIL	
Deane Davenport	8323 Beech St arvada CO 80005		traffic	
Tanara Radich	6711 Quaintz Arvada CO 80007		Traffic & Noise loosing open space	
Lamy Richard	14444 W 88th DR UNITE		ALL THE Right Reason	
ERICA LADWIG	8674 Wilkerson St. Arvada, CO 80007		Traffic, pollution, safety, environment, Ralston creek	
Jeannine Haynes	16880 West 63rd Place Arvada 80403		" " "	
MASAMI MORIKAWA	16880 West 63rd Pl Arvada, CO 80403		" "	
Caitlin Pappas	7111 Ulysses St. ARVADA, CO 80007		Live nearby	
JULIE Hogan	6113 Umber Arvada 80403		Development Too Big for Area - too far from I70	

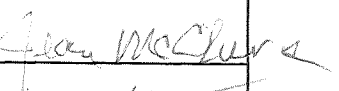
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Name	Address	Email and/or phone	Reason for Opposition	Signature
Liz Hutchinson	6735 Yangfield Arvada, CO 80007		traffic / bike trails	
Cheryl SUND	14145 W. 54th Ave Arvada 80002		wildlife species protection	C. Sund
Kaylee Angerlee	16940 W 64th Dr Arvada CO 80007		traffic/busy	
Daniel Angerlee	16940 W 64th Dr Arvada CO 80007		traffic / lack of infrastructure	
Thomas Lambert	17778 W. 95th Ave Arvada, CO 80007		traffic/infrastructure	
Danielle Lambert	17778 W. 95th Ave Arvada, CO 80007		traffic/infrastructure	
Randy Voss	15580 W 72nd Ave ARVADA, CO		TRAFFIC	
Michael Stavin	6242 Umber Cr		Kenzie noise	
Barbie Dais	6285 Denning Circle Arvada CO		traffic	
Mazy Hogan	6113 Umber St.		traffic/ high density	

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Michelle Singer	4476 McItyle Ct		too much traffic business in Arvada	Michelle Singer
Barroll Baker	16041 W 74 th		To Close T Hours in ARVADA	Barroll Baker
Colleen McLae	12518 W 77 th Pl		Too close to home & greenbelt	Colleen McLae
Sharlene Schneider	13886 W. 66 th Way		Too close to homes & greenbelt	Sharlene K Schneider
Jay Picerno	16625 West 74 th Pl. Arvada		Traffic, proximity to homes	Jay Picerno
GLENY SMITH	5449 PIKE ST GOLDEN 80403		TRAFFIC	Gleny Smith
Erin Champ	6635 Browne Arvada 80001		→ Traffic / TO many people	Erin Champ
CINDY MILLER	2 Summit Ave LITTLETON, CO 80122		TRAFFIC	Cindy Miller
Michael Wong	10638 W 70 th Pl Arvada 80003		TRAFFIC	Michael Wong
Nick Pfeffer	7124 Flax St ARVADA 80004		TRAIL CREEK & ANIMALS	Nick Pfeffer

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Name	Address	Email and/or phone	Reason for Opposition	Signature
STEVE SNEADIKER	8392 GLADIDA ST ARVADA CO 80005		TRAFFIC	
Caroline Sneadiker	8392 Gladida St. Arvada, CO 80005		Traffic, environment/tree removal	
Rick Schrade	11819 W 65th Pl Arvada CO 80001		traffic	
TAT HARRIS	6817 BRANCT ARVADA CO 80004		TRAFFIC - ROINING OUR PARK	
Juanma Pizarro	7472 Isakell Arvada CO		Oppose Traffic	
David W Van Katen	7531 Terry Ct Arvada CO 80007		Opposing Traffic and Growth	
Harrison Reid	8481 Ward Rd Arvada, CO 80006		Traffic, Environment	
William Kemp	15030 W 77D Arvada CO 80001		Traffic	
Ryan McKnight	6660 Miller St. Arvada, CO 80001		TRAFFIC	
Andie Jordan	85 perce St		TRAFFIC	

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Pat Barz	8393 Quay Dr		Not a good area	Pat Barz
EVA BRYSON	7601 WINDY COURT		DON'T NEED ANOTHER DISTRIBUTION CENTER	Eva Bryson
Mike L. Davis	17080 W. 86th Pl.		Love the trail	Mike Davis
Jenna Firstbrook	8557 W 75th way Arvada		Don't need another distribution center	Jenna Firstbrook
Angela Herrera	16869 W 163rd Lane Arvada		Not an area for this	Angela Herrera
Meredith McGaffie	15990 W 52nd Dr Golden, CO 80402		Area is getting too over populated	Meredith McGaffie
Tyrone R. Rubner	15669 W. 65TH PL ARVADA, CO 80007		NOT A good idea, FOR OPEN SPACE, W. CO LIFE, POLLUTION destruction of Roads	Tyrone R. Rubner
Craig McLees	12518 W 77th PL Arvada, CO 80005		Not a good place for this other better places available	Craig McLees
Blanda Olcamo	7712 Seacrest Arvada, CO 80007		too crowded / traffic	Blanda Olcamo
Kim Davenport	8323 Beech Arvada, CO 80005		Do not like amazon	Kim Davenport

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Name	Address	Email and/or phone	Reason for Opposition	Signature
TAYLOR VOLEK	17344 W 630 th DR - ARVADA, CO 80046		TOO CLOSE TO HOME	
KRISTIN GURK	10533 W 73 rd Ave ARVADA, CO 80007		TOO MUCH TRAFFIC & LOSS OF WILDLIFE	
RICK WEBBYLO	6041 DeTremont Ct ARVADA 80004		Close to homes/open spaces/ Traffic problems	
Tara Owens	7683 Loveland Ct Arvada, CO 80005		lots of traffic / night noise	Tara Owens
ANDREW BERNSTEIN	8910 ELLIS ST ARVADA, CO 80003		am Very close to home, increased traffic, oil spill impact, emissions	
CREA HUGHES	5702 YANK ST ARVADA, CO 80002		Too Close to Homes	
Kathy Dureno	9964 W 66 Circle Arvada, CO 80004		Will ruin the ambience of lake trail	
Rodger Osban	9964 W 66 Circle Arvada, CO 80004		Traffic	ROO
Patrick Guthrie	6847 Poppy Ct Arvada, CO 80007		Amazon Sucks	
Charles McReynolds	11043 W. 67th Arvada, CO 80004		Too close to home of the wildlife Bobcats!	

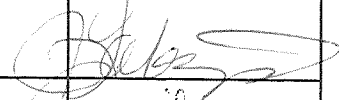
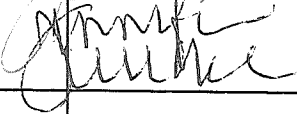
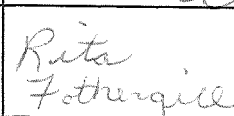
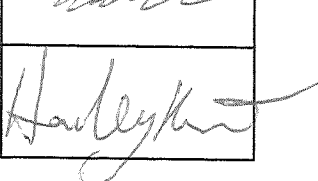
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Name	Address	Email and/or phone	Reason for Opposition	Signature
Daniel LeCrone	7157 Cole Ct. Arvada, Co 80002		Not good use of space	Daniel LeCrone
Roxy Goss	114 Gap Rd. Blacksburg 80422		Too much traffic - Taking away open space	er
Gretchen Kuchniroff	5763 Cole Ct Arvada Co 80002		Too much traffic	GK
Lindsey Baumgardner	13895 W. 16th Dr Arvada, CO 80002		Not good use of space too much light/traffic	Lindsey Baumgardner
DANELLE BROOK	14497 W. 71ST DR ARVADA, CO 80002		TOO MUCH TRAFFIC	Danelle Brook
PAUL FABRIZIO	9535 W 53RD PL ARVADA CO 80002		TOO MUCH TRAFFIC ENV IMPACT	Paul Fabrizio
ROBERT BURNHAM	16357 W 76TH AVE ARVADA, CO 80002		TRAFFIC IMPACT	Robert Burnham
Daniel Rozumovsky	18456 W 59th Golden, CO 80401		Hurt small Business/no tax breaks	Daniel Rozumovsky
TIM BILWACH	15765 W 65th Pl. Ar. 80002		traffic	Tim Bilwach
Owen Mattison	5905 E Drienteo Golden, CO 80401		concerns for wildlife	Owen Mattison

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Cindy Melvin	15354 W 51st Pl Golden		area not set up for such traffic	Cindy Melvin
Kim Linzmeyer	6839 Xenon St		wildlife impact ^{traffic} poor space - residential stay	Kim M. Linzmeyer
Kelly Swindell	8418 Devinney Ct.		oppose because this area is not suited for this	Kelly Swindell
Devin Madigan	7120 Eldridge Ct.		oppose for traffic and rezoning.	Devin Madigan
Lee Seidl	1871 Virgil Ct Arvada		too much traffic - wildlife / neighborhood	Lee Seidl
Galina Razumovsky	18456 W 59th Dr, Golden		This area is not suited for that. lot more traffic pollution	Galina Razumovsky
William Bryant	20108 W 95th Ave ARVADA		TRAFFIC	William Bryant
Salvia Bryant	20108 W 95th Ave ARVADA		Traffic, noise, pollution, community	Salvia Bryant
Daniel Urbont	6563 Simms St. Arvada		Traffic, noise Poor Paying Jobs costing wellfare	Daniel Urbont
Ed Tracy	19012 W 60th Drive Golden CO		TRAFFIC	Ed Tracy

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Cody Christman	15264 W 51st Placi - Golden			
Julienne Fabrizio	9535 W 93rd Pl Arvada CO 80007			
Jennifer Luelke	19174 W. 60th Golden CO 80		No space for this traffic it brings	
Kristen Pacot	8468 W 75th way Arvada, CO 80005		Too high density Not community oriented	
Darrin Lester	11048 W 62nd PL Arvada, CO 80004		high density no infrastructure	
RITA FOTHERGILL	6665 ALKIRE CT. ARVADA, CO. 80004		too much added traffic, pollution, noise	
STEVIE ADLOCK	1035 W FORD GOLDEN		RAIL COR Too intrusive for community	
JAY MCCANN	8639 Windy Street Arvada, CO 80007		Traffic, and affect on Ralston Creek Trail	
TIM KNOTSON	7345 Routh Street Arvada CO 80005		TRAFFIC AND Affect of Ralston creek trail	
Hailey Knutson	7350 Simms Street Arvada CO 80005		Traffic	

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Name	Address	Email and/or phone	Reason for Opposition	Signature
RANDY FRIEDERICH	6238 DEVINNEY CR., ARVADA 80004		DONT NEED BIG BOX OR 24/7 WAREHOUSE OPERATION	Randy Friederich
Guy Paot	8468 W. 75 th Way Arvada 80005		Indiana traffic is bad enough. & no more high density housing either.	Guy Paot
CIBOR VALENTA	14596 W 77 th Dr, ARVADA 80007		///	Cibor Valenta
Drew Mauricello	7526 Loveland Arvada 80001		Need to keep neighborhood for neighborhood	Drew Mauricello
ORI STAUD	14998 W 57 th Dr. Golden 80403		Noise. Doesn't fit Traffic Residential	Ori Staud
Rebecca Storey	7620 Defiance St Arvada 80005		Negative impact on traffic, noise & neighborhood	Rebecca Storey
Greg Barkley	6527 P. Ke Court Arvada		///	Greg Barkley
Janet Williams	17027 W. 67 th L Arvada, CO 8000		too much commercial in residential - should have done at Jolly Rancher Williams	Janet Williams
Christine Yacano	6255 Devinney Cir Arvada, CO 80004		too much traffic	Christine Yacano
MARK YACANO	///		Too Much Traffic	M. Yacano

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Barb Armstrong	6161 Van Gordon St. Arvada 80004		too much traffic, noise. destruction of 450 trees	Barb Armstrong
Mariah Wood	6493 Quartz Cir Arvada, CO 80007		Too much traffic, noise destruction of property. Amazon doesn't need to have a factory by residential	Mariah Wood
MIKE WHITMYER	11714 W. 76TH AVE ARVADA, CO 80007		NOT NEEDED HERE TO MUCH TRAFFIC	Mike Whitmyer
Sheila Parker	5647 Poppy Ct Golden, CO 80403		To much traffic - Don't need it	Sheila Parker
Paul Miklos	15290 W 77TH DR ARVADA, CO 80007		To much TRAFFIC Don't need it here	Paul Miklos
Christy Buchholz	14535 W 44th Dr Golden CO 80403		Too much traffic	Christy Buchholz
Jerry Jagers	14011 W. 87th Ave Arvada CO 80005		Too much traffic. Spoil Environment	Jerry Jagers
Cherie Lynn Hagar	17476 W 83rd Dr		inappropriate for our community	Cherie Hagar
Rose Marie Brown	6808 Nauman St		Truck & Noise Too much traffic	Rose Marie Brown
Dennis Daumer	6768 Beech DR Arvada		Traffic / 1000 Vans	Dennis Daumer

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Melisa Kitowski	16002 W. 64 th Ave		HORRIBLE	Melisa Kitowski
P. Kitowski	16002 W. 64 th Ave		NO	
Kim Anderson	16149 W 70 th P		too much traffic	Kim Anderson
Glenn Diener	18582 W 92 nd P Arvada, CO 80007		Traffic, wildlife, noise	Glenn Diener
Ryan Mulren	7662 Violet Ct Arvada, CO 80007		traffic, noise, horrible more problems, wildlife	Ryan Mulren
Jesse Duplessis	2301 Nelson Ct Lakewood CO 80215		Traffic. Need more eateries	Jesse Duplessis
Joseph Rogers	13635 W 74 th 80005		Too much Traffic	Joseph Rogers
GARY GABLE	6538 VIVIAN S ARUADA, 80007		TOO MUCH TRAFFIC	GARY GABLE
VITALY PSHTCHENKO	15476 W 64 th Loop Unit E		NO. THANKS	Vitaly Pshtchenko
Yuliy Golovatenko	15476 W 64 th Loop Unit E		No	Yuliy Golovatenko

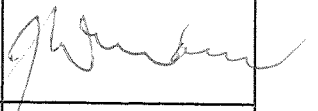
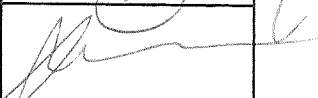
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Amanda Sevvom	15747 W 74th PI Arvada, CO 80007		Concern for destruction of habitat near Ralston Creek	Amanda Sevvom
Ellen Dibble	13673 W 78th PI Arvada, CO		Loss of open space.	Ellen Dibble
MARY WITKOWSKI	14204 W. 45th Dr Golden CO 80403		com	Mary Witkowski
KILEIGH HAMMOND	17480 W. 76th ARVADA, CO 80007		loss of open space, workers' rights, character of city	Kyleigh Hammond
Adrienne Bulinski	16527 W. 78th Pl. ARVADA, CO 80007		We are a neighborhood and our roads can't support the traffic	Adrienne Bulinski
Will Dmytriw	15802 W 70th Dr Arvada CO 80007		Neighborhood	Will Dmytriw
BARBARA KING	16192 W 66 CIR ARV. CO 80007		Neighborhood	Barbara King
MIKE SPECK	16922 W 66th Lane		NEIGHBOR	Mike Speck
Kathryn McFarney	13570 W 61st LN ARVADA 80004		Neighborhood	KMcFarney
PATRICK McLAUGHLIN	13570 W. 61st LN ARVADA 80004		Neighborhood	Patrick McLaughlin

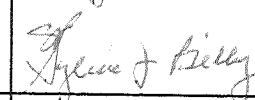
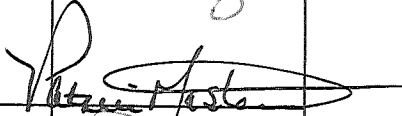
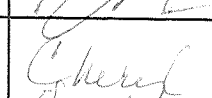
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Name	Address	Email and/or phone	Reason for Opposition	Signature
Jeff Boldt	6075 Terry Ln. Arvada 80403		TRAFFIC, SUITABILITY TO SURROUNDINGS	Jeff Boldt
Kathy Trembly	18650 W. 67th Cir Arvada, CO 80007		Traffic	Kathy Trembly
ANDREA JUCHAR	5582 UNION CT ARVADA CO 80007		COMMUNITY MINDED OPPORTUNITY	Andrea Juchar
Vahed Servom	15747 W 74th Pl Arvada, CO 80007		Traffic, noise, environmental impact	Vahed Servom
Cyndi TAYLER	7764 Quartz St ARVADA CO 80007		Co. Traffic Community Minded	Cyndi Tayler
Bruce Robbins	6263 Hank Ct. Arvada, CO 80007		Traffic	Bruce Robbins
Amie Crouch	11843 W 56th Cir Arvada CO 80007		Traffic	Amie Crouch
Mary Jo Crane	6142 Terry Ct. Arvada, CO		traffic	Mary Jo Crane
Connie Fontaine	7110 Brown Ct Arvada, CO		Traffic	Connie Fontaine
Neil MacDonnell	720 2326331		Traffic	Neil MacDonnell

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Joseph Morrow	15088 W 63rd Ln Arvada CO 80003		not traffic, not right for Arvada	
Carmen Bay	15088 W 63rd Ln Arvada 80003		No Benefit to Arvada Community but a lot of costs to the community	
ROD DALLENBACH	7645 UMBER ARVADA, CO		NO BENEFIT. TRAFFIC. BAD FOR ARVADA	
ANDREW COWDER	16665 WEST 51st GOLDEN CO 80403		NOPE	
Gary Leuthausen	6482 Nile CT.		in Traffic	
MATT KUMPUEN	13874 W 67th Arvada, CO		EXCESSIVE TRAFFIC Better in my NEIGHBORHOOD, Alternatives	
LUCAS WALLACE	10957 W 65th Cir ARVADA, CO 80004		BAD IDEA / TRAFFIC	
Rachel Beck	10957 W 65th Cir Arvada, CO 80004		not interested / traffic / green space	
David Moody	11940 W 62nd Pl Arvada CO		Not interested in disturbing the Natural Habitat	
Brandon Junk	15093 W 63rd Arvada CO 80003			

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Karen Douglas	13857 W 67th Way		traffic, pollution, property values	
Josh Eskon	13857 W 67th Way		Amazon has enough prefer small biz	
Amy Nemecek	5824 Kendrick Ct		Prefer small business prefer less traffic	
Sylvia Bilby	6766 XELION DR		Traffic, density, property values	
Billie Ackerman	6940 Youngfield		TRAFFIC	
Patricia Masterson	15284 W. 63rd 203		traffic -	
Donna Scott Brooks	Arvada CO 80403 6160 Argil St		Property Values Traffic - way to buses	
David Kranzler	5915 Windy Ct. Golden, CO 80403		Too much TRAFFIC - Amazon conducts business unethically	
Cheryl Orstead	17219 W. 57th place Golden, CO 80403		density	
Scott Spencer	6594 Zinnia St Arvada CO 80004		Traffic/noise	

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Christa Koval	16239 W. 70th Place, Arvada		Arvada is too built up already - Indiana is crazy busy	Christa Koval
Elizabeth Jones	13245 W. 107th Arvada CO 80004		No Infrastructure to support preserve our trails	Elizabeth Jones
PAUL STOEHR	6229 BRAUN CIR. ARVADA, CO 80004		Not HERE!!!	Paul L
Chris Raymond	6473 DeFrame Way Arvada, CO 80004		Traffic! Ralston Creek Path	Chris Raymond
Lauren DUNLAP	10299 W. 108th AVE ARVADA, CO 80004		Traffic	Lauren
Aubrey Price	5735 Peppy Way Golden, CO 80403		Traffic and environmental concerns	Aubrey Price
LEANNE GRIFFIN	16229 W 70TH PL ARVADA, CO 80007		Traffic/environmental concerns	Leanne Griffin
Michael Pitt	6198 Newcomb St. Arvada, CO 80004		Traffic + Runoff	Michael Pitt
Pat Loetel	3628 Upham St. Wheat Ridge CO 80033		Jeff Bezos	Pat Loetel
Jonathan Cobb	6461 Zuma St. Arvada, CO 80004		Roads / Traffic	Jonathan Cobb

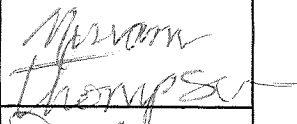
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Name	Address	Email and/or phone	Reason for Opposition	Signature
Laron Heiden-Cain	17491 W 67 th Ave		Traffic / Devalue of Area	Laron Cain
Deborah Creek	7068 Russell Ct		Traffic / Community use of space	Deborah
Lucinda Scott	16829 W 65 th Circle		Traffic / Congestion / noise	Lucinda Scott
Ron Rees	6283 McIntyre Ct		Traffic on streets	Ron Rees
Dev Brown	5390 Norse St		Traffic	Dev Brown
Kyle Pendleton	15943 W 70 th Drive		Traffic / Noise	Kyle Pendleton
David Martinek	1603 Scout St		Traffic	David Martinek
John Wright	6231 Virgil St Arvada		il.com Congestion	John Wright
Tracy Wright	6231 Virgil St Arvada, CO		com Traffic	Tracy Wright
Tanya Castellan	11186 W 64 th Ave Arvada 80005		wildlife / traffic noise	Tanya Castellan

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Annie Grubavich	15385 W 64 th LN ARVADA CO		CONSERVE NATURAL SPACES & SUPPORT LOCAL BUSINESS & AMAZON PROFITS	<i>anng</i>
Alan Yuleich	13880 W 66 th Way Arvada 80004		Too busy	<i>Alan</i>
AMY MAY	15385 W 64th LN			
JAN HARKWELL				
Sandra Steinhilber	6466 Russell W Arvada, CO 80002		Traffic + growth has been way too much the past 5 yrs!	<i>Sandra Steinhilber</i>
Edward MEREDITH	6856 Coors Ct Arvada, CO 80004		too much for a housing community	<i>Ed Meredith</i>
Tony Piccone	12980 W 73rd ARVADA Place, CO		Traffic	<i>U</i>
Linda Parks	7286 Orion St		traffic	<i>Linda</i>
Jennifer Forker	16548 W. 73rd Dr, Arvada 80007		suburban squeeze	<i>JF</i>
Shannon Veigel	6370 Jollison Way Arvada CO		need trail buffers natural space	<i>SL</i>

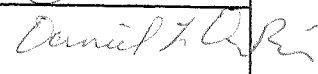
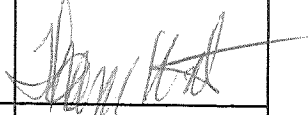
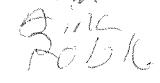
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Shelbie Hunt	16141 W 56th Pl Golden, CO		Traffic / Ugly Building / ^{mail} Protecting	
Wendy Wilson	14260 W. 83rd Place Arvada CO 80005		Too much traffic, threatens open space	
Theresa Thiesen	15295 W 64th Lane Arvada, CO 80007		Traffic / threatens open space & THERE ARE PLENTY OF OTHER PLACES TO DEVELOP	
Miriam Thompson	6134 Dunraven Rd Golden, CO 80403		Traffic / noise	
Jonathan Thompson	6134 Dunraven Golden CO 80403		Traffic, incompatible use	
Rick Garza	16497 W 55th Ave Golden CO 80405		Traffic,	
Dan Cornman	5609 Orion Cir Golden CO 80403		Traffic	
Tami Fiech	12980 W 73rd Pl Arvada CO 8005		Traffic	
Cathy Lockwood	16723 W 75th Pl Arvada CO 80007		Traffic / Environment	
Brett Lockwood	16723 W 75th Pl Arvada CO 80007		Traffic	

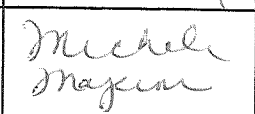
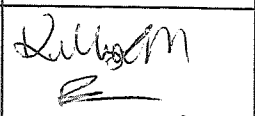
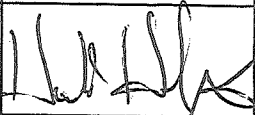
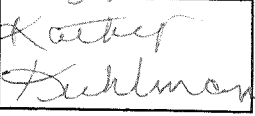
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Name	Address	Email and/or phone	Reason for Opposition	Signature
Margaret Hegarty	4577 Everett St		TOO MUCH TRAFFIC	Margaret Hegarty
John Adsett	7119 Ross-ell Ct. Arvada		Too much traffic & Impact.	John Adsett
Lauren Hegarty	6673 Alkire Ct 80004		Too much traffic	Lauren Hegarty
Mare Constantino	7121 Ross-ell Arvada Ct		Too much traffic!	Mare Constantino
GABE ROVICK	5637 DUNRAVEN HOLDING 10 80408		No NEED For AMAZON TOO MUCH TRAFFIC	Gabe Rovick
ALBIN F. BALTRON	8645 Eldridge St Arvada CO 80005		TOO MUCH TRAFFIC!	Albin F. Baltron
GEORGIE VASQUEZ	13475 W 71ST ARVADA CO. 80047		TOO MUCH TRAFFIC	Georgie Vasquez
Forrest Wenz	15400 W 64th Place Arvada CO 80007		Traffic, impact to creek	Forrest Wenz
RUSSELL WATTS	13488 W 74TH PL		TOO MUCH TRAFFIC	Russell Watts
Zylap			Traffic	Zylap

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Julie Gleason	15406 W 66th Dr Unit A		Lights, Annexing, next to Ralston Creek, Noise @ night	
Dan DuBois	6350 Amber Cr Arvada		Traffic congestion	
STEV E GILL	51190 S DR ARVADA, CO		TRAFFIC	
Chad Baker	10066 W 68th Pl Arvada, CO 80004		pollution, congestion, destruction of green space	
Kennic Gath	10066 W 68th Pl Arvada, CO 80004		secc ↑	
Kelly Thyba	19437 W 56th Lane Golden CO 80403		traffic	
Thomas WATT	15632 W 76th DR ARVADA 80007		TRAFFIC / I like the open space	
Dina Robke	6859 Westwood Circle Arvada CO 80007		traffic	
Jeremy Kelley	5573 DEVILS HEAD ARVADA CO 80403		TRAFFIC	
Chris Shotto	10734 W. 24th Dr. Arvada, Co 80004		Traffic	

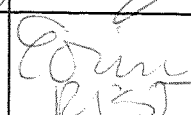
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Jake Orr	9464 Kilmer Way Arvada, CO 80007		Traffic on Indiana	
Eric Pera H	7654 Umber dune Arvada 80007		Traffic / Development	
Doug Feil	5435 Kendrick Golden 80403		Wrong location - too residential	
Joey Feil	" "		Traffic/noise/	
Michele Majevine	13081 W. 29th Ave Golden CO 80401		Visual, noise, traffic impact on wildlife. ^{Ford compatible} use	
Kelly Bonner	18072 W. 77th Dr. 80007		Traffic, noise, lose park	
Harold Hodges	16313 W. 66th CR.		Traffic	
John Joseph	17528 W 59th Pl Golden CO 80015		Traffic	
Judy Zimmerman	13860 W. 66th Arvada CO 80004		Noise, traffic, eco impact	
Kathy Kuhlman	7340 Devaney Arvada CO 80007		Traffic	

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Name	Address	Email and/or phone	Reason for Opposition	Signature
MARIA EUGENIA BUCKNAM	14450 W 70th Dr. Arvada, CO 80004		Too much light + traffic	McBucknam
Ronald Shipman	9394 Dunraven Loop, Arvada 80007		Too Much Traffic	Ronald Shipman
Carol Clemens	6071 Wafarham Ct Arvada		" "	Carol Clemens
CHERYL MYERSON	6970 NILECT ARVADA 80007		ALREADY TOO MUCH TRAFFIC - DON'T NEED MORE	Cheryl Myerson
Debi White	13795 W 68th Dr Arvada CO 80001		too much traffic - can't see mountains	Debi White
LINDSAY LAMB	14890 W 72nd AVE 8007		too much traffic	Lindsay Lamb
Ken Manley	17495 W 58th Ave Golden CO 80401		Traffic	Ken Manley
LINDA HOLWAY	15182 W BRD ARVADA CO 80007		Against growth, traffic Amazon Industry	Linda Holway
Cathy Compere	6322 Cole Ct Arvada, CO 80004		Traffic Pollution	Cathy L. Compere
Tyler Lippincott	14125 W 71st Pl Arvada, CO 80004		Traffic	Tyler

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Heather New. H	16141 W. 56th Pl Golden, CO 80403		Too much traffic and land should be protected.	
DAVE PENLAND	6562 UMBEL CIR		TRAFFIC / ENVIRONMENT	
Roker + Semple	18334 W 58th Pl Golden, CO 80403		traffic	
Gavin Field	5957 Flora Way Arvada, CO 80004		Traffic + Nature	
Dorinda Nolan	6338 Umbel Arvada, CO 80004		Traffic, nature - Family Councilment	
JOHN BARBER	14111 W 71 PL CO 80004		TRAFFIC	
	165th Pl CO 80007		traffic and land Should be protected	
	is Way 0 8000		Traffic	
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			traffic	

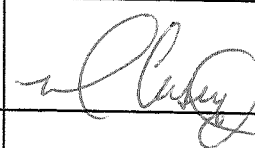
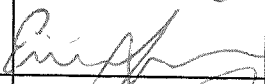
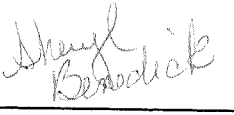
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Karen Jamison	19951 W. 95 th Ave Arvada, CO 80007		Inappropriate Development	[Signature]
Richard Meyerhoff	15725 W. 63 rd Ave., Arvada, CO 80403		Inappropriate Development	[Signature]
Brenda Edwards	6492 Quartz Cir. Arvada, CO 80007		No!	Brenda Edwards
Elizabeth Dressel	6114 Solvia Lane Arvada, CO 80403		Inappropriate!	Elizabeth Dressel
Joyce Persson	16874 W. 66 th Pl Arvada, CO		Traffic	Joyce E. Persson
Ralph Capocci	7016 BRAUN CT ARVADA CO 80004		Traffic	Ralph Capocci
Jerry Crow	16859 W 63 rd Lane Arvada CO 80		Traffic	Jerry Crow
TRUMAN MARRAMA	11624 W. 62nd Pl. Unit 203 Arvada, CO		Poor Land Use	Truman Marrama
Louise Hardesty	6512 Nile Cir Arvada		Traffic	C.L. Hardesty
Bill Wimmer	5934 Cicely Arvada		Traffic	[Signature]

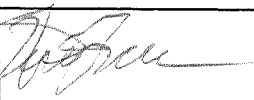
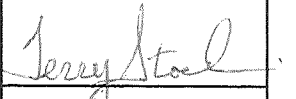
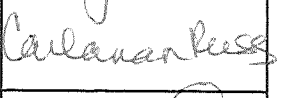
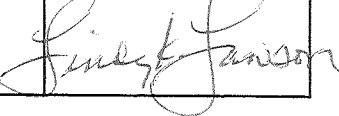
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Yolanda Perry	13724 W. 69th Arvada, CO		We don't want big business or housing	Yolanda Perry
Patricia Lester	6761 Lupine Arvada, CO 80002		No big business Reserve trail starts	Patricia Lester
MARK SIMONE	6456 Orion Way Arvada, CO 80007		"	Mark Simone
Robert Augst	1540 Cougar Ct. Golden, CO 80403		Excessive traffic, trucks ...	Robert Augst
DAN PERON	6833 Welch Ct ARVADA CO 80007		TRAFFIC CONCERNS AND OPEN SPACE	Dan Peron
Paula Miller-Juan	13100 W. 63rd ARVADA 80004		"	Paula Miller-Juan
JOHN SCHARFEL	4600 ARBUS CT ARVADA, CO 80004		TRAFFIC	John Scharfel
Laura Vickri	7230 Devinney Arvada, CO 80005		TRAFFIC - TOO BIG OF BUSINESS FOR Neighborhood	Laura Vickri
Chad Neyses	5417 Crest St Golden CO 80405		Noise	Chad Neyses
Mark Benedick	7722 Secrest Ct. Arvada, CO 80007		Traffic concerns	Mark Benedick

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Eric CASEY	13853 W. 66th Pl		Don't want 24/7 business, traffic NOISE.	
Eric Jackson	5936 Penrose St		Hate Amazon.	
Scott Piper	6493 QUARTZ CR		No Amazon	
Barbara Summers	16373 W 55 Ave 18429 W. 84th Pl.		No increased Traffic	
Virginia Anzelone	13632 W 65th Pl Arvada CO 80007		24/7 noise, traffic, roads more heat up	
Wendy Schmid	13632 W 65th Pl Arvada CO 80007		No Amazon Build a cultural space	
Zach Huston	7068 Xenon Ct Arvada CO 80007		No Amazon	
John Schultz	6693 Zinnia St Arvada 80007		Save nature	
Sheryl Benedict	7722 Secrest Ct Arvada CO 80007		No Amazon/Save open space	
Lynsey Beckett	7040 Simms St Arvada		Save nature	

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Quentin Jarama	13100 W 63 rd Ave Arvada CO		We don't want Lord B220 in Small Town Arvada	
Bill WEISKOPF	14607 W. 62 nd Ave		TRAFFIC + NOISE	
Brett Cortese	18998 W 54 th Ln Golden CO 80403		Traffic, noise & mess	
Jennifer Anderson	12725 W. 67 th Way Arvada, CO 80004		Traffic, Not the right place	
TIM ANDERSON	12725 W. 67 th Way ARVADA, CO 80004		TRAFFIC, NEGATIVE IMPACT ON WILDLIFE	
RUBEN TORRESDEY-RIVERA	5815 Parfet St.		Noise, traffic, DOG PARK	
John Burns	6348 Union St. Arvada CO 80004		Traffic + Noise	
TERRY STOEHR	6229 BRAUN CIRCLE ARVADA, CO 80004		TRAFFIC & KEEP THE TRAIL OPEN	
Carlanan Russ	16515 W. 62 nd Ln Arvada, CO 80403		Traffic, Noise	
LINDA LAWSON	14620 W 62 nd Ave ARVADA CO 80004		TRAFFIC	

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Ray DeAngelis	6660 Kendri Arvada, CO		congestion	Ray DeAngelis
Northa Kruske	13472 W 70th Pl Arvada CO		congestion / Disturbing our wildlife	M Kruske
Michelle Masterson	13833 W 58th Pl Arvada CO		Traffic Increased with Trucks	Michelle Masterson
Erica Rander	14734 W 58th Lane Arvada, CO 80001		Traffic &	Erica Rander
Brandon Webster	10607 Twin Spruce Golden CO 80403		Land Desisions	Brandon Webster
Leslie Holmes	13472 W. 64th Dr Arvada, 80004		congestion, traffic noise, disturbing land/wild life	Leslie Holmes
John Nelson	17046 W. 6th Pl ARVADA 80403		we DON'T Need it!	John Nelson
Michelle Mitchiner	11225 W. 79th Dr. Arvada, CO 80005		No! ^{no more} Traffic = Open space needed! Farms needed	Michelle Mitchiner
ERIC MITCHNER	11225 W. 79th ARVADA CO 80005		WILDLIFE Low use	Eric Mitchner
AMU MAY	15496 W 66th Dr, G, Arvada 80007		congestion, wild life, don't want it!	AMU MAY

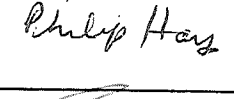
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Name	Address	Email and/or phone	Reason for Opposition	Signature
Lynn Pompanio	8624 Gladiola Circle, Arvada 80005		com light pollution, traffic problems, horrible industry development	Lynn Pompanio
Janene Amiller	14141 W. 72nd Ave Arvada, CO 80005		traffic problems, too much noise, too industrial	Janene Amiller
Carie Schroeder	6604 Arbutus Ct Arvada 80004		ecology preservation	Carie Schroeder
DAVE HURST	19813 W 56th Pl 80403		no to Amazon in general	DHurst
Alicia Granados	17234 W. 84th Dr 80007		Traffic / Trucks	Alicia Granados
Susan Allison	15695 W. 52nd Golden 80403		Too much traffic & not appropriate for this area	Susan Allison
Lauren Gillespie	11613 W 73rd Ave Arvada CO 80007		not agree fit for our community	Lauren Gillespie
Ruth Smith	6292 Tongue Ln Arvada, CO 80403		too much traffic, environmental impact - not good for area	Ruth Smith
JOHN BRECKIT	7040 SIMMS ST #101 ARVADA, CO		COMMUNITY IMPACT	John Breckit
Kenneth Rose	5815 Parfet St Arvada		Quality of Life	Kenneth Rose

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Name	Address	Email and/or phone	Reason for Opposition	Signature
John Seaberg	6213 Umbur St Arvada		NO Amazon	John Seaberg
Tim Kirby	6178 Holman Ct Arvada, CO 80004		No AMAZON	Tim Kirby
Gregory Mayer	6041 GUINNON CT ARVADA CO 80003		NO AMAZON	Gregory Mayer
LARRY SCHNEIDMILLER	15495 W 67th AVE ARVADA CO 80007		NO AMAZON	Larry Schneider
Nichole Cobb	6461 Zinnia St Arvada CO 80004		Love that Park	Nichole Cobb
Annette McGuire	6372 Cole Ln Arvada, 80004		Traffic Increase, mostly on 69th Ave	Annette McGuire
Beth Sanders	17734 W. 84th Dr. Arvada, 80007		No amazon	Beth Sanders
James Nelson	17046 W 48th ARVADA 80402		AGAINST	James Nelson
Shea Steele	11800 W 72nd Pl Arvada, 80005		NO Amazon	Shea Steele
Ryan Steele	11800 W. 72nd Pl Arvada, Co. 80005		No Amazon. Does not work here.	Ryan Steele

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Sean McCordell	18516 West 59th Drive Golden, CO 80403		not used for area	
Mike Mlehatus	15426 W-72nd Place, Arvada CO 80007		not good for area	
Steven Burkey	16100 W 64th Arvada 80007		open space forever	
Nathan Anderson	7592 Lup. West Arvada, CO 80007		Don't want it in our neighborhood. Amazon isn't good.	
Jessica Clemens	6772 Violet Way Arvada, CO 80007		environment	
Lori Lipker	6299 Holman Arvada 80007		Traffic / Don't want	
Kristin Willis	7970 Noble Ct Arvada, CO 80007		traffic, open space	
Philip Hay	6054 Hill Cir. Golden, CO 80403		poor match with current natural area	
Jesse Senter	10607 Twin Spruce, Golden 80403		HATE AMAZON!	
Julie Strassky	13472 W-64th Dr. 80004		Traffic / environment	

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Paula Franson	12176 W. 69 Ave		Traffic & noise	Paula Franson
Michelle Honsinger	12167 W. 69th Ave		Traffic, wildlife	Michelle Honsinger
Kenneth Honsinger	12167 W 69th Ave		Light pollution, Traffic, Road wear & tear, Noise etc	Kenneth
Dale Franson	12176 W. 69 Ave		Noise	Dale Franson
Claudia Coto	12187 W. 69 Ave - Arvad		Traffic & noise	Claudia Coto
Jose Coto	12187 W 69th Ave		Traffic & light pollution	Jose Coto
ANDREW BLAKE	12328 W 70th AVE		NEIGHBORHOOD, CREEK	Andrew Blake
Haydee Carhart	6191 W 77th Pl.		traffic	Haydee Carhart
Renee Dammann	12177 W. 69th Ave.		traffic	Renee Dammann
Barbara Owings	12177 W. 69th Ave		Taking away from sm. business and traffic	Barbara Owings

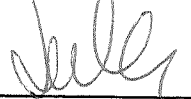
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Name	Address	Email and/or phone	Reason for Opposition	Signature
Jacki Hatch	14085 W 71st Arvada 80004		Love the Park	Jacki Hatch
Bill Meise	13814 W 76th Arvada 80005			Bill Meise
Tim Frick	6536 Coors St. Arvada, CO		Arvada can't handle Traffic	Tim Frick
SHERRY McOWEN	11910 W. 64th Pl. Arvada 80004		Love the Park	Sherry McOwen
Connor Thomas	13443 W 65th Ave Unit B Arvada CO 80007		Traffic	Connor Thomas
RON KEISER	5349 FLORA ST ARVADA 80005		Traffic Minor Traffic	Ron Keiser
Autumn Reetz	14285 W. 71st Place		Traffic / safety	Autumn Reetz
Dan Ansley	16588 W 73rd Drive Arvada, CO 80007		//	Dan Ansley
Aimee Petri	16721 W. 48th Lane		traffic	Aimee Petri
Rick LARSON	5970 DUNRAVE CT		Traffic	Rick Larson

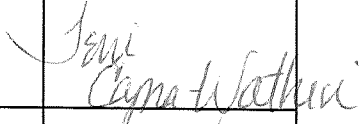
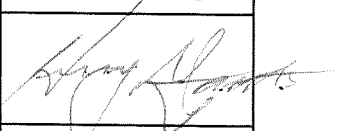
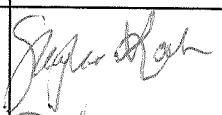
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Laura Molinaro	15862 W. 95th Ave Arvada 80007		traffic! ruin green space Pollution!	Laura Molinaro
Chrissie Zigra	7571 Johnson St Arvada CO 80005		Ruin green space & animals	Chrissie Zigra
Brittney Johnson	14575 W 84th Ave Arvada 80009		traffic & we don't need it.	Brittney Johnson
Jamie Winkler	10388 W 58th Pl #14 Arvada 80009		Traffic - Pollution	Jamie Winkler
Feresa Howell	6775 W. 84th Cir #79 Arvada 80003		ruin open space	Feresa Howell
Jennifer Maness	18782 W. 8th Arvada 80007		open space	Jennifer Maness
Jordan Maness	18782 W 84th Arvada 80007		open space	Jordan Maness
Shirley Gussie	14567 W. 68th Pl Arvada CO		Traffic - Pollution from Trucks - Open Space	Shirley Gussie
Ross Stebbins	12710 W 67th Way Arvada, CO 80004		noise, traffic, open space pollution	Ross Stebbins
Kristin Stebbins	12710 W 67th Way Arvada, CO 80004		noise, traffic, open space pollution	Kristin Stebbins

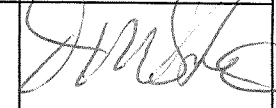
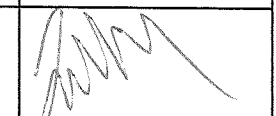
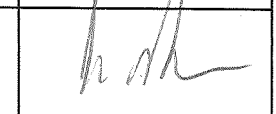
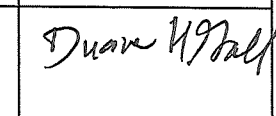
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Brian Wessner	17133 N. 6 TH AVE ARVADA CO 80017		NOT APPROPRIATE FOR AREA	
Peyton Henderson	6278 Holman Ct		too much traffic affects wildlife!	
Robyn Morrisette	6966 Juniper Ct #A Arvada		too much traffic, noise. ruin neighborhood	
Chelsea Curfman	6238 Holman Ct. Arvada, CO 80004		Not appropriate for area	
Scott Sydweeks	5928 E 1 ST Diente		Amazon, just there enough.	
Karen Warner	7051 Ulysse Arvada		too much heavy traffic	
Julie Thompson	15445 W. 65TH AVE #15		We can use this land for better, local, cultural resorts	
Pam Lockwood	11440 W. 69 TH Way Arvada, CO 80004		use for something good for community	
GARY SILVERMAN	6118 VIOLET PL GOLDEN CO 8000		BETTER USE OR OPEN SPACE	
Deeth Tubach	15468 W. 75 TH Pl. Arvada, CO 80007		Too much traffic & building in residential area near	

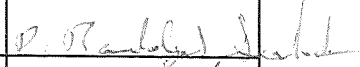
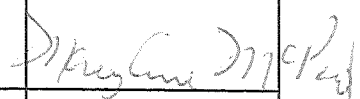
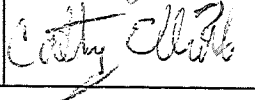
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Name	Address	Email and/or phone	Reason for Opposition	Signature
Jenna Scott	6182 Devils Head Golden, CO 80403		Live in residential housing around site	
Sarah Cassano	17812 W 59TH Ave Golden CO		"	
Betty Rae	5365 Braun St Arvada CO 80002		Live in area Don't need more traffic	
Terri Capra- Wathier	14686 W. 56th Dr Arvada CO 80002		Too much traffic 24/7 hours	
Tony & Erika Mauri	5754 Figueroa Arvada CO 80002		too much traffic	
Amber Camp	6711 Westwood 3 circle Arvada CO 80007		traffic	
Henry Gracette	17288 W 59TH Ave		Traffic + infrastructure	
Connor Johnson	14000 W 82nd Arvada CO 80005		I live too close, traffic is already messed up	
Skyler Koch	14000 W 82nd Arvada CO 80005		Traffic its way to close to our home/life places	
Sharon Hammel	15250 W. 85th Arvada CO 80005		Traffic + overcrowding	

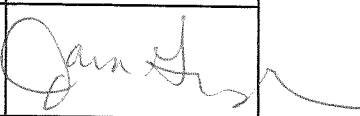
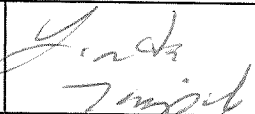
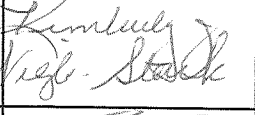
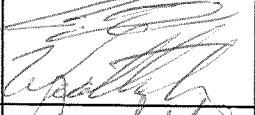
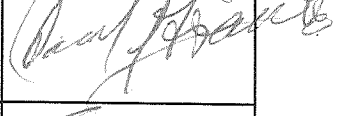
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LAWRENCE SEIDZ	7871 VIRGIL ARVADA 80007		DISRUPTION of life	
Scott Parker	4300 Kipling St Whitt Ridge		traffic	
TOM McPOIL	6227 SECREST LN. ARVADA		TRAFFIC	
Juliana Orlov	907 Golden Park Dr. 907A Golden CO 80403		wild life	
LINDA SMITH	9154 W 67TH AVE ARVADA CO		Wild life + TRAFFIC	
Jack Anderson	12770 W 67th Way Arvada CO		wildlife, Nature preservation	
John Brooks	14447 W. 71st Dr. Arvada, CO 80004		Traffic	
DUANE GALL	6053 ROGERS CIR ARVADA, CO 80403		TRAFFIC & ENVIRONMENTAL DESTRUCTION	
Ryan Chisholm	4860 Kilmer St Golden, CO 80403		Traffic & Environmental	
Judith Fischbach	15810 W. 64th Pl Arvada 80007		Traffic, Environment	

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JEFF HEERING	15155 W. 71st Arvada		To much traffic	
Rena Scholm	6655 Nile Cir Golden CO		" " "	
PHILIP STARK	9442 NOBLE WAY		ATTACH OTHER INDUSTRY	
SUSAN CARL	13528 W. 63rd Way Arvada		I LOVE PARKS !!! Arvada Needs New Landscaping	
Jules Brounell	6960 Nile Ct Arvada CO 80007		too much traffic!	
Justin Harvey	6182 Devils Head Court		too much traffic	
Conrad Halligan	7653 Loveland CT		"	
Mary Anne McPoil	6221 Secret Ln			
MARLENE J. BECKER	5426 ORCHARD C GOLDEN CO 8040		"	
Cathy Ellis	5687 Blanca St Golden			

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Bernad Hanneke	7270 Braun Way, Arvada 80005		NOT COMPATIBLE w/ COMMUNITY	
Jana Guband	15334 W 73rd Ave Arvada, CO 80005		Traffic, Trails	
Linda Taipale	12538 W 77th Pl Arvada CO		Not compatible Traffic	
Bill Fukui	6938 HOWARD ST ARVADA CO		TRAFFIC	
Marte Gutierrez	6549 Umber Circ. Arvada CO 80007		Traffic, noise pollution	
KIMBERLY WIGLE-STARK	9442 NOBLE WAY ARVADA 80007		Support habitat destruction	
C. DAN Weatherly	13087 W. 59th Arvada, CO 80001		Traffic - noise	
Daniel Fraley	7450 Terry Arvada, CO 80001		Traffic & Noise	
Tom Tulman	7563 W 60th St		"TRAIL" NOISE "	
Susan Waters	13734 W. 61st Cir.		want more sm. town flavor / traffic residential area	

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Denise Burrows	5625 Youngfield St. Arvada CO		Need a plan that addresses community needs	Denise Burrows
Russell Roselino	13033 W 75th Pl Arvada CO 80005			Roselino
Courtney Johnson	6434 Rogers Ct Arvada, CO 80007		Too much traffic & pollution. Protect Raister Creek trail	Courtney Johnson
MICHAEL PETRONE	15349 W 95th PL ARVADA CO 80007		WAY TOO MUCH TRAFFIC ON INDIANA!!!	Michael Petrone
L. O'S. Hoppes	13600 W 78th Ave		too much traffic	L. O'S. Hoppes
Jill Robertsom	5846 Antero Ct Golden, CO 80418		too small of a community	Jill Robertsom
Neil Bartel	16588 W 69th Arvada CO 80007		Needs to be by a non-stop light interchange	Neil Bartel
Blaine Versaw	7296 Juniper Way Arvada CO		traffic increase	Blaine Versaw
Freddie Steinmark	19513 W. 56th Place Golden, CO 80403		traffic / protect trail	Freddie Steinmark
Rebecca Mchanna	19513 W. 56th Place Golden, CO 80403		traffic / protect trail	Rebecca Mchanna

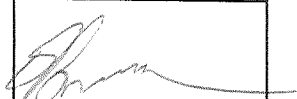
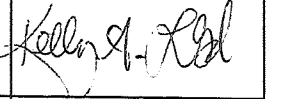
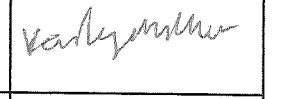
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Name	Address	Email and/or phone	Reason for Opposition	Signature
Terry Reumels	15550 W 72 Ave Arvada Co		Not for here	Terry Reumels
Dino Cimino	6833 Coors ST			D Cimino
Wendy Fene	14621 W 62nd Ave		not needed here	Wendy Fene
Susan Euser	14621 W. 62nd Ave		not needed	Susan Euser
Jacob Euser	6160 Taft CT Arvada CO		Don't want	Jacob Euser
Holly VanHale	16519 W 55th Dr. Golden CO		don't want / too much traffic / noise in area	Holly VanHale
Douglas Brown	14452 W. 70th PL Arvada Co. 80009		Lower Property Values Don't Want	Douglas Brown
JEFF MOBLEY	6318 VIOLET CT. GOLDEN 80403		IMPACT ISSUES	JEFF MOBLEY
Mary Nege	15454 W 67th Ave Arvada CO		too much traffic	Mary Nege
Rick Adler	6514 Umbert Cir Arvada Co 80009		ruin park & green space	Rick Adler

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Carolyn Jaggars	14011 W. 87 th Dr		too much traffic	Carolyn Jaggars
Edwin G. Hedberg	6923 Beach Ct		too much traffic	Ed Hedberg
Diane Hedberg	6923 Beach Ct		too much traffic	D Hedberg
Wendy Quiter	6795 Tabor St.		too much traffic	Wendy
Janae Acheson	6795 Tabor St		too much traffic	Janae
Sharon Minor	6384 Coors Ln		too much traffic eco impact	Sharon Minor
Matthew Semko	16250 W Sotho Golden CO 80403		too much traffic and Bezos sucks	Matthew
Gary Clark	15458 W 75 th Pl Arvada CO		Too much traffic	Gary Clark
Jay Cleary	8036 Zinnia Ct Arvada CO 80004		impacts my business with more traffic, not enough infrastructure	Jay Cleary
Lara Blackwell	5935 Windy Lt 60744 CO 80443		community impacts - traffic, pollution neighborhood impact	Lara Blackwell

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Don Brann	6265 Koble Street Arvada, CO 80403		Community Preservation Sustainability!	
PATRICIA PETRAE	15349 W. 95th Pl Arvada, CO 80007		Traffic! Nature!	
Knst Larsen	7368 Xenophon St Arvada, CO 80007		Community, Safety, traffic	
Josh Larsen	7368 Xenophon St Arvada CO 80007			
CHRIS CESSNA	7355 Nile St ARVADA, CO 80		TRAFFIC CONGESTION	
Shad Richards	17606 W 83rd Dr Arvada, CO 80007		Park Nature Community	
Kelly A. Lloyd	5846 Anders Ct Golden, CO 80403		Traffic, Nature, Congestion	
Heather Martinez	17427 W. 78th St Arvada, CO 80007		Traffic - Amazon	
Karley Miller	17000 W 36th Pl Arvada CO 80007			
Joseph Hernandez	16030 W 75th Pl Arvada CO		Traffic	

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Kelli Shuler Cession	7355 Nile St Arvada, CO 80009		wrong location, w/rt traffic + quiet residential area	Kelli Shuler
Kelly A. Umyd	6823 Coors St		trapped can't see people's eyes	Kim Heman
PETE METROPOLIS	4074 W 71st PLACE ARVADA, CO 80009		wrong location	John Huff
Arnell Nothfi	15841 W 66th PI		"	Arnell Nothfi
LEIS RESEARCHIST	17813 W. 52nd TR		wrong location	Leis Researchist
Clare Dowd	16188 W. 70th PL Arvada, CO 80007		Want alternative plan	Clare Dowd
Jane Hartford	1600 A W 86th ST. Arvada, 80007		Too much traffic in this quiet neighborhood	Jane Hartford
Andrea Stewart	19672 W 59th Ave Golden, CO 80403		too close to trail	Andrea Stewart
Sasha Schephardt	17320 W 70th Arvada CO 80007		Want open space	Sasha Schephardt
Lynnea Rockwell	7140 Gladiola St. Arvada, CO 80044		line too close to proposed site	Lynnea Rockwell

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Colin Ferro	7671 Youngfield St Arvada, CO		Traffic & Road Infrastructure Sustainability Ralston Creek Interruption	Colin Ferro
Tricia Ferro	7679 Youngfield St Arvada, CO		Road Infrastructure and wild life	Tricia Ferro
Scott Dawson	14502 W 85th Arvada, CO		TOO MUCH TRAFFIC!	Scott Dawson
Dustin Dawson	14502 W 85th Arvada		can STOP the PROPOSAL! There Too much commercial space	Dustin Dawson
Oliwer Down	15473 W 73 Ave Arvada		Jeff Bezos is a wanker	Oliwer Down
Rob Bruching	14878 W 54th Dr Golden		Truck Routes	Rob Bruching
Grace Bruching	14878 W 54th Dr Golden		Trucks Traffic	Grace Bruching
Chris Lockwood	11440 W 69th W x 4 80000		TRUCKS, TRAFFIC WE CAN DO BETTER	Chris Lockwood
Elizabeth Henderson	6278 Holman Ct Arvada		traffic - creek - affects wildlife	Elizabeth Henderson
Bob Henderson	6278 Holman Ct Arvada		too much traffic!	Bob Henderson

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Steve Morganfield	15482 W 73 rd PL		wrong location congestion	Steve Morganfield
Paul Martin	18240 W. 84 th PL Arvada 80007		near Amazon	Paul Martin
KATHERINE Zink	17320 W. 70 th Ave Arvada, CO 80007		Find another location	Katherine Zink
Jürgen Schlieman	6469 Moss Cir Arvada, CO 80007		Don't like proposed location, disruptive to neighborhood	Jürgen Schlieman
Rae Herring	13755 W. 71 st PL Arvada 80004		Too Much Traffic	Rae Herring
Cara Mudd	8354 Violet Ct. Arvada, CO 80007		traffic, noise	Cara Mudd
Tom Wambolt	6035 GARDEN ARVADA - 80004		don't like	Tom Wambolt
Mark Jongewaard	15847 W. 74 th PL Arvada, CO 80007		Not appropriate for this area in the middle of neighborhoods	Mark Jongewaard
Curtis Taipale	12538 W. 77 th PL Arvada, CO 80005		wrong location too much traffic	Curtis Taipale
Mavis Vasboe	6782 DeFrame St Arvada, CO 80007		traffic	Mavis Vasboe

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Joe Dvorsky	13775 W. 82nd Ave		NOT Right For the Area	[Signature]
Mary Anne Taylor	6253 Kilmer Loop, #101		not right for this area	[Signature]
Sharon Holdcroft	6145 Brentwood St		that is not an industrial area. It is residential, primarily	[Signature]
Brandon Gummerson	19160 W 65 way Aurora CO 80004		TRAFFIC	[Signature]
John Tokarski	15440 W. 48th Ave		Too Busy Already	[Signature]
Jerse LAZZARO	6145 DUNBAR LN		DONT LIKE Amazon	[Signature]
Nathan Grasso	6073 salvia lane		we dont need more population density!	[Signature]
Adrianna Truden	8280 Holland CT.		traffic, overcrowded don't need more people	[Signature]
DARIA JOSEPH	18905 W. 59th Golden, CO 80403		IS ABOVE	[Signature]
BOB MANZANARES	14929 W. 77th		TRAFFIC & water	[Signature]

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Evelyn Navin	16313 W. 63 rd Pl Unit D Arvada CO 80009		general	Evelyn Navin
Steve Tanner	6446 W. Indiana Arvada CO 80007		In a more rural area	Steve Tanner
Justin Latic	19087 W 57 th Dr Golden, CO 80103		local resident opposed to increased traffic	Justin Latic
Nike Lewis	13955 W 73 rd Av Arvada CO 80005		don't want it!!!	Nike Lewis
Pat Coe	6483 Umber Arvada CO		traffic	Pat Coe
Magen Dallenbach	7645 Umber Ct Arvada, CO 80007		don't want traffic out here	Magen Dallenbach
Rob Dallenbach	7645 Umber Ct Arvada CO 80007		don't want traffic	Rob Dallenbach
Michael Fischbach	15810 W 64 th Pl Arvada CO 80007		" " "	Michael Fischbach
Judith Fischbach	15810 W. 64 th Pl. Arvada 80007		Traffic, environment	Judith Fischbach
Tony Martin	5754 Fig Way Arvada 80002		Traffic problems	Tony Martin

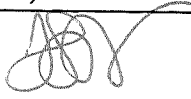
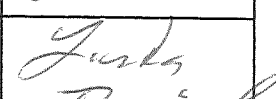
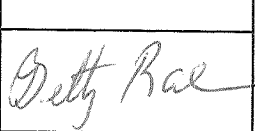
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Name	Address	Email and/or phone	Reason for Opposition	Signature
Lisa Lowe	12612 W 74th Dr Arvada CO 80005		unustainable traffic on Indiana & new residential area	
Michael Lowe	12612 W 74th Dr Arvada CO 80005		Too much Traffic on Indiana + in the area +	
L. Lovett	13640 W 73 Rd Arvada, CO			
Madame S. Lovett				
RICHARD GREENMAN	12800 WEST 73RD PLACE ARVADA, CO		WAY TOO MUCH TRAFFIC TO AND FROM THE PROPOSED DISTRIBUTION CENTER	
Locust Tree	↓		↓	
Tom Bickel	12911 W 74th Arvada CO 80005		Too much traffic	
Lynda Walsh	↓		Too much traffic & too close to residential area	
Bozenna Rykowski	12809 W 73RD PL ARVADA, CO 80005		Too much traffic	
RYSZARD RYKOWSKI	↓		↓	

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Name	Address	Email and/or phone	Reason for Opposition	Signature
Howard Tubach	15468 W 15th Pl Arvada, CO 80009		bad location for this	Howard Tubach
Michelle Dye	17294 W 60th Ct, Arvada CO 80403		Not right area for amount of traffic	Michelle Dye
Ashlee Julian	17294 W 60th Ct, Arvada CO 80403		NOT right location	Ashlee Julian
Lanette Zapfel	6906 Gardenin Ct Arvada 80009		not right location	Lanette Zapfel
Cherie Chao	7367 Orion St Arvada, CO 80009		traffic / noise / wild life I want restaurants / shops	Cherie Chao
Tina Best	16973 W 73rd Arvada 80071		bad location	Tina Best
Gail Highland	6465 Welch St Arvada CO 80004		traffic bad location	Gail Highland
BRIAN Clemmer	5455 W 60th AVE ARVADA		TO much TRAFIC	Brian Clemmer
COURTNEY CLEMMER	128 Meadow Ways Black Hawk CO 80422		Bad location	Courtney Clemmer
James Garfield	5623 N0136 ST Golden 80405		BAD LOCATION	James Garfield

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Name	Address	Email and/or phone	Reason for SUPPORT	Signature
Jill Robertson	5846 Antero Ct Golden, CO 80403		Need community cultural space	
TRISH Lovejoy-Vesna	7296 Juniper Way Arvada, CO 80007		Need community cultural space	
Rebecca Mehanna	19513 W 56th Pl. Golden, CO, 80403		Need Community space	
Freddie Skinnermark	19513 W 56th Place Golden, CO 80403		Community Space	
Bernad Hanske	7270 Brown Way Arvada, CO 80005		URGENT COMMUNITY NEEDED	
Jana Rubenel	15334 W 78th Ave Arvada CO 80007		Good community space	
Linda Taipale	12585 W 77th Arvada, CO 80007		Community Space	
KIMBERLY WIGLE-SPARK	9442 Noble Way Arvada, CO 80007		Good community area	
Senna Scott	6182 Devils Head Cl. Golden, CO 80403		want better use of land & community space	
Betty Rae	5365 Brown St Arvada, CO 80002		Want Family Friendly	

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Name	Address	Email and/or phone	Reason for SUPPORT	Signature
Amarda Urbont	6563 Simms 80004		Person-friendly, environment friendly	Amarda Urbont
Tim Kind	14517 W 59th Pl 80002		Looks like a nice neighborhood Alternative	Tim Kind
Jill Moss	15536 W. 49th Dr Golden, CO 80403		Better land use neighborhood preservation	Jill B. Moss
DAVID MOSS	15536 W 49th Dr GOLDEN CO 80403		NEIGHBORHOOD PRESERVATION	David W Moss
Heather Martinez	17424 W 78th Dr Arvada, CO 80007		Neighborhood Preservation	Heather Martinez
Kelly Miller	17000 W 86th Pl Arvada CO 80007		sounds cool	Kelly Miller
LINDA SMITH	9154 W 67th Ave ARVADA		We need open space	Linda Smith
Tech Anderson	12770 W 67th Hwy Arvada CO		Was just a better option	Tech Anderson
Sarah Brooks	14497 W. 71st Dr. Arvada, CO 80004		Better use for area	Sarah Brooks
DUANE GALL	6053 ROGERS CIR ARVADA CO 80403		Small business & neighborhood support	Duane H. Gall

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Name	Address	Email and/or phone	Reason for SUPPORT	Signature
Dan LeCrone	7157 Cde Ct. Arvada CO 80004		Good use	Dan LeCrone
Lindsay Brumgard	13885 W. 166th Dr. Arvada, CO 80004		Community	Lindsay Brumgard
Barb Armstrong	6161 Van Gordon St Arvada, 80004		much better for the Arvada Community!	Barb Armstrong
Cherie Lynn Har	17474 W 83rd Dr 80004		Community	Cherie Lynn Har
Janae Acheson	6795 Taber St		community	Janae Acheson
Nancy Quill	6795 Taber St		Community	Nancy Quill
Matt Sparto	16250 W. 166th Ave		community	Matt Sparto
Don Barron	6265 Noble St Arvada CO 80003		Community	Don Barron
Laura Brumgard	5935 W. 166th Dr Golden 80403		Community	Laura Brumgard
Rae Herring	13755 W. 76th Pl Arvada 80004		Home Town feeling NO BIG BUSINESS	Rae Herring

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Name	Address	Email and/or phone	Reason for SUPPORT	Signature
Juliane McNeil	5577 Quail St Arvada, CO 80002			Juliane McNeil
Lisa Schepke	13279 W. 87th St Arvada, CO 80005		It fits the area - we need this!	Lisa Schepke
Barbara Kemp	15030 W. 77th St Arvada, CO 80007			Barbara L. Kemp
Britta Nelson	12418 W. 84th Arvada, CO 80005		in plans/Arvada	Britta Nelson
Danielle Lambert	17778 W 95th Ave Arvada, CO 80007		much needed for the area	Danielle Lambert
Thomas Lambert	17778 W. 95th Ave Arvada, CO 80007		needed for the area	Thomas Lambert
Barbie Davis	6285 Denny Cir Arvada, CO 80006		We want this to improve Arvada Area - Draw Homeowners	Barbie Davis
Douglas Brown	14452 W. 70th Pl Arvada, CO 80004			Douglas Brown
Mary Jaeger	15454 W 67th Ave Arvada		to much	Mary Jaeger
Denise Burrows	5025 Youngfield St. Arvada, CO		For the community	Denise Burrows

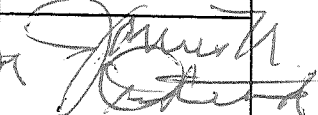
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Kelly A. Lloyd	5846 Antero Ct. Golden, CO		Serve the Community Conserve Nature	Kelly A. Lloyd
Kim Hernandez	1110 6823 COORS St		14 Traffic Conserve Nature	Kim Hernandez
LOIS ROSENWIST	14813 W. 50th R			Lois Rosenwist
Charles Stall	9442 NUGLEWAY		Needed by Community	
Justin Hardy	6182 Devils Head Court		Much better use of the area	Justin Hardy
MARLENE J. BECKER	5426 ORCHARD CT GOLDEN, CO		MUCH BETTER USE FOR PROPERTY	Marlene Becker
Ryan Chisholm	4860 Kilmer St Golden, CO 80463		Better use of land	Ryan Chisholm
Michael Fischbach	15010 BLANK Arvada CO		11 11 11 11	Michael Fischbach
Chris Lockwood	11440 W 69th Way B0009		WE NEED A CORE ON THE WEST SIDE OF TOWN	Chris Lockwood
Karen Warner	7051 Ulysses Arvada		better for area	Karen Warner

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Name	Address	Email and/or phone	Reason for SUPPORT	Signature
Irma Spohn	6659 Van Gordon Ct., Arvada		Better use of space Better for Arvadaans	Irma Spohn
MATT KUMPUNEN	13874 W 67TH WAY ARVADA, CO 80007		Better alternative for community	Matt Kumpunen
Jennifer Kos	6307 Umber Cir. Golden, CO 80403		So better for the community	Jennifer Kos
Tara Kawale	7260 Brown Way Arvada, CO 80005		So much better for Community - & Needed	Tara Kawale
Craig McLees	12518 W 75th Pl Arvada, CO 80005		Better idea and promotes a friendly neighborhood	Craig McLees
TAYLOR VOLEK	17344 W 63RD DR. ARVADA CO 80448		more FRIENDLY & fun	Taylor Volek
Kristin Guzik	15533 W 73RD AVE ARVADA, CO 80007		MUCH BETTER PLAN THAN AMAZON	Kristin Guzik
Tara Owens	7683 Loveland Ct Arvada, CO 80007		Bettering lifestyle/small business	Tara Owens
Craig Hughes	5702 Hawk St. ARVADA, CO 80002		BETTER THAN AMAZON CTR.	Craig Hughes
Wendy Armstrong	6161 Van Gordon St ARVADA CO. 80004		BETTER USE OF LAND TO BENEFIT ALL RESIDENTS IN ARVADA CO.	Wendy Armstrong

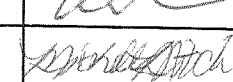
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JAMES (DASTED)	17219 W 5TH GOLDEN, CO		6700 IL. & DR MORE TO STAY IN ARVADA	
RANDALL HAYNES	18217 West 58th DRIVE GOLDEN CO 80403		Bigger IS NOT Better. Keep it Small Too much Traffic and rural	Rachel Haynes
JoAnn Wagon	6272 Torrey Lane Arvada 80403		Neighborhood enhancement More restaurants	JoAnn Wagon
John Roue	6271 McAntyre Way Arvada 80403		Perfect for the Community	
Pick Schroder	11614 W 65th Pl		9000 for community	
Joan McClure	7472 Isa		Perfect for community	Joan McClure
Harrison Reid	5181 Ward Rd Arvada, CO 80005		Small Business	Harrison Reid
Ryan McKnight	6680 Miller St Arvada, CO 80005		Small Business	RM
TRAM Hoyt	7253 Secret St. Arvada		Small Business	Tram Hoyt
Colleen McKee	12518 W 77th Pl Arvada		Neighborhood Enhancement (NO AMAZON!!)	Colleen McKee
Larry Richard	14444 N 88th DR		SMALL BUSINESS	

We, the undersigned, are in **SUPPORT** of a "Town Square Village Concept" for future development of the collective properties located at 6700 Indiana Street, 6702 Indiana Street, 6710 Indiana Street and 6720 Indiana Street. We support a development that would expand the Maple Valley Park open space as described in the Arvada Parks, Open Space and Trails 2016 Master Plan and create a 2nd cultural arts district as described in the Arvada Arts and Cultural 2018 Master Plan. We encourage the City of Arvada to follow their master plans and act responsibly when planning future development adjacent to the Maple Valley Park and Ralston Creek Trail. Arvada's 2017 Comp Plan Goal R-1 states: "Minimize the impact of new development on natural areas to allow continued cohabitation of people and wildlife." We envision a community-minded development that reflects the character of the area, protects the adjacent open space, encourages a mixed use of green space, smaller businesses and retail, supports arts and culture and is a walkable village with an environment-friendly design.

Name	Address	Email and/or phone	Reason for SUPPORT	Signature
Calvin Day	14616 W. 71st Dr.		Bring value to area w/ entertainment options	Calvin Day
Michael Cochran	5478 Ribest Golden, CO		an alternative for city development	Michael Cochran
Linda Parks	7286 Orion St		traffic / smaller business needed	Linda Parks
Elizabeth Jones	13245 W. 67th Pl Arvada CO 80004		Traffic - More retail for community	Elizabeth Jones
Shea Steele	11800 W 72nd Pl. Arvada 80005		small business	Shea Steele
Ryann Stule	11800 W. 72nd Pl. Arvada CO.		supporting of small business & bring together the community	Ryann Stule
Carmen Bay	15088 W 63rd Ln Arvada		Support small business sustainable, minimal impact	Carmen Bay
Andy LeeBriell	14480 W 71st Ave Arvada		original development plan for neighborhood	Andy LeeBriell
Brandon Clark	15093 W 63rd Arvada 80403			Brandon Clark
Michelle Singer	6476 McIntyre Ct		Need no traffic and more support small business	Michelle Singer

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Name	Address	Email and/or phone	Reason for SUPPORT	Signature
Paula Miller-Juneau	13100 W 63rd Cir 8004		Community First	
Paula Juneau	13100 W 63rd Cir 8004		No Big Business we need small town character & small businesses first	
Laura Licari	7230 Devinney Ct Arvada CO		TOO BIG OF BUSINESS - PLANNING - TRAFFIC Community FIRST!	
Eric Mitchell	11225 W. 79th ARVADA CO 80005		WILDLIFE TOO LARGE for AREA	
Michelle Mitchiner	11225 W. 79th Dr Arvada, CO 80005		Need open space Farming - Slower Growth	
AMM MAY	15496 W 166th Dr, G, Arvada CO 80007		COMMUNITY!	
Steve Schott	7043 Quail Arvada CO 80004		Sounds great for area	
Jesse Bray	15781 W. 66th Pl		Sounds like great addition to the area and the community	
Dawn Penleton	15942 W. 70th Dr Arvada CO 80007		great idea	
Sue Ogden	11854 W. 56th Dr Arvada CO 80002		small business + puts community families first, gives community a voice	

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Name	Address	Email and/or phone	Reason for SUPPORT	Signature
Carlin Pappas	7111 Ulysses St Arvada, CO 80007		Live nearby + would <u>much</u> rather have this nearby	Carlin Pappas
Andy Melvin	15354 W 51st Dr Golden CO 80403		Better for area -	Andy Melvin
Bonnie Tremblay	17315 W 62nd Arvada, CO 80403		Better than Amazon!	Bonnie Tremblay
Gretchen Kushniroff	5763 Cole Ave. Arvada, Co.		Better than Amazon	G/C
Devin Madigan	7120 E Bridge St Arvada, CO 80004		Life and Nature Balance	Devin
Silvia Bryant	20108 W 87th Ave ARVADA		Community suited for families area	Silvia Bryant
William Bryant	20108 W 87th Ave ARVADA		Community	William Bryant
Jerry Suggers	14011 W 87th Ave Arvada CO 80005		Art improves life for all	Jerry Suggers
Diane Hedberg	6923 Beech		Maintain Arvada as is	Diane Hedberg
Edwin Hedberg	6923 Beech (-)		Maintain Arvada	Edwin Hedberg

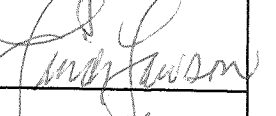
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Name	Address	Email and/or phone	Reason for SUPPORT	Signature
Dave Reichert	6341 Beech Ct Arvada CO		Better option for the neighborhood	Dave Reichert
Wendy Brinn J. Bailey	18700 W. 56th Ave Golden,		not a good fit.	J. Bailey
Michelle Albert	155216 W. 64th Lane Arvada, CO 80007		Better option for the neighborhood	Michelle Albert
Lyndee M. Smith	5437 Orchard Ct Golden CO 80423		Great option for local residents with needed shops/food/rec	Lyndee M. Smith
Sara Liebowitz	4327 Braun Ct. 80005		Fun community gathering space!	Sara Liebowitz
Deborah McCabe	17632 W 83rd Pl Arvada 80007		Great community option	Deborah McCabe
Bruce Baillie	10350 Delco St #28		community	Bruce Baillie
DEBORAH Hammond	17480 W. 70th ARVADA, CO		community	Don S. Hammond
Adrienne Bulinski	11627 W 71st Pl ARVADA CO 80007		community	Adrienne Bulinski
BARBARA KING	10192 W 66 C. Golden 80007		neighborhood	Barbara King

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Name	Address	Email and/or phone	Reason for SUPPORT	Signature
Gail Shaw	17150 W 57th Ave Golden, CO 80403		Best use the land	Gail Shaw
Ana Kesselring	6341 Beech Ct. Arvada, CO 80004		Best use of land	Ana Kesselring
KAREN Jamison	19951 W. 90th Pl Arvada, 80007		Best use of land	Karen Jamison
Elizabeth Dresse	6114 Salvia Lane Arvada, CO 80463		Much better idea!	Elizabeth Dresse
Joyce Persson	16874 W. 66th Pl. Arvada, CO 80005		Compatible w/ Area	Joyce Persson
Jerry Crow	16859 W 63rd Arvada, CO		Traffic	Jerry Crow
Lauren Gillespie	16613 W 73rd Ave Arvada CO 80007		to build a strong community	Lauren Gillespie
Mike McIntosh	15426 W. 72nd Pl. Arvada CO 80007		Traffic	Mike McIntosh
Zespa Seiter	10647 Town Square Golden 80403		People, small Biz!	Zespa Seiter
Kelli Steele	11800 W 72nd Pl. Arvada, CO 80005		Maintain community support small business	Kelli Steele

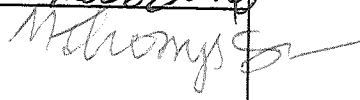
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Name	Address	Email and/or phone	Reason for SUPPORT	Signature
Maji Rodger	19711 W. 93rd Lane Unit 4 Arvada CO 80007		Full support!	
Leslie Feuerborn	7452 Isabella Cir Arvada 80007		more resident friendly development	
Jesse Dimpless	2201 Nelson St Lakewood CO 80215		Why not!	
Robert Sempke	18334 W 58th Golden 80403		Traffic	
Joan L. Ann	6338 Umbel Cir Arvada CO 80007		Family Alcan	
John BARBEY	14125 W 71 Pl ARVADA CO 80004		Why not	
TERRY STOEHR	6229 BRAUN CIRCLE ARVADA CO 80004			
LINDA LAWSON	14620 W 62nd Ave		ARVADA NEEDS RESTAURANTS	
Nichole Cobb	6461 Zinnia St Arvada		SMALL Business!	
Joseph Morra	15088 W 63rd Cir Arvada		Why not!	

We, the undersigned, are in **SUPPORT** of a "Town Square Village Concept" for future development of the collective properties located at 6700 Indiana Street, 6702 Indiana Street, 6710 Indiana Street and 6720 Indiana Street. We support a development that would expand the Maple Valley Park open space as described in the Arvada Parks, Open Space and Trails 2016 Master Plan and create a 2nd cultural arts district as described in the Arvada Arts and Cultural 2018 Master Plan. We encourage the City of Arvada to follow their master plans and act responsibly when planning future development adjacent to the Maple Valley Park and Ralston Creek Trail. Arvada's 2017 Comp Plan Goal R-1 states: "Minimize the impact of new development on natural areas to allow continued cohabitation of people and wildlife." We envision a community-minded development that reflects the character of the area, protects the adjacent open space, encourages a mixed use of green space, smaller businesses and retail, supports arts and culture and is a walkable village with an environment-friendly design.

Name	Address	Email and/or phone	Reason for SUPPORT	Signature
Carol Clements	6071 Delamont Arvada		More than Amazon	Carol Clements
Cheryl Myerson	6970 NILE CT ARVADA 80002		BETTER THAN AMAZON OR BIG BOX	Cheryl Myerson
Debi White	13795 W 68th V Arvada, CO		Better than Amazon	Debi White
LINDA Holway	15482 West 73RD PL- ARVADA		we need green space. walking towns,	Linda Holway
Rick Cassen	13553 W. 66th Pl		Need open space/ no Commercial Residential Amazon/ Big Box	Rick Cassen
Scott Piper	6993 Quartz Cir		Anything but more Homes	Scott Piper
Virginia Angelone	18429 W 84th Pl.		Provide opportunity for resident development.	Virginia Angelone
Christa Koral	26239 W. 70th Place, Arvada		Something to enhance community and not increase traffic.	Christa Koral
Sylvia Bilby	6766 Xenon Dr.		We lack restaurants, entertainment	Sylvia Bilby
Cheryl Orsted	27219 W. 57th Pl Golden, Co 80403		more pedestrian access	Cheryl Orsted

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Name	Address	Email and/or phone	Reason for SUPPORT	Signature
ANDREA JUCHA	5282 Union ST #3 ARVADA		need community minded develop.	
AP POTARELLI	17340 Brown St		traffic	
Nick MacDonnell	11755 W 66th Arvada		environment	
Miriam Thompson	6134 Dunraven Rd Golden, CO 80403		traffic / noise	
Jonathan Thompson	6134 Dunraven Rd Golden, CO		incompatible w/ Arvada master plan	
Jennifer Forker	16548 W. 73rd Dr. Arvada 80007		We need this! Great for small businesses	
Robert Bucknam	14450 W 70th Dr Arvada CO 80004		Compatible with neighborhood and park	
Marla Eugenia Bucknam	14450 W. 70th Dr Arvada, CO 80004		would be best choice to save Ralston Creek	
Mike Orr	9464 Kilmer Way Arvada, CO 80007		Best choice	
Eric Peraff	7654 Union Court. Arvada 80007		more responsibility Development	

editor

We, the undersigned, are in **SUPPORT** of a "Town Square Village Concept" for future development of the collective properties located at 6700 Indiana Street, 6702 Indiana Street, 6710 Indiana Street and 6720 Indiana Street. We support a development that would expand the Maple Valley Park open space as described in the Arvada Parks, Open Space and Trails 2016 Master Plan and create a 2nd cultural arts district as described in the Arvada Arts and Cultural 2018 Master Plan. We encourage the City of Arvada to follow their master plans and act responsibly when planning future development adjacent to the Maple Valley Park and Ralston Creek Trail. Arvada's 2017 Comp Plan Goal R-1 states: "Minimize the impact of new development on natural areas to allow continued cohabitation of people and wildlife." We envision a community-minded development that reflects the character of the area, protects the adjacent open space, encourages a mixed use of green space, smaller businesses and retail, supports arts and culture and is a walkable village with an environment-friendly design.

Name	Address	Email and/or phone	Reason for SUPPORT	Signature
MIKE SPEK	16922 W 66TH AVE		SMART DEVELOPMENT OF ARVADA	Mike Spek
Kathleen McFarney	13570 W 61ST LN ARVADA 80004		Good option	KMcFarney
PATRICK McARDNEY	13570 W. 61st Ln. ARVADA 80004		GOOD OPTION	Pat McFarney
Karen Keen-Can	17491 W 67th Arvada 80007		Good option	Karen Keen-Can
Deborah Creek	7068 RUPOLI CT ARVADA CO 80007		community space	Deborah Creek
Lucinda Scott	16879 W 65th		Much better option!	Lucinda Scott
Ben Brown	5390 Norse St		Good for neighborhood	BBrown
Kelly Tryba	19437 W 56th Golden 80403		Good for community	Kelly Tryba
THOMAS WATT	15632 W 76th OR ARVADA 80007		" "	Thomas Watt
PAN PELON	6833 WALCH CT ARVADA CO 80004		WANT FAMILY DEVELOPMENT	Pan Pelon

Public Comment - Support Exhibit F

Included Public Comment (2 individual comments):

Bob West

Alicia Svaldi, AEDA

Dear Council Member

April 7, 2021

I am Bob West, a Fourth generation Arvadan and longtime supporter of what is best for Arvada, not special interest groups. I say this from 13 years on Jeffco Open Space, 17 years on Financial Oversight Committee for Jeffco Schools, Jefferson Economic Council 7 years 2 as Chairman, Chairman of .25% Tax increase in 2006 for more Arvada Cops, and 8 years North Jeffco Park and Rec. District (Apex PRD) 2 years as president. Because of my love for Arvada, I must address the self-serving protest for the Amazon Distribution Center by the residents of Maple Valley.

People who continually feel they can tell land owners what they can do with their land has always bothered me. The only ones who have this right are the local jurisdictions who have well intended rules and regulations and the interests of the entire City of Arvada, not Maple Valley residents.

When I was on Jefferson Economic Council, we were always looking for primary employers who would move their business' to Jeffco, and I had particular interests in Arvada. We would use a 3.5 multiplier for total job creations. One primary job would be responsible for 3.5 more jobs to support this business. I do not have how many jobs the distribution would bring to Arvada, but I would assume 400 would be a good number. Which is 1,400 support jobs for a total of 1,800 new jobs for Arvada. I spent the last 20 years of my career working in Arvada and if Amazon can present that opportunity to some Arvadan's, then they will have happier employees and personnel who take pride in representing both them and their City.

Currently all Amazon deliveries emanate in Thornton which is 15 miles from the proposed site. Assuming 2 van loads per day, 200 vans, 7 days a week, you get 84,000 miles a week. Do we need these wasted miles wearing out highways, addition pollution, and excess traffic in the Metro? Remember we are all part of Metro Denver and we need to do our best in being good neighbors, not 500 people in one neighborhood.

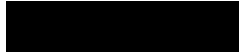
I like to have these letter be one page and I am sorry to run over, but this is a key issue for ALL OF ARVADA. 1,800 new Jobs, especially for younger people who are trying to find themselves. Getting Amazon to pay for getting Indiana finished four-laned from 64th to 72nd and a signalized intersection for the City Maintenance Center and School bus Center. Win-Win for everyone. Please keep in mind you represent all of Arvada and the Amazon Distribution Center is best for all of Arvada, Jefferson County, and Metro Denver.

Thank You

Bob West

6777 Lupine Cir

Arvada, CO 80007





8101 Ralston Road . Arvada, Colorado 80002 • 720.898.7010

April 13th, 2021

City of Arvada
8101 Ralston Road
Arvada, CO 80002

Dear Arvada City Leaders,

On Tuesday, April 13th of 2021, the Arvada Economic Development Association (AEDA) Board of Directors approved a motion to provide this formal Letter of Information regarding AEDA's understanding of the community's vision for commercial development in the area of Arvada from Indiana Street east to Eldridge Street, and 64th Avenue north to Maple Valley Park.

In recent years, the AEDA Board of Directors has focused significant efforts on positioning this area for light industrial development, in alignment with its mission. These efforts were based largely on direction from the City of Arvada's Comprehensive Plan, which was adopted in 2014 and designates future land use of the area as "Industrial/Office/Retail." Additionally, AEDA's efforts have been supported by City Council's strong sentiment for industrial land preservation, including primary job growth, capital investment and innovation.

A vision for light industrial and advanced industry uses in this area has long been supported by AEDA, both through its advocacy of industrial land preservation, and through marketing and business attraction efforts of light industrial users to the area. AEDA also invested financial resource into catalyzing light industrial development of the specific parcels being considered by annexation into the City of Arvada, by commissioning Short Elliot Hendrickson, a civil engineering firm, to propose conceptual designs for the area in 2016. This effort resulted in several proposed road alignment options for developers to consider, generating significant interest in the area by master planners and end users.

Since 2016, several light industrial developments and expansions have occurred on the site, including Prescient, Micro Spaces at Industrial Business Center, Front Range Excavating, Bear Mountain Accessories and Easter Owens. AEDA also believes the land to be well positioned for light industrial development, given its relatively flat topography and proximity to existing light industrial users. In essence, the area is some of the only remaining land in Arvada that can support light industrial uses, as other similar parcels are extremely limited in supply.

The AEDA Board of Directors believes the agreed upon and reinforced community vision for this area is light industrial to support continued development of commercial real estate that supports primary jobs, innovation and advanced industries.

Sincerely,

A handwritten signature in black ink, appearing to read "Alicia Svaldi", written over a light blue horizontal line.

Alicia Svaldi, President
Arvada Economic Development Association

CC: AEDA Board of Directors, Arvada City Council, Arvada Planning Commission

Exhibit G

Public Comment Received through April 19, 2021

Public Comment Items Received through April 19 (25 individual comments)

Scannell - Response Letter to P. Tobin Letter 4.3.21

Scannell - Response Letter to Second P. Tobin Letter 4.13.21

Amy Brooks2

Amy Brooks

Bart Burns

Ben Murphy

Dave Doherty

Denise Bohon

Gayle Cleary

Gina Colucci

J Foster

Julie and John Christopher

Katie Connolly

Kelvin and Lou Edsall

Kristen Danzig

Lee Conley

Louis Weltzer

MVP Website link

Neil Bartel

Pamela and James Odonnel

Pamela Rose

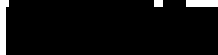
Patrick and Erin Latella

Tara Deard

T M Gone

Tom Neer

April 19, 2021

Carolynne C. White
Attorney at Law


City of Arvada
Community and Economic Development
Attn: Ryan Stachelski, Director
8101 Ralston Road
Arvada, CO 80002

Re: Response to Mr. Patrick J. Tobin's Letter dated March 30, 2021 concerning Project #DA2020-0117 – Development Application (Annexation and Zoning) and Related Applications: Project #DA2020-0132 – Site plan, Project #PA2020-0067 – Project Pre-Application (the "Petition Group Letter")

Dear Mr. Stachelski:

We represent Scannell Properties, LLC (the "Developer") with respect to its annexation, zoning, and rezoning application (collectively, the "Application") for the proposed development of an Amazon last mile delivery station ("Project Indiana") to be constructed in the City of Arvada (the "City"). The Application will be considered at a public hearing before the Planning Commission on April 20, 2021 (the "Public Hearing"). We understand that Mr. Patrick J. Tobin has submitted the Petition Group Letter to document his clients' questions, concerns and requests for action with respect to the Application in advance of the Public Hearing, and on behalf of the Developer, we appreciate the opportunity to submit this letter in response to the Petition Group Letter for the record and to assist the Planning Commission in its deliberations.

As you are aware, the Application concerns the development of approximately 34 acres of land located at 6700 Indiana Street (the "6700 Property"), 6702 Indiana Street (the "6702 Property"), 6710 Indiana Street (the "6710 Property"), a portion of 6720 Indiana Street (the "6720 Property"), 6730 Indiana Street (the "6730 Property"), 14725 West 66th Place (the "14725 Property"), and 14785 West 66th Place (the "14785 Property") (collectively, the "Property"). It also concerns the annexation of Maple Valley Park (the "Park Property") into the City. The 6700 Property, the 6702 Property, the 6710 Property, and the 6720 Property are located in unincorporated Jefferson County, Colorado (the "County") (collectively, the "County Property"), and the 6730 Property, the 14725 Property, and the 14785 Property are located in the City (collectively, the "City Property"). The Developer owns the 6700 Property and is the contract purchaser of the other properties. The Developer desires to annex the County Property into the City and zone such property as Industrial, Light ("IL"), and to rezone the City Property from its current Commercial, General designation to IL.

As a preliminary matter, we would like to clarify that the purpose of the Public Hearing is for the Planning Commission to consider the Application, not the application for a site plan/minor subdivision for the Property (the "Site Plan Application"), which is under review by City Staff. Most of the issues raised by the Petition Group Letter deal with specific components of how the Project might be laid out on the site, and therefore are related to the Site Plan Application, rather than the Application.

410 Seventeenth Street, Suite 2200
Denver, CO 80202
main 303.223.1100

To the Developer's knowledge, the public information in the City's eTRAKiT files with respect to the Application and related applications is complete and up-to-date. No responses from Developer are missing.

Despite the Petition Group Letter's assertion that the Application is incomplete, the Developer has submitted a complete application, as demonstrated in the responses below to the specific concerns raised in the Petition Group Letter. The Land Development Code (the "**LDC**") contains a list of required submittal items that an applicant must provide in order for an application to be accepted for review by City Staff. The Application has met those requirements and the Developer has completed the rigorous review process required by Section 8-2-3-11 of the LDC and has made numerous revisions to address comments and issues raised by Staff during that process. Only applications that appropriately respond to issues raised during the review process are deemed complete and forwarded by the Planning Director to the Planning Commission for review. *LDC § 8-2-3-11.H.*

The Developer appreciates the Petition Group Letter's commitment to a full community perspective, which is consistent with its own commitment to a full community perspective, as evidenced by the amount of community outreach in which the Developer has engaged. The Developer has exceeded the amount of community outreach required by the LDC by hosting two virtual neighborhood meetings, including a five-hour meeting during which the Developer answered more than 500 questions posed by attendees. Moreover, members of the public will have the opportunity to present their perspective at the Public Hearing and the subsequent City Council meeting.

The materials that accompany the Application provide a complete record demonstrating fulfillment of the criteria for an annexation, zoning and rezoning as well as the Developer's commitment to community outreach. In this letter, we address the other specific questions, concerns and requests for action raised in the Petition Group Letter.

A. Pre-Development Items

1. Truck Traffic

The Petition Group Letter states that the truck traffic anticipated to be generated by Project Indiana is in excess of what is permitted by the LDC. We address this comment and the requested action below.

i. Truck Traffic in Excess of Light Industrial Zoning Limitations.

The Petition Group Letter states that because the statutory definition of a "truck" in C.R.S. § 41-1-102(108) and the Model Traffic Code is applied to the cargo vans intended to serve Project Indiana, the number of estimated truck trips will regularly exceed the limit of 50 daily truck trips allowed in the IL zoning. However, while cargo vans may qualify as a "truck" under those authorities, the City has adopted those authorities for the limited purposes of the City's traffic enforcement ordinance, not for land use decisions such as the decisions at issue in the Application. For land use decisions, the City instead properly relies on the traffic engineering-specific definitions and methodologies promulgated by the Institute of Transportation Engineers (ITE). One of those references is the ITE Trip General Manual, which does not include cargo vans within the definition of a "truck" for purposes of analyzing traffic generation associated with various use types. Therefore, using the definition of what constitutes a "truck" for land use decisions such as those at issue in the Application, the number of daily truck trips will not typically exceed the 50 daily truck trip limit for IL zoning. The Developer acknowledges that on infrequent occasions, such as holidays, there may be up to 42 trucks—84 trips—per day. However, the proposed development satisfies the requirements for IL zoning because the typical number of daily truck trips will not exceed 50. *LDC § 11-3-3.* Land use decisions are not properly made on the basis of rare occurrences which might occur sometimes; rather, the impact of uses is determined based on their average, or typical, characteristics.

- ii. Action requested by Petition Group: Discontinue processing the Applications for Light Industrial Zoning.

The City should not discontinue processing the Application. First, as described above, the Developer has demonstrated that the projected number of daily truck trips is compatible with the requested IL zoning. Second, even if the Developer had proposed a level of truck traffic inconsistent with zoning district standards, the proper process pursuant to Section 8-2-2-2 of the LDC is for Planning Commission to make this determination after a public hearing and not for City Staff or Planning Commission to preemptively discontinue the application before any of the relevant decision makers have reviewed it. It would be improper to discontinue processing an application for a rezoning based on a finding that has not yet been made or based upon the opponents' opinion of what the Planning Commission may find.

2. Comprehensive Plan Amendment

The Petition Group Letter noted that the City initially stated that an amendment to the 2014 Comprehensive Plan (the "Comp Plan") would be needed for the portions of the Property designated as Neighborhood/Community Commercial. The Petition Group Letter further noted that no proposed amendment to the Comp Plan can be located and set forth some questions and requested actions with respect to the same. We address these questions and the requested action below.

- i. Questions: Is this in process? When will a draft be circulated?

City Staff review has subsequently concluded that the Application is consistent with the existing Comp Plan and therefore not required the Developer to amend the Comp Plan. Therefore, to the Developer's knowledge, an amendment to the Comp Plan with respect to the Property is not in process and there is no draft of such amendment to circulate.

- ii. Actions requested by Petition Group: Enforce the existing Comprehensive Plan, particularly the requirements that the development "minimally affect surrounding properties" and will not have "significant adverse impacts upon the natural environment"

As described in detail in the Developer's two letters to the City accompanying the Application dated December 11, 2020 (the "Developer's Letters"), the Developer has submitted the Application in which it demonstrates that the proposed annexation, zoning, and rezoning is consistent with the Comp Plan. The Comp Plan designates a majority of the Property as "Industrial/Office/Retail," with a small portion designated as "Neighborhood/Community Commercial." The Property also is designated as a future employment center. As discussed in the Developer's Letters, the proposed uses for Project Indiana are compatible with this designation. Similarly, the Comp Plan designates the Park Property as "Open Space," which is compatible with the proposed uses for the Park Property.

As further described in the Developer's Letters, the Application also complies with the Comp Plan provisions that require development to "minimally affect surrounding properties" by proposing a design for Project Indiana that includes ample buffers between the proposed development and the surrounding uses. The buffers between Project Indiana and residential development will be further enhanced by the Park Property.

The LDC requires that a proposed zoning or rezoning shall not result in a land use with "significant adverse impacts on the natural environment", LDC § 8-3-4-2.A.4, and the Comp Plan sets a goal to "minimize the impact of new development on natural areas to allow continued co-habitation of people and wildlife," *Comp Plan, Goal R-1*. Project Indiana will not have "significant adverse impacts upon the natural environment" because, as detailed in the Developer's Letters, the Developer intends to construct large retention ponds

and work with the City to address any additional mitigation measures deemed necessary during review of the Site Plan Application. Therefore, the Application is in compliance with the LDC and consistent with the Comp Plan.

As an aside, it should be noted that, unlike zoning, the Comprehensive Plan is not a document which can be “enforced.” Rather, the Comprehensive Plan is an advisory document, which sets forth guiding principles for making certain decisions pursuant to the LDC. The Application demonstrates numerous ways in which it is consistent with and in furtherance of the Comprehensive Plan. If the Petition Group has a different opinion, the Public Hearing is one of several fora provided by the LDC for them to express that opinion.

3. Floodplain and Detention Pond Area

The Petition Group Letter states that the Petition Group has located sketches and contour overlays demonstrating that portions of the Developer’s proposed detention pond area overlay the 100-year floodplain. The Petition Group Letter sets forth the following requested action with respect to the proposed detention pond area, which we will address below:

- i. Action requested by Petition Group: *Require a modified Detention Pond located completely outside the Floodplain.*

This comment is not relevant to the Application or the Public Hearing because approval of the requested annexation, zoning, and rezoning does not include approval of the placement of detention ponds within a proposed development. To the extent that any modified detention ponds are required for approval of the Site Plan Application, the Developer will address such requirements in conjunction with City staff at the appropriate time in the review process.

4. 68th Avenue Access

The Petition Group Letter states that the City has commented that approval from the Colorado Department of Transportation (“**CDOT**”) will be required for approval of Project Indiana. The Petition Group Letter further states that no documents with respect to an access permit have been located and an access permit has not been issued. The Petition Group Letter sets forth the following requested actions, which we will address below:

- i. Actions requested by Petition Group: *(1) Obtain a copy of the Access Permit application and make it available to the Planning Commission and the Public. (2) Require an issued State Highway Access Permit in advance of any action by the Planning Commission.*

This comment is not relevant to the Application at issue because, pursuant to Divisions 8-3-3 and 8-3-4 of the LDC, none of the criteria for approval of a requested annexation or zoning address the approval of access permits by CDOT. No requirement exists that access permits must be obtained, or even submitted, prior to submittal of other applications, such as the Application at issue here. In fact, an applicant could apply for annexation, zoning, and site plan review and not apply for an access permit for a year or more after such applications are approved. Additionally, the Developer has completed and submitted to CDOT its access permit applications.

5. Eldritch Street and East on W 68th Ave.

The Petition Group Letter sets forth a concern and the following requested action with respect to access and traffic at the intersection of Eldritch Street and W 68th Avenue:

- i. Action requested by Petition Group: Applicant's plans should strictly comply with § Sec. 4-4-2-3 of the LDC, which would require a permanent mechanism, using either physical barriers or using regulatory signaling and signage to specifically prohibit Van and Truck access from the Applicants developed property through the intersection.

Although it should be noted that this is really a Site Plan issue and is not related to the Application, the Developer is committed to complying strictly with Section 4-4-2-3 of the LDC in any manner the City directs. The Developer does not anticipate traffic, including delivery van traffic, at the intersection of Eldritch Street and W 68th Avenue to be an issue, but if traffic becomes an issue after the last mile delivery station opens, the City will evaluate and implement measures as necessary, which may or may not include a physical barrier.

6. Traffic North on Fig Street.

Similar to Item 5 above, the Petition Group Letter sets forth a concern with respect to traffic on Fig Street along with the following requested action:

- i. Action requested by Petition Group: Applicant's plans should strictly comply with § Sec. 4-4-2-3 of the LDC. Require a permanent mechanism, using either physical barriers or using regulatory signaling and signage to prohibit Van and Truck Traffic traveling north on Fig into the Eldridge and W 68th Avenue intersection.

The Developer's response is the same as to Item 5 immediately above. While this is a Site Plan issue, and not related to the Application, to the extent that the City wishes to restrict the use of Fig Street or require some other type of mechanism to restrict traffic, the Developer has no objection.

7. Tree Planting

The Petition Group Letter raised multiple concerns with respect to tree planting for the Property and the Park Property. Again, this issue relates principally to the Site Plan, rather than the Application. However, the Developer's plans for tree planting fully comply with the City's requirements and avoid adverse impacts upon the natural environment in compliance with the LDC.

The Developer will plant approximately 830 trees on the Property and is dedicating 1.1 acres of land to the City where the City may plant additional trees. Additionally, the Developer is also making an additional cash payment to the City for the purposes of tree mitigation, which the City can use to plant additional trees within the Park, or anywhere else in the City that it sees fit.

It is also the Developer's understanding that the City does not currently wish the Developer to plant additional trees in Maple Valley Park based on the City's evaluation. The Developer will continue to follow the City's direction with respect to this issue. Additionally, although the Assessment completed by Colorado State University suggests that planting trees would reduce the impacts on Maple Valley Park, the Developer is not permitted to plant trees in the floodplain that is adjacent to the Park Property. To the extent that the City desires trees in Maple Valley Park and the planting of trees does not violate the prohibition on planting trees in the floodplain, the Developer is willing and happy to cooperate in planting trees.

8. Screening

The Petition Group Letter states that, because the Property is approximately 10-20 feet higher than the residences to the north, the Developer should provide as much screening of Project Indiana from the neighborhood as possible. The Petition Group Letter sets forth the following requested actions, which we will address below:

- i. *Actions requested by Petition Group:* *Require a visibly solid fence high enough to fully block direct view of the Parking Lot Lighting from the residences to the north. The Wall needs to be across the entire north property line. Also, a wall should be required on the Fig street side to block vehicle lights from Ralston Valley and Hill Crest neighborhood residences.*

Once again, it must be noted that this issue pertains to the Site Plan not the Application. However, in the Site Plan, the Developer has designed screening for the Property using a variety of techniques, including a screening wall, additional buffer area, and landscaping in different areas along the northern boundary of the Property. According to the Developer's analysis, a screening wall across the entire northern border of the Property would not be as effective as the variety of techniques the Developer has proposed. The Developer has proposed a screening wall for portions of the northern border of the Property where a screening wall would most effectively screen Project Indiana from surrounding properties and where there was no room for other buffering techniques that would provide more effective screening than a wall. Overall, the Developer has designed Project Indiana to minimize any impacts vehicle lights may have on the Ralston Valley and Hill Crest neighborhood residences to the east of the Property. To the extent that the Petition Group Letter presents concerns about the screening of parking lot lighting, the Developer has designed the parking lot lighting specifically to minimize impact on nearby properties, including the use of shorter light poles and cut-off lights. The photometric plan submitted as part of the Site Plan approval will demonstrate that it meets all the applicable criteria as it relates to lighting.

9. Excessive Parking

The Petition Group Letter raised multiple concerns with respect to parking on the Property. The Petition Group Letter sets forth the following requested questions, concerns, and actions, which we will address in turn below:

- i. *Question:* *Why are the Applications being allowed to proceed without the Parking Plan that was initially requested in May of 2020?*

A parking plan is not required for an application for an annexation, zoning or rezoning and is appropriately considered as part of a site plan. Therefore, the requested parking for Project Indiana is not at issue in the Application to be considered at the Public Hearing.

However, even if parking were at issue in the Application, the Petition Group Letter misinterprets the City's May 2020 request. City Staff was not requesting that the Developer produce a formal parking plan. Rather, City Staff was merely seeking detailed information clarifying why the requested amount of parking was being sought for Project Indiana. During the rigorous review process, the Developer provided this information to the City, which the City accepted as part of the complete Application.

Even if the City were ultimately to determine that a formal parking plan were required for approval of the Application, the proper process pursuant to Section 8-2-2-2 of the LDC is for Planning Commission to make this determination after a public hearing and not for City Staff or Planning Commission to preemptively halt the processing of an application. As noted above, it would be improper to discontinue processing an application for an annexation or rezoning based on a finding that has not yet been made or based upon the opponents' prediction of what the Planning Commission may find.

- ii. Concern No. 1: Jefferson County in its review of DA2020-0132, dated February 22, 2021, specifically noted "The parking for the site seems excessive. We request that the applicant provide a parking study to justify why so much parking is needed."

The Developer's response to this concern is the same as to the Petition Group Letter's question about parking above. The City's question about the amount of parking for Project Indiana was addressed during the Application review, and the City determined no parking study was necessary. More importantly, a parking study is not required for an annexation, zoning or rezoning and is appropriately considered as part of a site plan.

- iii. Concern No. 2: The excessive parking area adds unnecessary impervious surfaces that will adversely affect Ralston Creek which is already very close to being an impaired waterway.

The Petition Group Letter's concern about impervious surfaces is irrelevant to the Planning Commission's review of the Application. The impact of parking areas on impervious surfaces and potential mitigation measures will be analyzed during review of the Site Plan Application and is not at issue for the Public Hearing.

- iv. Concern No. 3: The excessive parking will add artificial light at night too close to Maple Valley Park impacting the wildlife, particularly the nesting birds and nocturnal animals that populate the Park and surrounding areas.

The Petition Group Letter's concern about artificial lighting is irrelevant to the Planning Commission's review of the Application. Lighting will be analyzed during review of the Site Plan Application. However, the Developer is committed to using cut-off lights and shorter light poles in the parking areas, which will alleviate potential lighting impacts.

- v. Actions requested by Petition Group: (1) Require the Applicant to strictly justify the parking based upon the representations made about the number of on-site employees and Van Drivers that it has asserted will be parking at the facility when developed and remove all unjustified parking areas on the north side of the building and minimize impervious area impacting Ralston Creek. (2) Limit Parking to encourage use of Mass Transit and Car Pooling. (3) Require applicant to strictly enforce prohibitions on litter and human waste from Van and Van Drivers being left in the parking area or dumped into the Park or Ralston Creek.

As discussed above, the Developer has adequately justified the amount of parking for Project Indiana as part of the Application review process. Similarly, the site design incorporates the Developer's parking needs. Although Amazon strongly encourages its employees to use mass transit, carpooling and other measures, this is not an appropriate reason to reduce parking to a level that could negatively impact operation of the last mile delivery station. In response to the rather provocative claim regarding "litter and human waste," the City already has all the authority it needs to enforce its existing code provisions regarding such matters, whether on public or private property.

B. Heavy Truck Routing Plan

The Petition Group Letter states that a heavy truck routing plan is required for the use of certain vehicles at a frequency of more than 25 heavy truck trips per week but has not yet been provided. *LDC* § 8-2-6-2. The Petition Group Letter sets forth the following requested action, which we will address below:

1. *Actions requested by Petition Group: Require this Study to be completed and provide to the public when it is available.*

The Petition Group Letter's concern about the heavy truck routing plan is irrelevant to the Application because, when required, the heavy truck routing plan is part of the Site Plan Application. Moreover, heavy trucks will not be routed through residential neighborhoods.

The Developer has provided all information that will comprise the heavy truck routing plan within the traffic study and other components of its application. The Developer would be happy to compile this information into a single document entitled "Heavy Truck Routing Plan. However, it is important to note that this routing plan would become part of the Site Plan Application and is not a prerequisite to or condition of the Public Hearing.

C. Communication Problems, Confusing Information

The Petition Group Letter expressed its belief that the public has been "removed" from the Application consideration process as a result of communication problems and confusing information available to the public. Nothing could be further from the truth. Rather, the Developer has undertaken significant efforts above and beyond what is required by the LDC to ensure that the public can be actively involved in the review process. The Developer not only conducted the required neighborhood meeting required by the LDC in November of 2020 but responded to additional citizen interest in Project Indiana by coordinating an additional virtual neighborhood meeting (the "**Supplemental Meeting**") in an effort to hear and respond to public comment. The Developer also provided the neighborhood opposition group with an official time on the Supplemental Meeting agenda of to express its concerns.

The Developer acknowledges that shortly before the Supplemental Meeting, the Developer modified the meeting platform, leading to some confusion. However, this change in meeting platform was in an effort to accommodate the large number of participants, all of whom would not have been able to join the original meeting platform due to the platform's limit in the number of allowed participants. As soon as the Developer determined that there was some confusion about the change in meeting platform, and in an effort to ensure that all who wished to join had the opportunity and information to do so, the Developer rescheduled the Supplemental Meeting for two weeks after it had initially been scheduled. Despite this change and any confusion caused by the communication, more than 370 citizens ultimately attended the Supplemental Meeting, indicating that notice of this Supplemental Meeting was adequate. Additionally, in an effort to be responsive to citizen concerns, the Developer has offered to meet with members of Project Maple Valley Park. Thus far, no group members or representatives have accepted the invitation, although the invitation stands. Therefore, as this letter demonstrates, the Developer has not only fully complied with, but has exceeded the public outreach requirements of the LDC.

D. Unanswered Questions from Public Meetings

The Developer understands that a small number of the more than 500 questions presented during the recent five-hour long neighborhood meeting may not have been answered. The Petition Group Letter's request that the Director suspend the processing of the Application pursuant to Section 8-2-4-1.D of the LDC is outside of the Director's purview because Section 8-2-4-1.D of the LDC addresses instances where applicants fail to provide notice or where the notice is defective and is therefore not relevant to an instance such as this in which the Developer provided proper notice of the November 2020 neighborhood meeting required by the LDC and of the Public Hearing. Because the Supplemental Meeting was not required by the LDC, the notice requirements of the LDC did not apply. Nevertheless, the Developer made every effort to comply with the notice requirements of the LDC for the Supplemental Meeting as though those requirements did apply.

City of Arvada
April 19, 2021
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Additionally, in an effort to continue to be responsive to citizen concerns, the Developer has provided answers to all questions in Exhibit A to the Petition Group Letter in an Exhibit A to this letter.

No other matters with respect to the Application are identified as incomplete in the Petition Group Letter. The Application is complete and is properly scheduled for the Public Hearing. No basis exists for discontinuing processing of the Application or any other such preemptive action.

We understand that the Petition Group opposes the Project. They will have the opportunity to continue to express their opposition and concerns at the Public Hearing, and we look forward to hearing this information so that we may respond.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Carolynne C. White', with a stylized, cursive script.

Carolynne C. White

Exhibit A
Response to Petition Group Questions

- 1. When are your comments going to be available for the questions and recommendations posed by the Jefferson County Planning staff in their comments dated January 26, 2021 and February 5, 2021 (attached). Can you please respond to Jeffco's comments?**

We have not seen these County comments with these dates. We believe this question refers to comments that were submitted to the City, not to us, as part of the referral process on our applications, or possibly County comments on an application to the County that has since been withdrawn. In any event, we have responded to all City questions directed at us as the applicant, and do not have any planned additional responses forthcoming.

- 2. There should be comparable developments as proposed by the developer in the Denver Metro area and the front range. Please list and provide the following information on similar operations in other Colorado cities:**
- a. Date put into operation**
 - b. Number of employees**
 - c. Van parking spaces on-site and off-site**
 - d. Zoning of each location**

There are Delivery Stations similar in size, total employment and onsite parking operating in Broomfield and Thornton. Another facility is under review in Colorado Springs. Each facility complies with local zoning and land use designations.

City	Broomfield	Thornton	Colorado Springs
Year Opened	2021	2020	Pending
Building Size	201,000	151,000	104,767
Employees	635	425	225
Parking (emp/van)	389/1,193	318/590	153/429

- 3. How do you reconcile your proposed Project with the values for the Maple Valley Park Open Space as stated by the City of Arvada in their numerous documents recommending how Open Space should be preserved, protected, and improved?**

There are no plans to disturb any portions of Maple Valley Park as part of the project. On the contrary, an additional +/- 1.1 acres will be dedicated to the City to expand Open Space and further separate the development from the closest existing residences.

- 4. What is the status of other project permits?**
- a. State Highway Access Permits** - These are being submitted to CDOT, per the request of CDOT.
 - b. Stormwater Discharge Permit** - This is a state permit, applied for prior to commencing

construction activities.

- c. **Air Emissions** - These are submitted by the contractor, applied for prior to commencing construction activities.

5. **The applicant has stated since the 1st public meeting last November that the van parking is critical and cannot be altered. Please explain why.**

As a Last Mile Distribution Center, the loading and parking of delivery vans are key uses on the site. Sufficient parking is planned to ensure all parking occurs onsite.

6. **What is the projected daily amounts of wastes estimated from the Site, and the Van and Truck Traffic broken down as follows:**

- a. **Human waste from Truck and Van Drivers?** These stations don't typically generate a lot of waste. Pallets and containers are sent back on the empty trucks to be reused.

- b. **Solid Waste – paper, packaging, cafeteria, pallets, containers?** Garbage/recycling dumpsters are emptied weekly and typically consists of lunch packaging, etc. These stations are not repackaging many shipments and so don't generate a significant amount of cardboard recycling.

- c. **Any Hazardous wastes?** No.

- d. **Any liquid wastes such as oils, lubricant, flammables?** No.

7. **Are the truck and van drivers utilizing the restroom facilities inside the building and are the facilities sized for 1,000+ drivers over and above the 300+ associates working in the building?**

The arrival of drivers is spread across a few hours in the morning and return to the station over a few hours in the evening during the day while the sortation associates primarily work at night. The facilities are designed above what is required for the utilization of restrooms in accordance with building codes.

8. **Will Truck and Van drivers be subjected to scheduling that precludes using the restroom facilities inside the building.** No.

9. **Please provide an overlay map showing the development, including the Detention Pond and its embankments and contours overlying the floodplains, wetlands and Ralston Creek?**

This is provided in the Site Plan documentation, with the floodplain limits being shown in conjunction to the stormwater detention facility. (See attachment).

10. **The Kimley-Horn site plan drawing 096441010_CSP_SP sheet 4 shows a location, just north of the proposed building, for a parking space for an "Emergency Mobile Generator".**

- a. **Will there be a generator parked and connected to the building electrical system in the noted space on a permanent basis?** This is a space allocation for a generator, if required in an emergency. A generator will not be placed in the facility on a permanent basis.

- b. **What is the intended use of the generator?** Full operation of the plant? Emergency lighting or utilities such as air compressors? As stated, it will only be brought in temporarily in an emergency situation and would be intended to run the whole facility until power is restored.

- c. **What will be the size of the generator, both engine size and generator electrical capacity?** It would be a 500 kw with about a 750 hp engine.

- d. **What fuel will the unit use and what is the capacity of the fuel tank for the unit?** Diesel full with about a 500 gallon tank.

- e. **Why must a generator be placed on the north side of the building which will cause increased noise and emissions for the area residents north of the project site?** The generator needs to be placed outside the electrical room which is located on the north side.

11. Will there be other utility equipment, such as air compressors and boilers installed in the center and if so, please provide a list and size of equipment and where the exhausts or venting of the equipment will be located?

No. All other mechanical equipment which provides ventilation, heating and cooling is roof mounted.

12. Where and when is trash from Vans collected before and after return to the center?

Drivers maintain clean vehicles by utilizing garbage receptacles on site at the completion of their route.

13. Why was traffic count data taken in the middle of summer 2020 and during the pandemic which had no school traffic component and lower work traffic levels due to the pandemic used for the study and why was it adjusted with 2017 data which did not reflect current traffic volumes generated from the Westwoods Mesa, GEOS, Candelas, Leyden Rock neighborhoods, and others which increased significantly after 2017?

Traffic research publications indicate that summer months do not influence a variation in traffic counts and the majority of data suggests traffic volumes are higher during the summer months. It should be noted that school dismissal times do not align with the peak hour of the adjacent street; therefore, traffic volumes utilized during the PM peak hour in the traffic study are higher than the traffic volumes coinciding with the school dismissal hour. The afternoon peak hour of the adjacent street is the controlling hour that dictates the needs for roadway infrastructure improvements and school dismissal times do not align with this hour. Further, development cannot be constrained to months occurring outside of summer. This project was kicked-off during the summer and counts needed to be collected at that time in order to meet the project schedule.

Historical traffic information from 2017 was the most recent collected traffic data from the City to provide for a comparison. This is standard practice for comparison and preparing traffic impact studies during the pandemic.

An annual traffic growth rate was appropriately applied based on travel model forecasts. It should be noted that traffic volume projections in the Project Indiana traffic study exceed long-term traffic model projections conducted by both the Colorado Department of Transportation (CDOT) and Denver Regional Council of Governments (DRCOG).

14. Vehicle Fleet Fueling and Servicing Questions:

- a. **How is the van fleet to be fueled?** We look forward to an electric fleet in the coming years, while in the short term and where allowed, there are Mobile Fueling solutions or the vans refuel as needed while out on delivery routes.
- b. **If off-site, how many van trips for fueling and at what location?** If off-site, drivers refuel while on the route so no additional trips and many stations are used in multiple surrounding areas.
- c. **If onsite either via a fueling station or a contractor using fueling service vehicles, how many heavy tanker fuel trucks would be required for an onsite fueling?** We do not use the heavy tanker fuel trucks with 5-10k gallon capacity. We may have 3-4 smaller 1k gallon trucks.
- d. **How is the fleet to be serviced for oil changes and fluid and where?** Where allowed, Mobile Maintenance is an after-hours program that brings standard preventative maintenance onsite (oil change, filter replacement, tire rotation). The vendor also offers additional aftermarket up-fittings and repairs (ex. side steps, cameras, bulb replacements, or mirrors).

- e. **How are fleet vehicles to be washed and where?** There are Mobile Washing solutions or the vans use carwashes as needed.
- f. **Where will vehicle maintenance be performed?** Larger maintenance and repairs are performed at local repair shops.

15. The Traffic Impact Study mentions inadequate turn lanes on 64th and Indiana and 64th and McIntyre and essentially says that the city should address these issues. Since the proposed project will exacerbate the turn lane issues why is it not the project's responsibility to address the noted problems?

These are existing issues and the project has negligible impacts on these intersections (less than 4% additional contribution). Therefore, it is not incumbent on this development to fix existing operational issues within the City that are not impacted by this development.

16. Why has mass transit not been discussed or investigated since there appears there could be over a thousand associates and drivers commuting to the proposed project every day?

Total employment, spread over several shifts, will be about 325 during normal operations and 750 during holiday operations. In addition, bike racks and kiss-and-ride facilities are proposed at the development to encourage carpooling and alternative transportation requirements. The sidewalk in front of the facility is being designed for both pedestrian and bike traffic.

17. How will the Developer address (during the pre-development phase) the impacts to the park from construction and from anthropogenic sources of light, noise, and air pollution generated by the Development?

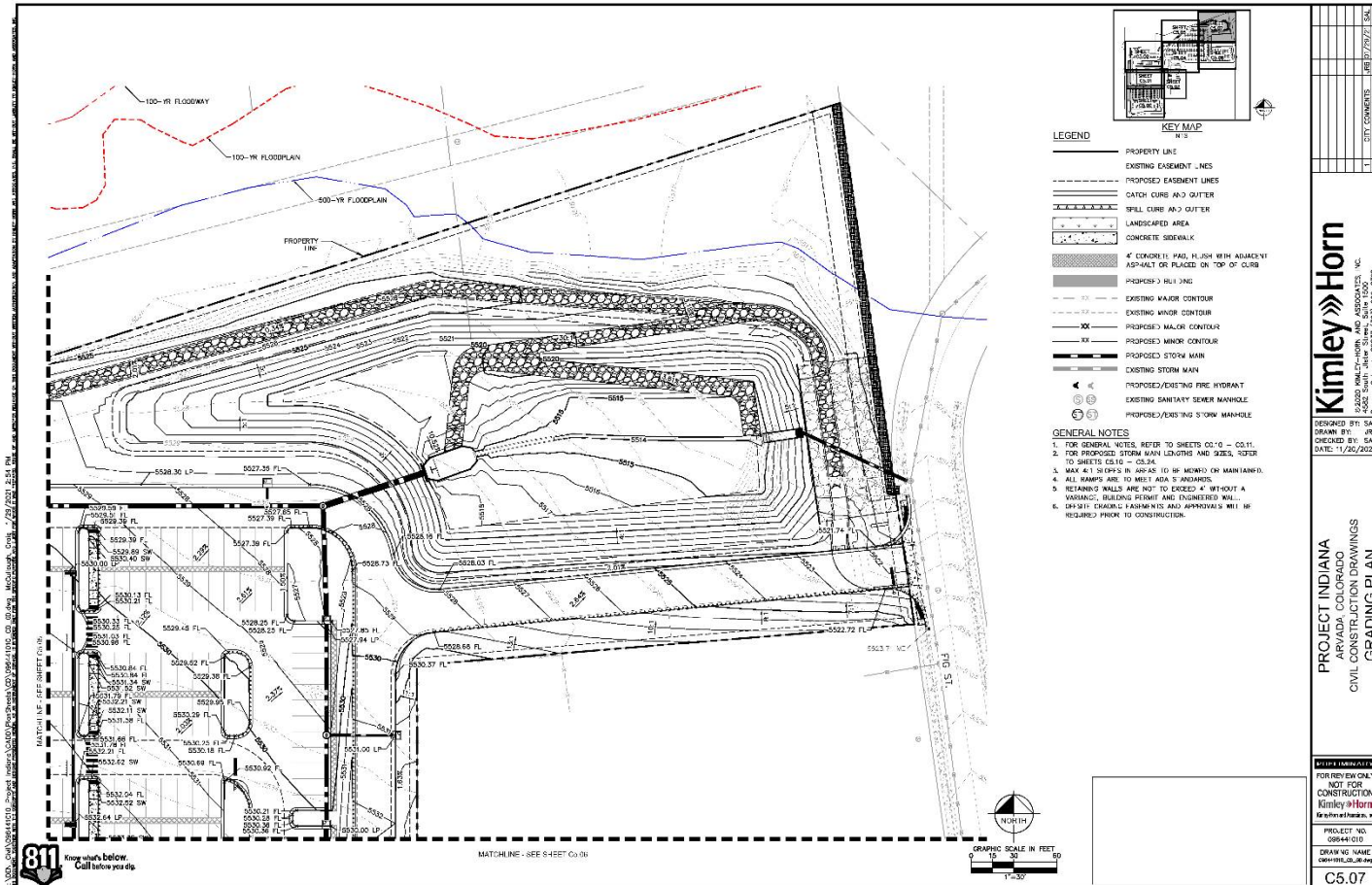
There are no plans to disturb any portions of Maple Valley Park as part of the project. The developer will comply with City Code requirements during construction.

18. What is the Developer's light mitigation plan to allay light pollution on Maple Valley Park, its wildlife, and nearby homes?

The lighting plan for the Delivery Station will comply with City Code requirements. Low impact lighting will be utilized (through the use of "cut-off" fixtures) to eliminate light trespass and reduce glare. Additionally, the pole height of any light poles planned onsite is a maximum of 22 feet, whereas City Code allows the height of exterior light fixtures, whether mounted on poles, walls or by other means to be 35 feet in the light industrial zoning district.

19. What impact studies have been done at any other similar Amazon "Last Mile" Distribution Centers to document the noise decibel levels during both daytime and nighttime operations?

The facility will operate within applicable noise limits in the City Code.



April 19, 2021

Carolynne C. White
Attorney at Law


City of Arvada
Community and Economic Development
Attn: Ryan Stachelski, Director
8101 Ralston Road
Arvada, CO 80002

Re: Response to Mr. Patrick J. Tobin's Letter dated April 12, 2021 concerning Project #DA2020-0117 – Development Application (Annexation and Zoning). Related Applications: Project #DA2020-0132 – Site plan, Project #PA2020-0067 – Project Pre-Application (the “Second Petition Group Letter”)

Dear Mr. Stachelski:

As you know, we represent Scannell Properties, LLC (the “Developer”) with respect to its annexation, zoning, and rezoning application (collectively, the “Application”) for the proposed development of an Amazon last mile delivery station (“Project Indiana”) to be constructed in the City of Arvada (the “City”). The Application will be considered at a public hearing before the Planning Commission on April 20, 2021 (the “Public Hearing”). We understand that Mr. Patrick J. Tobin has submitted the Second Petition Group Letter to document his clients' concerns with respect to the Staff Report to Planning Commission, dated April 20, 2021 (the “Staff Report”). The body of the Second Petition Group Letter asserts two items of concern: (A) that there is incorrect information on a material issue in the Staff Report and (B) that the Staff Report omits material information. Mr. Tobin has enclosed with the Second Petition Group Letter his Summary Report for Zoning Compliance (the “Summary Report”) documenting his clients' additional concerns. On behalf of the Developer, we appreciate the opportunity to submit this letter in response to the items of concern in the Second Petition Group Letter and Summary Report for the record and to assist the Planning Commission in its deliberations.

Despite the Second Petition Group Letter's assertion that City Staff has failed to identify significant problems in the Staff Report that will affect Planning Commission's consideration of the Application, the items of concern raised in the Second Petition Group Letter have been properly addressed by the Developer and City Staff in accordance with the Land Development Code (the “LDC”), and the Staff Report fulfills its role to assist Planning Commission in making an informed decision about the Application.

For ease of reference, this letter and Exhibit A uses the same headings as Mr. Tobin, although we disagree with the characterizations made in these headings.

A. Incorrect information on a material issue.

The Second Petition Group Letter states that page 7 of the Staff Report incorrectly refers to “semi-truck trips” rather than “truck trips.” The Second Petition Group Letter is correct that “semi-truck trips” is not a term used in the definition of “Light Industry” in the LDC. However, despite any minor typographical difference in the language of the Staff Report and the LDC, Staff is not advocating a “unique position” with respect to truck

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main 303.223.1100

trips because the Staff Report correctly identifies that Project Indiana's use of vans complies with the 50-truck trip limitation set forth in Section 11-3-3 of the LDC.

As discussed in our April 19, 2021 response (the "**Developer Letter**") to Mr. Patrick J. Tobin's letter dated March 30, 2021 (the "**First Petition Group Letter**"), the 50-truck trip limitation does not apply to Amazon's vans because Amazon's vans do not fit the definition of a "truck" for purposes of land use decisions such as those at issue in the Application. Although the Model Traffic Code does include a statutory definition of "truck" in C.R.S. § 41-1-102(108) that could be interpreted to include Amazon's vans, the City has adopted the Model Traffic Code only for the limited purpose of traffic enforcement in the City and not for land use decisions. The definitions in the Model Traffic Code are inapplicable and wholly irrelevant to land use decisions. For its land use decisions, the City relies on the traffic engineering-specific definitions and methodologies promulgated by the Institute of Transportation Engineers (ITE), which do not include cargo vans within the definition of a "truck." Therefore, for purposes of the LDC limitation, trips by Amazon's vans do not constitute "truck trips," and Staff properly concludes in the Staff Report that the number of daily truck trips proposed in the Application complies with the requirements for the Industrial, Light ("**IL**") zoning district.

B. Material omission of information.

According to the Second Petition Group Letter, the Staff Report improperly fails to mention that the Colorado Department of Transportation ("**CDOT**") has not yet granted an access permit for the proposed access point at the intersection of 68th Avenue and Indiana Street and that a preliminary review of the access point by CDOT rejected signalization of the intersection. However, these omissions were in fact proper because these comments are not relevant to the Application and do not relate to the criteria at issue. Pursuant to Divisions 8-3-3 and 8-3-4 of the LDC, none of the criteria for approval of a requested annexation or zoning address the review or approval of access points or access permits by CDOT. Additionally, the Developer has prepared and submitted to the CDOT its access permit applications.

C. Summary Report.

The Summary Report sets forth various citizen concerns related to the Application and Project Indiana. The Developer has provided responses to the concerns set forth in the Summary Report in an **Exhibit A** to this Letter for consideration by the Planning Commission. As a threshold matter, it must also be noted that, even if it were true that the Developer had not yet met its burden of proof demonstrating that the Application meets the criteria in the LDC for annexation and zoning/rezoning, the record is not complete until the hearing before the Planning Commission, including all presentations, public testimony, additional evidence, and questions and answers, is closed. Mr. Tobin appears to be attempting to file some type of land use Motion for Summary Judgment to attempt to persuade the City to dismiss the Application before it has been fully heard and considered by the decision maker. Although his clients, as members of the public, certainly have the right to comment on the application, the Developer, as the applicant, also has a right to due process, which includes a full hearing on the Application.

Although we understand that the Petition Group opposes Project Indiana, the Staff Report is not improper or incomplete in any way, but rather fulfills City Staff's obligations to the Planning Commission and the City and will assist the Planning Commission in making a fully informed decision about the Application.

Thank you for your consideration.

City of Arvada
April 19, 2021
Page 3

Sincerely,

A handwritten signature in black ink, appearing to read "Carolynne C. White". The signature is fluid and cursive, with the first name being the most prominent.

Carolynne C. White

Exhibit A

Response to Summary Report for Zoning Compliance

I. **Burden of Proof for Compliance is on the Applicant**

The Summary Report correctly states that an applicant must demonstrate that a development application, such as an application for an annexation, zoning or rezoning, complies with all applicable review and approval criteria. *LDC § 8-2-3-2*. However, the Summary Report incorrectly replaces the review and approval criteria from the LDC with criteria not contained in the LDC. Applications for annexation, zoning, or rezoning are reviewed for compliance with the applicable review and approval criteria in Sections 8-3-3-3 and 8-3-4-2 of the LDC, and as discussed in the Application and Developer's two letters to the City accompanying the Application dated December 11, 2020 (the "Application Letters"), the Developer has satisfied the applicable review and approval criteria contained in the LDC.

II. **Relevant Comprehensive Plan and LDC Requirements to Gauge Applicant's Compliance**

A. Comprehensive Plan Requirements

The Summary Report argues that the Developer has not proven that the Application complies with a number of sections in the 2014 Comprehensive Plan (the "Comp Plan") related to (1) Comp Plan designation; (2) community character, urban design, and historic design; (3) redevelopment and infill; and (4) resource conservation and environment. It is important to note that the Comp Plan is an advisory document and projects need not promote every policy in the Comp Plan; rather the approval criteria for a zoning or rezoning listed in Section 8-3-4-2 of the LDC require that a zoning or rezoning be "consistent with" the Comp Plan.

Indeed, as noted in the LDC, and consistent with basic principles of land use law, the purpose of the Comp Plan is to provide policies to guide major decision-making, but the actual regulatory document of the City is the LDC itself. *LDC § 1-1-5-1*. The Planning Commission and City Council shall pay "reasonable regard" to the policies of the Comprehensive Plan, but it is not a binding regulatory document like the LDC. *LDC § 1-1-5-2*.

The Developer, in fact, has demonstrated clearly in the Application Letters that the Application is consistent with the Comp Plan, including the sections referenced in the Summary Report. We now will discuss how the Application is consistent with each of the Comp Plan sections referenced in the Summary Report.

1. **Comp Plan Designation**

A majority of the Property is designated as "Industrial, Office, Retail." *Comp Plan Fig. 2-8, Future Land Use Map*. As the Summary Report notes, this designation is intended to encourage development that "will minimally affect surrounding properties." *Comp Plan p. 2-28*. Project Indiana will minimally affect the surrounding properties, including the residences located in the vicinity of the Property, because of the Developer's thoughtful site design. The Property is approximately 34 acres in size, which allows the Developer to incorporate large setbacks for the building and parking areas and position the building and primary noise producing activities away from the existing residences.

Although Project Indiana's site design and orientation will ensure that Project Indiana minimally affects surrounding properties, the Developer also has integrated a number of features to further minimize Project Indiana's impact on surrounding properties. For example, the Developer is constructing a six-foot tall screening wall along a portion of the Property's northern border, dedicating 1.1 acres of land to the City to expand Maple Valley Park, installing additional on-site buffering, installing extensive landscaping to shield Project Indiana, using full cut-off light fixtures, and using 22-foot light poles (13 feet shorter than what is allowed on the Property). Additionally, much of Project Indiana is surrounded by other industrial and commercial uses of similar mass, intensity and scale, for which no mitigation or other protective measures are necessary.

Compared to other uses which would be allowed by right within an area designated as “Industrial, Office, Retail,” Project Indiana is towards the low end of the spectrum in terms of its mass, intensity and scale. Therefore, Project Indiana fits squarely within the development envisioned by the Comp Plan for the Property.

2. Community Character, Urban Design, and Historic Design

The Summary Report erroneously suggests that Project Indiana does not comply with three policy statements within the Comp Plan goal for Community Character, Urban Design, and Historic Preservation.

First, the Summary Report identifies the Comp Plan policy of promoting integration within districts of the City through “context-sensitive design of new development” as a relevant policy statement. *Comp Plan p. 2-11*. Project Indiana supports this policy because Project Indiana represents the fulfillment of the City’s goal of creating a city of different development character districts. *Comp Plan p. 2-11*. The Comp Plan recognizes that successful cities are not homogenous; rather, successful cities contain different types of development. In fact, as the Summary Report concedes, the City has identified the Property as ripe for Office / Light Industrial / Retail development. *Comp Plan Fig. 2-4*. Project Indiana is light industrial development, a use expressly envisioned by the City, and will allow the City to capitalize on a strategic investment in an area with predominantly commercial and industrial uses. Therefore, the Application promotes this policy statement.

Second, the Summary Report identifies the Comp Plan policy of “encouraging new infill development to consider and be sensitive to the character of existing neighborhoods . . . including building scale, placement, size, height transitions, landscape, streetscape, and other design measures” as a relevant policy statement. *Comp Plan p. 2-11*. Project Indiana supports this policy. The Property is vacant and primed for infill development, and, although the site design is not part of the Planning Commission’s determination at this time, the Developer has considered the character of the existing neighborhood in its site design. Much of the Property is surrounded by other comparable commercial or industrial developments and, to the extent that the Property borders Maple Valley Park (the “**Park**”) or is located near residential developments, the Developer has integrated the protective measures discussed in Section II.A.1 above, including buffering, into the site design to protect these uses from any negative effects caused by Project Indiana. Therefore, the Application promotes this policy statement.

Third, the Summary Report identifies the Comp Plan policy of working with stakeholders, developers, and members of the community “to consider a project’s potential effects and strive for integration in a manner that helps enrich the district’s character” as a relevant policy statement. *Comp Plan p. 2-11*. Again, Project Indiana supports this policy. As will be discussed in greater detail in Section III.E below, the Developer has actively worked with a number of stakeholders throughout the review process. The Developer has had a robust dialogue with stakeholders about Project Indiana’s potential effects and ways in which Project Indiana can enrich the area, including making a standing offer to meet with members of Protect Maple Valley Park; holding an additional neighborhood meeting beyond that required by the LDC to hear and address community public feedback; reaching out to local businesses; reaching out to the Arvada Economic Development Association; and reaching out to the Jefferson County Economic Development Corporation. Therefore, the Application promotes this policy statement.

3. Redevelopment and Infill

The Summary Report also erroneously states that Project Indiana does not adhere to a number of Comp Plan design principles on Page 2-33 of the Comp Plan related to redevelopment and infill, intended to ensure that development and infill development complement the character and visual qualities of the area and existing development, and does not have negative impacts on existing neighborhoods. However, Project Indiana, in fact, is consistent with these design principles.

First, the overall scale, size, and setbacks of Project Indiana are similar to or compatible with those found on adjacent properties. Because the Property includes multiple parcels, Project Indiana can accommodate

larger setbacks than those found on adjacent commercial or industrial properties (or what would occur if the Property were to develop as individual parcels). Additionally, its scale and size are minimized by the site design as described in more detail above in Section II.A.1.

Second, Project Indiana preserves existing mature street trees and significant features to the extent possible. As discussed in the Developer Letter, Project Indiana fully complies with the City's requirements related to trees. The Developer is cooperating with the City to preserve existing mature trees during development and will plant approximately 830 new trees on the Property. The Developer also is making an additional payment to the City, which will allow the City to plant new trees in the Park.

Third, Project Indiana incorporates pedestrian friendly elements into its design. The Developer is constructing a detached sidewalk and planting trees along Indiana Street to enhance the area for pedestrians. Additionally, the Developer is constructing a pedestrian pathway along Fig Street at the northeast corner of the Property to connect with the Park.

Fourth, the new landscaping materials will be mature enough to visually integrate the new infill with the existing neighborhood within ten years. A variety of spruce and pine trees are proposed, providing dense screening along the floodway at the north border of the Property. In addition to the evergreen trees, a screen wall with alternating evergreen plantings of Inkberry Holly and Carol Mackie Daphne have been proposed along the northern parking areas.

Fifth, usable parks, trails, and open space will be incorporated to the extent possible. As discussed above, the Developer will be constructing pedestrian trails along Indiana Street and a portion of Fig Street. Additionally, the Developer will be dedicating 1.1 acres of land to the City, which can be used by the City to expand the Park.

Finally, it should be noted, and must be emphasized, that in planning, "compatible" and "complementary" do not mean "the same as." Rather, these terms refer to how land uses of different intensities can be located in proximity yet remain in harmony, due to the use of site design, buffering, landscaping, and other techniques. As will be further addressed in the subsequent site plan application (the "**Site Plan Application**"), Project Indiana can and will satisfy these design principles.

4. Resource Conservation and Environment

The Summary Report also states that Project Indiana is not consistent with Comp Plan goals and policies related to resource conservation and the environment. However, Project Indiana will minimize the impact of new development on natural areas to allow the continued cohabitation of people and wildlife and will not impact water quality in stream corridors.

First, the Summary Report identifies the policy related to buffers and setbacks for creeks, water bodies, existing wetlands, riparian areas, and wildlife corridors as being relevant to Project Indiana. *Comp Plan p. 4-12*. However, Project Indiana meets or exceeds all LDC requirements related to buffers and setbacks as demonstrated in the Application and Application Letters.

Second, the Summary Report identifies the policy related to water quality features in new development being required to minimize the degradation of stream water quality as relevant to Project Indiana. *Comp Plan p. 4-12*. As discussed in the Developer Letter, a project's impact on water quality in stream corridors is addressed during review of the Site Plan Application, and is not relevant to review of an application for annexation, zoning, and rezoning.

Third, the Summary Report identifies the policy related to protecting water quality through implementation of best management practices in the design of storm water conveyance and detention facilities as relevant to

Project Indiana. *Comp Plan p. 4-12*. Project Indiana's storm water conveyance and detention facilities will be addressed during review of the Site Plan Application, and are not relevant to the criteria for review of an application for annexation, zoning, and rezoning.

B. LDC Requirements

The Summary Report argues that the Developer has not proven that the Application complies with several sections in the LDC related to (1) the definition of light industry and (2) rezoning approval criteria. The Developer, in fact, has demonstrated clearly in the Application Letters that Project Indiana fits squarely within the definition of Light Industry and meets the approval criteria for rezonings.

1. Light Industry

The Summary Report claims that Project Indiana does not comply with the LDC's definition of Light Industry, highlighting the definition's "limited external impacts or risks" and uses that "involve fewer than 50 truck trips." However, as discussed in the Application, Application Letters, and Developer Letter, Project Indiana is a light industrial use within the definition of Light Industry.

Project Indiana does not have the same external impacts or risks such that the use would be defined as Heavy Industry. "Heavy Industry" uses are those uses that can be described as (1) primary processing, manufacturing, assembly or repair operations not specifically defined in the LDC which involve, among other things, a material risk of significant environmental contamination, explosion, or fire; perceptible ground vibration at the property line; excessive noise or dust emissions at the property line and downwind; and outside emission of objectionable odors; (2) processing of minerals, ores, logs, pulpwood, or fossil fuels; or (3) activities that must undergo New Source Review under the federal Clean Air Act, or are subject to construction or operation permits pursuant to the Colorado Stationary Sources Program or Title V of the federal Clean Air Act. *LDC § 11-3-3*. Project Indiana does not involve any of these activities.

Nor is Project Indiana properly defined as a Heavy Logistics Center. A heavy logistics center is a wholesaling, warehousing and/or distribution use that provides a central location for receiving, storing and distributing raw materials, semi-finished goods, or finished goods that generates more than 50 truck trips per day. *LDC § 11-3-3*. As discussed in this letter and the Developer Letter, Project Indiana does not generate more than 50 truck trips per day. In this context, the term "truck" refers only to large commercial semi-trucks, as defined in the ITE Trip Generation Manual, and discussed in more detail below.

All proposed uses associated with Project Indiana are allowed uses in the IL zoning district, and Project Indiana fits the definition of Light Industry in the LDC. *LDC §§ 3-1-2, 11-3-3*. Moreover, all proposed uses comply with the use-specific standards for primary land use set forth in Sections 3-1-3-7 and 3-1-3-8 of the LDC.

2. Rezoning Criteria

The Summary Report also states that the Developer has not proven that the proposed zoning and rezoning complies with the criteria for approval set forth in Section 8-3-4-2.A of the LDC. However, as discussed at length in the Application Letters, the Developer has provided ample information demonstrating that Project Indiana complies with the approval criteria.

First, as discussed above in Section II.A and in the Application Letters, the proposed zoning and rezoning is consistent with the Comp Plan. The Comp Plan supports Project Indiana's light industrial and office uses and Project Indiana's use of buffers and setbacks ensures that the development will have a minimal effect on surrounding properties. Moreover, the proposed development is comparable in scale to another use envisioned by the Comp Plan for the Property, large format retail, and in fact, has fewer off-site impacts than large format retail would have because large format retail typically generates more traffic.

Second, Project Indiana is consistent with the stated intent of the IL zoning district. The IL zoning district is intended to provide areas for light manufacturing, assembly and fabrication, office, research, food and beverage processing, packaging, bottling, and compatible recreational activities. As a last mile distribution facility, Project Indiana fits squarely within those uses, and therefore is consistent with the stated intent of the IL zoning district.

Third, facilities and services (including sewage and waste disposal, water, gas, electricity, police and fire protection, and roads and transportation, as applicable) will, prior to the completion of the development, be available to serve the subject property while maintaining adequate levels of service to existing development. Moreover, as demonstrated in the traffic study submitted by the Developer, Project Indiana will not generate a significant amount of traffic, and the Developer will improve Indiana Street to handle the slight increase in traffic caused by the development.

Fourth, Project Indiana will not result in significant adverse impacts upon the natural environment, including air, water, noise, stormwater management, wildlife, and vegetation, or such impacts will be substantially mitigated. As discussed in the Application Letters and the Developer Letter, the development will not result in significant adverse impacts to the natural environment, and to the extent that any impacts are caused by Project Indiana, the Developer will mitigate such impacts. The potential impacts will be evaluated during review of the Developer's Site Plan Application.

Finally, the zoning and rezoning is consistent with the character of existing or planned development on adjacent properties and in the surrounding area or neighborhood, or measures will be taken to substantially buffer or otherwise substantially mitigate any negative impacts. The IL zoning district is consistent with the character of the surrounding area because much of the surrounding area to the south and west of the Property contains industrial or commercial development. Moreover, to the extent that the Property borders the Park and is close to residential neighborhoods, the Developer will construct or install a number of protective measures to buffer those areas from any negative impacts caused by Project Indiana.

Therefore, the Application complies with Section 8-3-4-2.A of the LDC.

III. Meeting the Burden of Proof for Light Industrial Zoning

The Summary Report argues that the Developer has not proven that the Application complies with Light Industrial zoning requirements as a result of (1) truck traffic limitations; (2) the Developer's operations; (3) impacts on surrounding properties; (4) water quality impacts on Ralston Creek and the integrity of the Park as a natural area; and (5) work with stakeholders. However, the Developer, in fact, has demonstrated clearly in the Application Letters, the Developer Letter, and this letter, that the Application does demonstrate compliance with the requirements Light Industrial zoning. We now will discuss how Project Indiana is properly categorized as Light Industry.

A. Truck Traffic Limitations

The Summary Report asserts that Project Indiana exceeds the number of truck trips allowed for Light Industry. However, as discussed in the Developer Letter and this letter, this assertion is incorrect, and Project Indiana traffic does not exceed the permissible number of truck trips. While the Summary Letter cites definitions of "truck" from Colorado statutes and the Model Traffic Code, the City evaluates land use decisions using the definitions and methodologies promulgated by a different authority: the Institute of Transportation Engineers (ITE). The definitions and methodologies promulgated by the ITE do not include vans like Amazon's cargo vans within the definition of "trucks." The van trips generated by Project Indiana do not constitute "truck trips" for purposes of the LDC and do not violate IL zoning district requirements. Moreover, that Project Indiana may generate more than 50 "truck" trips per day on occasion during the holiday season does not violate the IL zoning limitation. Although the LDC does not explicitly discuss seasonal variation in truck traffic, land use decisions are not properly made on the basis of atypical or rare occurrences; rather,

the impact of uses is determined based on their average, or typical, characteristics. Therefore, Project Indiana does not exceed the 50-truck trip limitation in Section 11-3-3 of the LDC relevant to Light Industry.

B. Operations

The Summary Report argues that Project Indiana more clearly fits the definition of a Heavy Logistics Center, as defined in the LDC, than Light Industry. Project Indiana does not fit the definition of a Heavy Logistics Center because it does not typically generate more than 50 truck trips per day. The LDC explicitly states that the difference between a Heavy Logistics Center and Light Industry is the number of truck trips generated: "Heavy logistics centers are **expected to generate at least 50 truck trips per day**. Warehousing and distribution uses that involve fewer than 50 truck trips per day are classified as light industry." LDC § 11-3-3. [Emphasis added.]

In support of the Summary Report's assertion that Project Indiana does not fit the definition of Light Industry, the Summary Report sets forth the following arguments, to which the Developer will respond in turn:

First, the Summary Report cites the Developer's statement that the proposed development will deliver packages within a 50-mile radius to argue that Project Indiana does not fit the definition of Light Industry. However, the delivery area covered by the development is not relevant to the classification of the development as a Heavy Logistics Center or Light Industry. As noted above, the principal difference between a Heavy Logistics Center and a use allowed in Light Industry is the number of truck trips generated by the use, not the area of delivery, and the number of daily truck trips generated by Project Indiana will typically be less than 50, which classifies the development as Light Industry.

Second, the Summary Report notes that Jefferson County expressed concern about the traffic impacts of the proposed development, and multiple parties have requested more information about the parking requested for the development. However, the nature of traffic impacts and parking concerns are not relevant to the classification of Project Indiana as Light Industry or a Heavy Logistics Center. Rather, as noted above, the relevant consideration is the number of truck trips, and Project Indiana will generate fewer than 50 daily truck trips. General concerns related to traffic and parking are addressed elsewhere in the Developer Letter and this letter.

Third, the Summary Report notes the types of parking spaces, size of the proposed building, and the number of delivery vans as being indicative of a Heavy Logistics Center. However, once again, none of these considerations are relevant to the classification of the development as a Heavy Logistics Center or Light Industry, and Project Indiana will generate fewer than 50 daily truck trips. As noted above, the relevant consideration is the number of truck trips.

Fourth, the Summary Report cites the Developer's assertion that the typical operation level of Project Indiana will be at 40% to 60% of the distribution center's capacity for 46 weeks out of the year. The Summary Report asserts that operating at this level of capacity for 88% of the year does not make economic sense and summarily concludes that the Developer must intend to fully utilize the capacity of the development, which would increase the number of truck trips past the limit for Light Industry. However, the Summary Report fails to take into account that not all businesses have a singular approach related to operations and investment capital. For Amazon, the development must be equipped to handle high demand for deliveries during the holidays, but the Developer reasonably does not anticipate that the demand for deliveries will require the same level of capacity for the other 88% of the year. That the Developer incorporates a range in demand in the design of Project Indiana in no way suggests that the Developer or Amazon intends to fully utilize the development's capacity on a regular basis after it receives approval of the Application. If such usage did occur, to the extent such usage resulted in routinely exceeding the allowed number of trips, or any other requirement of the LDC, the City has robust police powers to enforce such violations.

Finally, the Summary Report states that an Amazon distribution center recently built in the City of Loveland, Colorado, was given a heavy logistics zoning classification and placed within a zoning district permitting a heavy logistics center. However, the City of Loveland and the City of Arvada are not governed by the same zoning code, and there are key differences between the codes and governing processes of those cities that means that the zoning districts are not comparable. For example, whereas the LDC defines a heavy logistics center as a use that generates more than 50 truck trips per day, the City of Loveland Unified Development Code ("UDO") defines a heavy logistics center as a use that generates at least 12 truck trips per day. Therefore, the zoning classifications between the LDC and the UDO are not comparable for purposes of classifying Project Indiana as a Heavy Logistics Center under the LDC.

Consequently, Project Indiana properly fits the definition of Light Industry and not a Heavy Logistics Center.

C. Minimal Impacts on Surrounding Properties

As the Summary Report recognizes, the criteria for zoning and rezoning in the LDC require that the intended land use "will not result in significant adverse impacts upon the natural environment . . . or such impacts will be substantially mitigated." LDC § 8-3-4-2.A.4. The Summary Report asserts that the Developer "has not performed all the studies to investigate impacts of the [Application] to prove there are no such impacts." By making this assertion, the Summary Report misinterprets the criteria in the LDC. The LDC requires that there be no "significant adverse impacts" or that if significant adverse impacts exist that they "be substantially mitigated." The LDC does *not* require, as asserted by the Summary Report, that there be "no such impacts" at all. The Developer has performed all studies required by the LDC, and these studies demonstrate that Project Indiana will not result in no significant adverse impacts on the natural environment.

The Summary Report also objects that the impacts that the Developer addressed were "adjusted just to be under code maximum allowable levels" and that the Developer has not yet studied the cumulative light impact or nighttime visual impact to the surrounding neighborhoods. City Staff has determined that the existing photometric analysis is complete for purposes of the Application. The Developer agrees that the results of the photometric analysis demonstrate that impacts would be below the maximum allowable levels specified by the LDC. However, such results are grounds for approval of the Application, not denial. As the Planning Commission is aware, it is not possible to provide actual measurements for a facility that is not yet constructed. A photometric plan like that provided by the Developer is the appropriate way to predict the future lighting impacts for land use decision-making. Again, in the event that, following construction, actual light levels exceeded the allowable limits, the City has robust police powers to enforce the provisions of the LDC in this regard.

The Summary Report further asserts that the Developer has not provided any proof or studies demonstrating that Project Indiana will "substantially buffer or otherwise mitigate any negative impacts" to surrounding properties as required by Section 8-3-4-2.A.5 of the LDC. However, as the Summary Report acknowledges, during the additional neighborhood meeting, the Developer described various buffering techniques to be employed for Project Indiana, including screening walls, buffer areas, and landscaping. Greater detail with respect to such mitigation methods will be relevant and necessary during the Site Plan Application process and shall be available when relevant, necessary and appropriate. The Summary Report asserts that the Developer has neither studied nor substantially mitigated impacts to the surrounding area neighborhoods and other developments near the Property. This assertion ignores that further studies and mitigation measures are appropriately considered during Site Plan approval, not during review of an application for annexation, zoning and rezoning such as the Application. As Project Indiana proceeds through the Site Plan approval process, the Developer will cooperate with the City to design appropriate mitigation measures as the City directs. To the extent that the City determines that additional noise, light, air, or water impact studies are necessary for Site Plan approval, the Developer will certainly provide them.

The Summary Report also states that traffic impacts to communities including Maple Valley, Westwoods Mesa, Geos, Ralston Estates, and Hill Crest have not been studied. The Summary Report states that the

traffic impact analysis submitted by the Developer “was crafted for a specific purpose and is misleading” and that the traffic impact analysis “has not properly studied the impact of the proposed Project on the area road system.” The Summary Report also requests information related to the “maximum traffic level” for Project Indiana. The traffic impact analysis submitted to the City meets the established engineering standards for such reports, including the use of the ITE Trip Generation Manual for the estimation of traffic volume. Prior to conducting the traffic impact analysis, the traffic engineers met with the City staff to determine the appropriate scope for the study. The traffic impact analysis includes all of the required intersections and movements as identified by the City. City Staff has not identified any deficiency in Developer’s traffic impact analysis. Rather, City Staff has determined that the Application with the existing traffic impact analysis is complete for purposes of the Public Hearing.

The submitted traffic impact analysis demonstrates that Project Indiana will not have significant adverse impacts on surrounding neighborhoods and developments, which satisfies the approval criterion of a zoning and rezoning in Section 8-3-4-2.A.5 of the LDC.

The Summary Report also lists several items related to the traffic impact analysis that it states the Developer and City Staff discussed but which were not addressed by the Developer. The Developer will address each in turn as follows:

First, the Summary Report states that the traffic impact analysis does not use proper traffic information.

1. *Study does not use peak traffic flow or hours per the Holiday Operation schedule presented at the 3/11/21 public meeting and shows traffic flow for a low level of center operation.*

The traffic impact analysis evaluates the average operations of the last mile delivery station, which covers all days of the year excluding the four to six weeks during the holidays. Because Project Indiana is a low traffic generating use, the difference in traffic volumes between peak season and average operations do not change any results or conclusions reached in the traffic study. Nevertheless, an evaluation was conducted to analyze the peak season traffic, and no modifications to the intersection operations and offsite improvements were determined to be necessary to accommodate the peak season traffic.

Second, the Summary Report states that the traffic impact analysis excludes trips related to van fueling and servicing.

2. *The traffic flow does not appear to include trips for van fueling or servicing. The applicant declined to answer the question about vehicle fueling and servicing at the public meeting.*

This statement is incorrect. The traffic impact analysis included all truck trips into and out of the Property, including van fueling and servicing.

Third, the Summary Report states that the traffic impact analysis excludes truck trips related to trash removal.

3. *The traffic flow did not include truck trips for trash trucks or other types of heavy service vehicles.*

This statement is incorrect. The traffic impact analysis included all truck trips into and out of the Property, including trash trips and other heavy service vehicles.

Fourth, the Summary Report states that the traffic impact analysis was improperly conducted using data collected during the COVID-19 pandemic.

4. *The study traffic count data was taken in the summer during the pandemic and does not represent the pre-pandemic traffic flow and excludes school and work traffic. Additionally, the study did not examine traffic flow variation for whole days or by day of week.*

The Summary Report is correct that the traffic counts were conducted during the COVID-19 pandemic. However, the Summary Report fails to mention the number of measures implemented by the traffic engineer to ensure that the traffic counts reflected normal, pre-pandemic counts. First, the traffic counts were adjusted to normal traffic conditions by evaluation to historical traffic conditions pre-pandemic. Second, the traffic impact analysis included a seasonal adjustment. Third, the traffic impact analysis was conducted following the standard methodology and procedure required by CDOT and the City. Also, it is worth noting that, if anything, the traffic volumes used in the traffic impact analysis are likely conservative because the trend of more people working from home is anticipated continue into the future, well after the pandemic ends.

Fifth, the Summary Report states that the traffic impact analysis did not evaluate all relevant intersections.

5. *The study did not examine the traffic flow or impacts at the intersections of 69' and Indiana or Fig and Eldridge or the impacts to the residential areas and businesses served by the intersections.*

This statement is inaccurate. The scope of the traffic impact analysis was identified through discussions with the City and CDOT, and the intersections included in the traffic impact analysis were determined to be an appropriate scope to evaluate the impacts of traffic generated by Project Indiana on the surrounding street network. The City did not include other streets, such as the intersections of W. 69th Avenue and Indiana Street and Fig Street and N. Eldridge Street, because the City does not believe them to be significantly impacted by traffic generated from Project Indiana.

Sixth, the Summary Report states that the traffic impact analysis did not meet CDOT standards.

6. *The study does not meet CDOT standards for a traffic study to support state highway access permits.*

This statement is inaccurate. The traffic impact analysis was prepared per CDOT standards and has been submitted to CDOT. Additionally, the Developer has prepared and submitted to CDOT access permit applications.

Seventh, the Summary Report states that the traffic impact analysis did not use a plausible traffic growth rate projection amount.

7. *The study assumes a 1.1 % traffic growth rate for Indiana. Arvada demographics indicate west Arvada population growth has averaged 1.6 to 2.6% from 2010 to 2018 so a 1.1% traffic growth rate projection does not seem plausible.*

The Developer's traffic impact analysis used the CDOT and Denver Regional Council of Governments ("DRCOG")'s future traffic model projections as a baseline for the traffic impact analysis, which both indicate an average annual growth rate of 1.1% per year in the vicinity of Project Indiana. However, it should be noted that the actual traffic volume growth rate used in the Project Indiana traffic impact analysis is approximately 15% higher than the future traffic model projects projected by CDOT and DRCOG in order to account for additional known projects in the study area.

Finally, the Summary Report states that the traffic impact analysis failed to account for flex traffic.

8. *The study does not account for Amazon Flex traffic. The Applicant stated “routes” not “drivers”. Each route can have multiple drivers. (SEE EXHIBIT #5).*

Again, this statement is inaccurate. The traffic impact analysis included all traffic into and out of the Property.

The City is required to evaluate Project Indiana on its own applicable land use code requirements, and the characteristics of this project – Project Indiana – not on the basis of other projects the opponents have identified in other cities.

D. Water Quality of Ralston Creek or Integrity of the Park as a Natural Area

The Summary Report argues that the Application has failed to demonstrate “no impact” on the water quality of Ralston Creek or the integrity of Maple Valley Park as a natural area. However, neither the Comp Plan nor the criteria in the LDC for an annexation, zoning or rezoning sets forth a requirement that a new development have “no impact” on surrounding areas. As the Summary Report identifies, however, the Comp Plan does set forth goals to “minimize the impact” of new development and to “promote improved water quality in stream corridors.” *Comp Plan Goal R-1, Goal R-2.* To accomplish these goals, new developments should provide buffers to ensure water quality and environmental integrity, include water quality features that minimize degradation of stream water quality, and protect water quality through Best Management Practices in the design of storm water conveyance and detention facilities. *Comp Plan Policy R-2.1, Policy R-2.2, Policy R-2.3.* As discussed above in Section II.A.4, the Application is consistent with these goals and policies set forth in the Comp Plan and any additional evaluation that is deemed necessary by the City will be completed during review of the Developer’s Site Plan Application.

The Developer is in agreement with the Petition Group that the Park is an important environmental resource that must be preserved, protected and improved. For this reason, the Developer is committed to maintaining the Park as open space to ensure that the air, water quality, wildlife and vegetation will be preserved and protected. In accordance with the findings in the *Maple Valley Park Ecological Assessment* cited in the Summary Report, the Developer also is committed to minimizing impact of Project Indiana on the Park and Ralston Creek. To ensure proper stormwater management, the Developer will construct large retention ponds that minimize impact on Ralston Creek. To minimize the impact of lighting on the Park, the Developer will construct a screening wall and plant a number of trees along the northern border to screen the Property. The Developer also will utilize full “cut-off” fixtures and light poles 13 feet shorter than allowed by the LDC. To minimize any other impacts on the Park, the Developer is committed to cooperating with the City throughout the process for Site Plan approval to incorporate appropriate measures to mitigate any adverse impacts created by the construction of Project Indiana.

The Summary Report objects to Developer’s assertion that the Park will act as a buffer between Project Indiana and the residential uses to the north of the proposed development, stating that the Developer must use its own property to create a buffer between Project Indiana and the Park. The Developer would like to emphasize that it will be using (and always has intended to use) its own Property to create a buffer between Project Indiana and the Park. Project Indiana will employ a variety of buffering techniques between the new development and the Park, including screening walls, open area, and landscaping. These buffering techniques are designed to protect the Park and Ralston Creek from impacts caused by the new development, allowing residents and visitors to continue to be able to enjoy the natural wildlife, vegetation and environment of the Park. To the extent that the Park lies between the new development and the nearby residential uses, the Park acts as a buffer between the development and the residential uses *in addition to* the primary buffering techniques planned for the development.

In addition to the concerns with respect to buffering, the Summary Report also sets forth a number of concerns related to stormwater and drainage. These concerns are addressed as follows:

First, the Summary Report expresses concern that vehicles may leak various fluids.

1. *The proposed parking lots have the capability to park about 1,400 vehicles which may leak various organic fluids or grease such as gasoline, motor oil, antifreeze coolant, and lubricating grease. Some of these fluids may contain soluble heavy metals such as copper, lead, and zinc.*

Although all parking lots have an inherent risk of leaving some fluids, Amazon's vans will be properly maintained, which will reduce the risk of leaking fluids. However, the stormwater pond is intended to have a water quality section specifically designed to remove pollutants before any stormwater enters public drainage system. Water will be held within an extended detention basin located in the pond, with the intention of pollutants settling prior to being discharged into the public drainage system.

Second, the Summary Report expresses concern that delivery vehicles may deposit solids and road salts onto parking lots.

2. *Vehicles may also deposit solids and road salts onto the parking lot surface.*

Although vehicles may deposit solids and road salts onto the parking lot surface, any solids and road salts will be treated within the detention pond prior to being released into the public drainage system.

Third, the Summary Report expresses concern that contaminants could be transported to the detention pond.

3. *During a storm event any contaminants on the parking lot surfaces will be flushed to the detention pond.*

The Summary Report correctly states that contaminants on the parking lot surfaces will be flushed to the detention pond during a storm event. Once flushed, the detention pond will treat the stormwater for water quantity and water quality, ahead of the stormwater being released to the public drainage system.

Fourth, the Summary Report expresses concern related to water treatment and discharge.

4. *During the public meeting of 3/11/2021 the Applicant's detention pond engineer stated they will treat water prior to discharge. (a) He stated the treatment included in the proposed design is for settling of solids only. (b) There is no treatment for any of the oil and grease or VOC (volatile organic compounds, ie. Gasoline) nor for salts. (c) The Applicant's engineer responded to a question about the treatment system being able to remove heavy metals to which he stated yes. This answer is only true if the heavy metals are present as a solid. (d) The sedimentation treatment system shown will NOT remove soluble heavy metals in the water. (e) There is a very real potential that human sanitary waste (both as urine and fecal matter) will be deposited in containers on the parking lot surface by delivery drivers which could make its way to the detention pond. (We note this in the attached exhibits showing recent national news coverage of this problem. Additionally, we have photos from a Denver area Amazon parking lot showing bottles suspected to be filled with urine along the parking lot curb where trucks line up to unload. (SEE EXHIBITS #6, 6a1, 6a2, 6a3).*

The principal issue the opponents seem to be raising here is that they believe the water treatment system will be inadequate. With regard to this issue, the Developer has submitted its proposed water quality and detention design to the City for its technical review, according to the applicable technical standards. The final design will be reviewed and approved as part of the Site Plan review process.

With regard to the farfetched allegation that Project Indiana will somehow generate human waste in inappropriate areas, as addressed in Exhibit A to the First Petition Group Letter, Project Indiana's facilities are designed above what is required for the utilization of restrooms in accordance with the building code and

truck and van drivers' scheduling will allow them to use restroom facilities inside the building. Regardless, even if such activities were to occur on the Property, as mentioned elsewhere, the City already has broad authority and a robust system in place for code enforcement, whether on public or private property.

Fifth, the Summary Report expresses concern related to a Colorado Stormwater Permit.

5. *The facility will need a Colorado Stormwater Permit. We asked the status of this permit during the public meeting of 3/11/2021 but have not received an answer.*

A Colorado Stormwater Permit is not required for approval of the Application but will be obtained as required as part of the Developer's Site Plan Application.

Sixth, the Summary Report expresses concern with water quality standards and detention.

6. *Jefferson County in their referral comments of January 26, 2021 stated the following: 'Water quality standards will need to be implemented with the detention. This is especially important due to the large amount of parking proposed for the site.'*

To the extent such additional standards may be necessary or required by the City, they will be incorporated into the final design during the Site Plan review process.

Seventh, the Summary Report expresses concerns related to parking lot size.

7. *City staff asked a similar question about the parking lot size in their review of the project.*

The final design and dimensions of the parking lot will be determined during the Site Plan review process.

Eighth, the Summary Report expresses concerns related to water treatment related to stormwater.

8. *We DO NOT believe that the Applicant is providing an adequate water treatment system to treat the stormwater for the oil and grease, VOCs, and other potential constituents. The Applicant has not addressed how they will prevent human waste from entering the stormwater detention system nor how they intend to treat such waste."*

See above regarding water treatment, and concerns regarding "human waste."

Ninth, the Summary Report expresses concerns related to solid waste.

9. *The Applicant has not addressed solid waste in the parking lot and has stated they will not have outside trash receptacles or bins. This also presents a water quality issue as trash will blow into the detention pond and offsite also. Denver area Amazon parking lots seem to have issues with waste as evidenced by the photo exhibit. (SEE EXHIBIT #3, 3a1).*

Such plans are typically not part of the annexation or zoning/rezoning application process. To the extent such plans are required by the City, they will be provided at the appropriate time in the development review process.

Tenth, the Summary Report expresses concerns related to snow removal.

10. *The Applicant has also not developed a snow removal and stacking plan. A plan is necessary to ensure snow melt water flows to the detention pond for treatment and not offsite.*

Such plans are typically not part of the annexation or zoning/rezoning application process. To the extent such plans are required by the City, they will be provided at the appropriate time in the development review process.

Finally, the Summary Report expresses concerns related to the need for a composite map.

11. *We have not yet received a composite map and we have asked the Applicant and City staff for this overlay map on several occasions. The overlay map should include the following: Project site plan, floodplain, wetlands, Ralston Creek, contours, detention pond, and Hathaway access road. A composite of these layers is crucial for the stormwater analyses which will give a better understanding of the potential impacts.*

All Site Plans provided by the Developer have, as applicable, shown the location of floodplains, contours, wetlands, detention ponds, and the Hathaway access road. The Developer cannot show the surveyed boundary of Ralston Creek because Ralston Creek is not located on the Property and the Developer does not have legal access to creek to conduct a survey. Moreover, it is important to note that the inclusion of Ralston Creek in any Site Plans is not necessary for the Site Plan Application because Project Indiana will have no impacts on the creek.

E. Work with Stakeholders

The Summary Report asserts that the community's concerns with Project Indiana have not been addressed by the Developer and that important citizen questions have not been adequately answered. According to the Summary Report, the Developer's response to the community has not been consistent with Comp Plan Policy CC-1.4, which states, "[t]he City will work with stakeholders, developers, and the community to consider a project's potential effects and strive for integration in a manner that helps enrich the district's character." According to the Summary Report, citizens have requested detailed information that has not been provided regarding the proposed operations, including the size of the operation, number of employees, hours of operation, traffic volume, where employees will come from, and impact studies. However, it is important to note that the approval of the Application constitutes an approval of the annexation, zoning and rezoning of the Property to the IL zoning district, not approval of the Developer's specific proposed operations. Additionally, throughout the review process for the Application, the Developer has complied with all requirements of the LDC with respect to community outreach and has in fact gone above and beyond those requirements to listen and respond to community concerns. The Developer has provided as much information as possible, where relevant to the Application.

With respect to the neighborhood meeting held November 18, 2020, the Summary Report provides a list of concerns on a variety of topics that it states have not been addressed. The Developer has the following responses:

1. Traffic

Traffic and access are Site Plan issues and are not related to the Application. However, the Developer has provided a traffic impact analysis responsive to citizen concerns about the impact of Project Indiana on local traffic.

2. Lighting

Lighting is a Site Plan issue and is not related to the Application. The Developer will provide a photometric plan in its application for Site Plan approval. The Developer is committed to employing techniques to alleviate potential off-site lighting impacts, such as using cut-off lights and shorter light poles in the parking areas.

3. Wildlife

As the Summary Report notes, citizen concerns related to wildlife were addressed by reference to a study that showed no concerns.

4. Noise

As the Summary Report notes, the Developer addressed concerns about noise by demonstrating that the proposed building will be placed on the south side of the Property and that parking lot noise should be minimal. Additionally, Project Indiana will comply with the noise ordinance enacted by the City.

5. Parking

A parking plan is not required for the Application and is appropriately considered as part of an application for a Site Plan. However, throughout the Application review process, the Developer has provided detailed information to the City with respect to Developer's requested parking. The City has accepted this information, and the Planning Commission will determine whether the parking information is sufficient for processing of the Application.

6. Stormwater

Stormwater issues are appropriately considered as part of a Site Plan application. Nonetheless, as the Summary Report notes, the Developer has addressed concerns about stormwater affecting Ralston Creek by describing the proposed detention pond and storm water quality treatment measures. Further details related to water treatment will be addressed during review of the Site Plan Application.

7. End User

The end user of a property is not relevant to the Application. However, as the Summary Report notes, citizens have been informed that Amazon is the intended end user of the site.

The LDC requires one neighborhood meeting as part of the review process for applications for annexation, zoning, and rezoning. *LDC § 8-2-2-2*. However, in an effort to further involve the community in the review process and to respond to community concerns, the Developer held an additional five-hour long neighborhood meeting on March 11, 2021 (the "**Second Meeting**"). Although the Summary Report suggests that the Developer failed to answer a majority of community questions during the Second Meeting, the Developer responded to as many of the more than 500 questions posed in the Second Meeting as completely as possible during the five-hour meeting and published a summary consolidating the answers to those questions. In the First Petition Group Letter, Mr. Tobin set forth a list of questions that he asserts were unanswered during the Second Meeting. The Developer has responded to each of these questions in the Developer Letter.

The Summary Report also identifies two additional items that it considers to be examples of the Developer not working with the community. The Developer responds as follows:

First, the Summary Report asks why proposed changes to the intersection at 69th and Indiana are a part of Project Indiana and notes that the changes have not been discussed with the community. It should be noted that access and traffic concerns are considered as part of the Site Plan Application. These issues will be addressed at the appropriate time in the review process.

Second, the Summary Report states that the Developer has failed to respond to questions posed by the Petition Group related to the proposed fueling, vehicle servicing, vehicle washing and vehicle repair noted in

the Application. However, the Summary Report does not identify what specific questions have gone unanswered. The proposed uses, including the fueling, vehicle servicing, vehicle washing and vehicle repair uses are not stand-alone uses; rather, they are intended to complement the last mile delivery facility. Moreover, these uses are permitted within the IL zoning district, and therefore, do not impact the Application with respect to the zoning and rezoning.

In an effort to ensure that the Developer has heard and responded to all citizen questions and concerns, the Developer has also offered to meet with members of Project Maple Valley Park. This invitation stands, although no group members or representatives have yet accepted. As demonstrated by the Second Meeting, the Developer Letter, and the Developer's invitation to meet with members of Project Maple Valley Park, the Developer has not only met but has gone above and beyond the requirements of the LDC for community outreach, and the Developer's commitment to community outreach is consistent with the policies of the Comp Plan.

IV. **Conclusion**

As demonstrated above, in the Application, the Application Letters, and the Developer Letter, Project Indiana complies with all of the criteria in the LDC relevant to the annexation, zoning and rezoning of the Property and complies the IL zoning district standards. The Summary Report does not identify any instances of noncompliance with the LDC, including with the definitions in the LDC.

In its conclusion, the Summary Report requests as a remedy that the motion for approval of the Application be tabled until all of the issues raised in the Summary Report have been addressed. However, as described in the Developer Letter, this remedy is not appropriate. Pursuant to Section 8-2-2-2 of the LDC, the proper process is for the Planning Commission to determine whether the Application is sufficient to support approval of an annexation, zoning and rezoning after a public hearing. It is not appropriate for City Staff or the Planning Commission to preemptively table an application prior to a public hearing based on a prediction of what the Planning Commission may or should find if the public hearing were to go forward.

Based on the materials included in the Application, the Developer Letter, and this letter, the Developer respectfully requests that after a public hearing the Planning Commission find that the Application satisfies all of the criteria in the LDC for approval of an annexation, zoning and rezoning.



Jeremiah Bebo <jbebo@arvada.org>

opposed to Amazon

Amy Brooks <[REDACTED]> Thu, Apr 15, 2021 at 7:50 AM
To: jbebo@arvada.org, mwilliams@arvada.org, nford@arvada.org, lsimpson@arvada.org, djones@arvada.org, dmiller@arvada.org, bfifer@arvada.org, jmarriott@arvada.org

Hello I am part of one of these associations. I am opposed to the Amazon development
Petitions signed by over 3500 individual citizens, which identify the specific citizens and property owners expressing the concerns are in process and continuing to be collected. Completed Petitions are being hand delivered with this Letter. The petitioners will be referred to herein as the “Petition Group”. The Petition Group will be supplemented at Planning Commission with further statements of opposition and concern from Homeowners Association, including but not limited to the Westwoods Master Association, Westwoods Mesa Homeowners Association, Hillcrest Association.
Thank you
Amy Brooks



Requesting information

Amy Brooks <[REDACTED]>

Thu, Apr 15, 2021 at 7:45 AM

To: jmarriott@arvada.org, jbebo@arvada.org, mwilliams@arvada.org, nford@arvada.org, lsimpson@arvada.org, djones@arvada.org, dmiller@arvada.org, bfifer@arvada.org

As Scannell Properties has withdrawn the minor variation and adjustment applications from the county, where is Amazon locating the main access driveway off of Indiana? Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT.

Thank you

Amy Brooks

13807 [W 65th Dr, Arvada, CO 80004](#)



Jeremiah Bebo <jbebo@arvada.org>

Amazon/Scannell Properties Variation Adjustment Withdrawal

Bart Burns <[REDACTED]>
To: jmarriott@arvada.org, jbebo@arvada.org, rstachelski@arvada.org

Sun, Apr 18, 2021 at 8:30 PM

As a registered voter of the 3rd district in Arvada I am requesting the following information:
As Scannell Properties has withdrawn the minor variation and adjustment applications from the county, where is Amazon locating the main access driveway off the Indiana? Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and access permit application to CDOT.

Thank you for your attention to this matter,

Bart Burns



Jeremiah Bebo <jbebo@arvada.org>

Amazon

Ben Murphy <[REDACTED]>
To: jbebo@arvada.org, nford@arvada.org
Cc: rstachelski@arvada.org, lsimpson@arvada.org

Thu, Apr 15, 2021 at 9:34 AM

Good Morning All Interested Persons:

I hope this email finds you all well. As a resident and tax payer of Arvada and West Wood Mesa, I am once again writing in opposition to the Amazon distribution center at 68th and Indiana. This area is not the most ideal place to allow 21 semitrucks and hundreds of distribution vans to operate. Indiana St. struggles, and this is putting it lightly, with traffic as it is. Additionally this center is planning on using drones to deliver packages and can use AI to send ads to the homes it flies over. I have come to enjoy my quiet neighborhood, as I am sure you enjoy yours. This would substantially change that environment. What will become of the Ralston Creek trail in that area? We are likely to see a significant amount of noise pollution, light pollution on that section of trail. Many people exercise on the trail and walk the trail for the peaceful tranquility that it provides. Approving this project would destroy that!. This project, at least in this area, is a BAD idea. I am for business coming to Arvada but better strategic planning can be completed before just giving the green light. Wouldn't this area be better served as an "Old Town Arvada, West?" There are hundreds of tax paying residents that are against this. We are your voting constituents.

Finally, As Scannell Properties has withdrawn the minor variation and adjustment applications from the county, where is Amazon locating the main access driveway off of Indiana? Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT?

Have a wonderful day.

Ben Murphy

April 19, 2021

Planning Commission/City Council

Re: Amazon Distribution Center

To Concerned Parties:

We are addressing you regarding our concerns surrounding the Amazon distribution center. It is our understanding and belief that the location is being used in accordance with the land development code and we have no quarrel with that aspect. In fact, we are pleased that the increased activity will aid the local businesses and increase the City of Arvada's sales tax revenue. Hopefully, these increases can be used for the required road improvements.

Our concern is in relation to the traffic infrastructure that the development will require. In its current state, traffic on Indiana, 64th Avenue and 72nd Avenue can be daunting. Local residents experience difficulty gaining access to these roadways and there are numerous wait times, darting merges and safety concerns. These observations and experiences are based on daily use of the roads and we assume are known to the City of Arvada. Adding the Amazon employee traffic, along with the in-bound delivery box trucks and tractor trailers to their existing delivery traffic will greatly increase the vehicle count levels. We understand that Amazon plans on staging the timing of in-bound deliveries and employee arrivals/departures that may create a full time "rush hour" on these roads.

Consequently, we request the detailed plans for improvements to the roadways to handle this increased traffic be made public. We assume the impact will be from Simms on the east to Highway 93 on the west and from 96th Avenue on the north to Highway 58 on the south. The number and location of additional traffic lights, turn lanes, the planned decrease in traffic speeds, the widening of Indiana to four lanes and the traffic light timing coordination should all be publicized. Currently we are only aware of one additional traffic light at 68th and Indiana that is being considered.

We also understand that portions of the roadways are State of Colorado controlled. We assume that the City of Arvada has contacted and planned with the State of Colorado and we would also like to have this information publicized. It is no secret that the Colorado and Arvada roads and highways have been neglected for years in favor of other expenditures. We would like to believe that this project will not be an extension of that neglect.

In summary, what are the planned improvements for traffic control in the area within the borders listed above?

Thank you,
Dave Doherty



CED Boards and Commission <cedboardsandcommission@arvada.org>

Project Indiana

1 message

DENISE BOHON <[REDACTED]>

Mon, Apr 19, 2021 at 11:10 AM

To: "cedboardsandcommission@arvada.org" <cedboardsandcommission@arvada.org>

I am opposed to this proposed development. It is clearly not compatible with the surrounding character of our neighborhood. It is a massive asphalt parking lot equivalent to 15 football fields! How is that compatible with our neighborhood! And it brings all the associated pollution with it. The parking lot will cause an increase in the chemical pollutants into Ralston Creek adversely affecting the water quality and function of the stream. The settling pond can not and will not be able to "filter out" chemicals that are dissolved in water (basic chemistry), nor will it filter out petroleum based pollutants. The large black surface area will function as a heat generator, increasing air temperatures in the surrounding area, and causing increased water temperature pulses into Ralston Creek. This is a project that belongs in Commerce City, not in my neighborhood.

Sent from my iPad



Jeremiah Bebo <jbebo@arvada.org>

Amazon

Gayle Cleary <[REDACTED]>

Thu, Apr 15, 2021 at 10:12 AM

To: "jbebo@arvada.org" <jbebo@arvada.org>

Concerning the thought that the Arvada City and leaders think you should bring the Amazon warehouse to this area, could you please provide the following answers for me. I would like to be fully assured the City of Arvada could handle the responsibility.

How many days, weeks, months has the intersection and streets been closed, under repair, construction, blocked, or limited at 64th and Indianna, in the last 5 years? As a business owner at that corner, to my thinking it's been in disrepair more than it's been open. A major intersection that you can't keep functional at this point, let alone after dumping thousands of semis and vans on to it.

What steps has Arvada taken to adequately repair the east bound, south lane of 64th and Eldridge? It seems to be in a state of permanent potholes and faulty patching. Never is it repaired or maintained and your planning on more heavy traffic on a totally dysfunctional section of road.

What steps is the City of Arvada doing to see that all lanes at east bound 64th just before Zinnia St are kept repaired and cleared of all snow and ice, at all times. Both lanes and the turn lanes. Plowing efforts leave the turn lane packed with snow and ice.

What steps has Arvada taken to see that Ward Road is kept in good repair?

Do any of you drive these roads and a daily basis, multiple times a day?

What is the accident rate at the Ward Road and 64th intersection? 64th & Indiana?

Really don't care who owns or maintains the sections of Ward, 64th or Indiana, these are major Arvada roadways that you neglect now. Can't imagine the conditions if you allow Amazon to drive all over them from a warehouse. You voted for one trash hauler to eliminate the wear and tear on roads. How does that thinking work if you're going to be able to maintain the roads I'm concerned about semis with traffic increasing with more semis and vans. Can't have it both ways. Roads are roads and I expect them to be in good condition.

Appreciate answers to all these questions.

Gayle Cleary
6036 Zinnia Ct
Arvada, CO 80004
[REDACTED]

Roosters Men's Grooming Center
14805 W 64th Ave
Unit B
Arvada, CO 80007



Jeremiah Bebo <jbebo@arvada.org>

Reference Project Indiana

Gina <[REDACTED]> Sat, Apr 17, 2021 at 7:34 PM
To: cedboardsandcommission@arvada.org, jbebo@arvada.org

Dear Sir or Madam,

Regarding Project Indiana, I emphatically disagree with the Amazon Distribution Center location. Besides the obvious disruption to the neighborhood, the amount of traffic with trucks, vans, and employees, specifically semi-trucks 24/7 , is my main concern.

Traffic flow from the South on McIntyre, Indiana, and Ward would create a large disruption to our neighborhood on roads that are not equipped to handle this type of traffic.

We live at the corner of 58th Ave and Indiana and the amount of traffic from trucks already is terrible. On an average day, we have 25 semi-trucks cutting through our neighborhood to avoid the already congested McIntyre and Ward from CO 58 and 44th Ave TA travel center. In addition there are no sidewalks on Indiana, 64th Ave and Eldridge.

Distribution centers are best located in Industrial use space near major highway access. I strongly recommend that the City of Arvada not rezone this public green space to accommodate this project.

Thank you for your consideration,

Gina Colucci



CED Boards and Commission <cedboardsandcommission@arvada.org>

Project Indiana

1 message

d foster <[REDACTED]>
To: cedboardsandcommission@arvada.org

Mon, Apr 19, 2021 at 10:46 AM

Planning Commission,

I'm contacting you to express my objections regarding the annexation and rezoning of the properties identified as "Project Indiana."

I have concerns with about every aspect of the proposed project.

I'm sure you have received numerous objections regarding the effect on wildlife and the destruction of the natural habitat. I strongly support each and every one of those objections.

But there is another aspect which I would like to address in more detail.

Last year the Arvada City Council instituted a controversial single trash hauler system to reduce the number of trash trucks on the streets of Arvada. The concerns included the number of trucks on our streets damaging the streets and polluting our air.

The Planning Commission and City Council are now considering laying the groundwork for a development which will add potentially 2,000 delivery van trips per day, 15 semi-trucks per day and numerous employee vehicles each day. The traffic on city streets each day will far exceed the number of trash trucks which were on the streets prior to the single hauler system. Those trucks were a small fraction of those anticipated by this proposed development. The vehicle traffic created by this development will damage city streets and generate significant pollution, far in excess of that caused by various trash trucks.

The US Forest Service published a document on the benefits of urban trees on air quality which speaks to the benefit of trees in reducing air pollution. The proposed plans for Project Indiana anticipate removing about 500 trees, keeping only 8 while replacing negligible numbers (if any) at the site. Substantially increasing pollution while removing the majority of trees which could help reduce the pollution makes the pollution problem even more troublesome.

I'm struggling to understand the rationale to move forward with Project Indiana as proposed when City Council is trying to minimize street damage and control pollution.

The overall negative impact of allowing this project will affect almost every sector of Arvada. By allowing a substantial increase in traffic, more noise and more pollution, the development will reduce the number of people who are able to enjoy the serenity of the Maple Valley Park area. Removal of the trees and causing wildlife displacement will provide less opportunity for Arvada residents to safely enjoy the natural beauties currently available in our city.

I feel that many times the City Council is more focused on the financial welfare of the city, while I am more concerned with my quality of life. Cutting down trees in order to significantly increase traffic and pollution does not improve, or even maintain that quality of life that I currently enjoy.

Please reject the annexation and rezoning of the proposed "Project Indiana" and preserve the environment and our quality of life.

J. Foster



Jeremiah Bebo <jbebo@arvada.org>

Planning Commission Hearing for Project Indiana on 4.20.21

J. CHRISTOPHER <[REDACTED]> Sun, Apr 18, 2021 at 4:23 PM
To: "cedboardsandcommission@arvada.org" <cedboardsandcommission@arvada.org>
Cc: "jbebo@arvada.org" <jbebo@arvada.org>, "cokeefe@jeffco.us" <cokeefe@jeffco.us>, "nford@arvada.org" <nford@arvada.org>, "lsimpson@arvada.org" <lsimpson@arvada.org>, "jmarriott@arvada.org" <jmarriott@arvada.org>, "djones@arvada.org" <djones@arvada.org>, "dmiller@arvada.org" <dmiller@arvada.org>, "mwilliams@arvada.org" <mwilliams@arvada.org>, "bfifer@arvada.org" <bfifer@arvada.org>

April 18, 2021

Re: Project #DA2020-0117 – Development Application (Annexation and Zoning).

Related Applications: Project #DA2020-0132 – Site plan, Project #PA2020-0067 – Project

We wish this email to be entered into as written comment for the public hearing meeting regarding project Indiana taking place on April 20, 2021.

We have recently been made aware of the Project Indiana industrial development and we are strongly opposed to this type of development in our area.

We moved to West Arvada 26 years ago for the quiet atmosphere and a good place for our family. The recent development of the Precient yard on Fig St. is anything but quiet. The truck and forklift traffic are definitely not quiet and this pales in comparison to the 24/7 air, noise, and light pollution that the Project Indiana would bring.

We understand that development is inevitable, however it doesn't have to be a giant warehouse and parking lot right next to the most valuable park on the west side of the city. It's valuable because of its home to wildlife and an escape for urban dwellers. This is even more important today due to the increased development and population growth in the area.

In the past, the master plans of Arvada Parks and the Arts and Culture District have proposed use of this land for the benefit of all the residents. We are in support of the Protect Maple Valley's proposal of the "Town Square". This would be consistent with the previous mater plans. Project Indiana is not compatible with the surrounding area; however, the proposed "Town Square" is compatible and more desirable.

Do we really want to cave to the wishes of the developers and big business and not to the wishes of the citizens? Is it really only about the dollars or is this about the quality of life that we have all come to love living in Arvada? What kind of legacy do we want to leave for future generations, parking lots and warehouses filled with corporate greed or beautiful parks and multi-use spaces for all to enjoy?

Respectfully,

Julie and John Christopher
13695 W. 66th Place
Arvada, CO 80004

Fwd: Public Comment - Opposition to Amazon's "Project Indiana"

Kristen Rush <kristen@arvada.org>

To: Jeremiah Bebo <jbebo@arvada.org>, Chris Koch <chrisk@arvada.org>

Thu, Apr 15, 2021 at 9:56 AM

Jeremiah,

Janet said to forward these to you. If I need to send them elsewhere, please let me know.

----- Forwarded message -----
From: **Katie Connolly** <[REDACTED]>
Date: Thu, Apr 15, 2021 at 9:54 AM
Subject: Public Comment - Opposition to Amazon's "Project Indiana"
To: <kristen@arvada.org>, <cedboardsandcommission@arvada.org>

Ahead of the Planning Commission meeting on April 20 and City Council meeting on June 7, I'm writing to express my strong opposition to Amazon's fulfillment center. I attended the 4-hour March 11 meeting on this topic (run by Amazon PR) with curiosity and left feeling very concerned for our community. I do NOT want this type of operation in my neighborhood--or anyone's neighborhood.

- The use does not align with the **character** of our community.
- It is not in the **best interest** of our City to increase **traffic and emissions, decrease property value, and impact Ralston Creek**. (Remember, as the species "in charge" we have a responsibility to consider all the other species impacted who have no voice in this decision and no seat at the table.)
- I don't **trust** Amazon, and I believe that they will change various operations once they get approved to develop. They implied **drones** could begin being used in the future, when they said drones were not part of their *current* operation.

I would support a different use of this land, such as extension of open space or trails and small footprint locally-owned small businesses and restaurants.

Thank you for the opportunity to comment,
Katie Connolly

.

--
Kristen Rush
City Clerk
720-898-7546 (Work)
303-915-5246 (Cell)
kristen@arvada.org





CED Boards and Commission <cedboardsandcommission@arvada.org>

Project Indiana

1 message

KEVIN EDSALL <[REDACTED]>
To: cedboardsandcommission@arvada.org

Mon, Apr 19, 2021 at 12:37 PM

Arvada Planning Commission

We would like to comment on the proposed "Project Indiana" that is coming up before the board, and express our very strong opposition to this project. The location, being adjacent to the Ralston Creek Trail, and proximity to large residential developments does not fit well in this area. As you are probably aware, Indiana Street is undersized for current rush hour traffic, and doesn't seem to have plans to increase flow, primarily due to railroad underpass to the north. 64th Street is also maxed out during rush hour and has already been "upgraded". We think a development of this size in that area will degrade the quality of life we currently enjoy in Arvada. Please do not allow this project to proceed!

Kelvin Edsall
Lou Edsall
6289 Pike Ct
Unit A
Arvada, CO

Project Indiana Arvada | Please advise on Annexation of Maple Valley Park to utilize it as buffer

kristen danzig <[REDACTED]>

Mon, Apr 19, 2021 at 1:26 PM

To: rstachelski@arvada.org, jbebo@arvada.org, jordan.likes@state.co.us, tktharp@jeffco.us, gordon@arvada.org

Dear Ryan Stachelski, Jeremiah Bebo, Tracy Tharp, Jordan Likes, Gordon Reusink,

I hope this finds you well. I am writing to ask why the City of Arvada does not think the park deserves a buffer from the proposed distribution center? To annex the park from Jeffco open space to City of Arvada so that the developer can utilize the park to fulfill the buffer requirement seems very inappropriate. The park should and needs to be protected and should not be the buffer. We should be buffering the wildlife, birds, and ecosystems of the park not using it so that the developer can make their plan work.

The animals, birds, and ecosystem will be greatly harmed without this buffer. Light pollution being a major concern as the distribution center is to run 24/7. Please see below the light pollution effects. I used to live by the ocean in Jupiter Florida and there are rules in place to reduce light pollution for the Sea turtles as it disturbs their nesting. Below is a link from the National Park services regarding light pollution and also the excerpt from the letter dated Jan 5, 2021 stating what is needed for the raptor species.

<https://www.nps.gov/subjects/nightskies/lightpollution.htm>

I read through the letter from the Colorado Division of Wildlife that is posted on Project Indiana Info in the City of Arvada. Is the developer implementing these precautions? We have an active nest of Great Horned Owl babies in the Park now. Please see the photos attached. Specifically the portion of this portion of the letter where the developer is to adhere to appropriate seasonal closures and the requirement of larger buffer zones. Also that a permit be necessary and to contact the US Fish and Wildlife Service.

"If there are any active raptor nests found within the project area or in the vicinity of the project area, CPW recommends that the developer adhere to the appropriate seasonal closures and minimize human encroachment of the active nests. Disturbance of active nests can result in nest failure. Some raptor species require larger buffer zones to minimize human encroachment than other raptor species. Seasonal closures also vary by raptor species. If the developer is unable to adhere to the appropriate seasonal closures or the development will unavoidable encroach on any active raptor nests, CPW recommends that the developer consult with the United States Fish and Wildlife Service to obtain the appropriate permit prior to beginning construction. USFWS can be reached at <https://fwsepermits.servicenowservices.com/fwsepermits> or at (303) 236-8171."

Please let me know and Please reconsider using Maple Valley Park as your buffer. We need to protect the wildlife residents and their ecosystems as well.

Sincerely,

Kristen Danzig
[REDACTED]

3 attachments



GreatHornedOwlMom3cropped.jpg
127K



GreatHornedOwlbabies20212cropped.jpg
131K



Colorado Division of Wildlife.pdf
284K



Comments Against Scannell/Amazon Project Indiana on April 20 Meeting

1 message

Lee Conley <[REDACTED]>

Sun, Apr 18, 2021 at 2:44 PM

To: CED Boards and Commission <cedboardsandcommission@arvada.org>

Cc: Arvada Mayor Marc Williams <mwilliams@arvada.org>, Dot Miller <dmiller@arvada.org>, "nford@arvada.org" <nford@arvada.org>, "jsimpson@arvada.org" <jsimpson@arvada.org>, "jmarriott@arvada.org" <jmarriott@arvada.org>, "djones@arvada.org" <djones@arvada.org>, "bfifer@arvada.org" <bfifer@arvada.org>

Members of the Arvada Planning Commission,

I ask you to deny Scannell/Amazon Project Indiana.

This project will have significant impact on surrounding properties. This project will have significant adverse impacts upon the natural environment. The Arvada Comprehensive Plan states that a development "minimally affect surrounding properties" and will not have "significant adverse impacts upon the natural environment".

- This project will add traffic to an already congested Indiana Avenue. Until/unless a light is added for the property on Indiana, a stated 200 vans per day will have to northbound on Indiana (and then starburst on 72nd or through neighborhoods to get to other directions than north?).
- This property will have all of it's parking areas lit for security/safety. This will add bright lights shining into bedrooms of the neighborhoods north and east of the development.
- The vans will have backing alarms which will create periods of incessant noise from the property as the parking plan does not provide drive-through parking stalls, necessitating backing either to park or pull out of parking spaces.
- Amazon warehouse and delivery centers have well-documented issues of delivery drivers having to urinate into plastic bottles because of aggressive scheduling, inadequate facilities, or denial of facilities to contractors ("small business partners"). This will exacerbate the litter on Fig beyond it's current state of plastic mini-liquor bottles every few feet.
- This project turns most of 35+ acres of field into non-permeable asphalt which will drain into Ralston Creek via a detention pond. It will be brightly lit at night. It will be loud. It will adversely impact adjacent Ralston Creek train and park.

This project will not comply with requested zoning. At the public meeting on March 11, 2021, an Amazon Operations representative stated that semi-truck traffic could reach 42 trucks in a 24-hour period during holiday and peak times—this 84 trips would exceed the daily truck trip limit of 50. That number completely excludes the +/- 200 non-peak daily delivery vans, which seem to meet the definition of "truck", also.

This project will put in over 1300 parking places for a nominal 200 delivery vans, warehouse employees, and van drivers. This facility is being designed **not to follow** operations as described in its project description to Jefferson County and City of Arvada, **nor comply** with the zoning being requested, nor abide by it's own traffic study.

Stopping this project now will save years of complaints by your constituents and preempt need for compliance actions (or abdication of enforcement) by the City of Arvada.

Respectfully,

Exhibit G-Public
Comment

Lee Conley
6967 Gardenia Court
Arvada CO 80004





CED Boards and Commission <cedboardsandcommission@arvada.org>

Project Indiana

1 message

Louis Weltzer <[REDACTED]>
To: "cedboardsandcommission@arvada.org" <cedboardsandcommission@arvada.org>

Sun, Apr 18, 2021 at 7:22 PM

To the Commission:

Like most people living in the Arvada area, I feel that the proposed Amazon warehouse would create greater traffic congestion, air pollution, noise pollution and light pollution and would have a very deleterious effect on the quality of life throughout the City and especially in the nearby neighborhoods. I do have a more specific question, though, concerning water.

As you are aware, there is a very large aquifer underlying this whole area, and many hundreds of square miles in addition. As the incessant development has proceeded, large areas of what was open land has been replaced with buildings, pavement and cement. A result of that has been a decrease in the water table - a condition that may soon adversely affect those of us who depend on household wells for our water.

I have seen the plans for the proposed development and note that retention ponds are to be employed to hold storm runoff. I would like to know what ultimately happens to the water in the ponds. Is it allowed to seep into the ground to help recharge the aquifer, or is eventually released to Ralston Creek to be part of the South Platte drainage and gone forever from our area?

Thank you,

Louis Weltzer
[REDACTED]



Re: Project Indiana webpage info needs to be corrected prior to Apr 20th

Protect Maple Valley Park [REDACTED]

Sat, Apr 17, 2021 at 7:57 AM

To: Ryan Stachelski <rstachelski@arvada.org>

Cc: "Deven, Mark" <mdeven@arvada.org>, John Marriott <jmarriott@arvada.org>, "Fifer, Bob" <bfifer@arvada.org>, David Jones <djones@arvada.org>, Dot Miller <dmiller@arvada.org>, Jeremiah Bebo <jbebo@arvada.org>, Lauren Simpson <lsimpson@arvada.org>, "Williams, [REDACTED] osie"

Ryan,

Okay I understand where you are coming from but I would note that our group alone asked well over 100 questions at the March 11th meeting and with the numerous other neighbors asking I'm sure there were several hundreds of questions asked yet 26 of them (reworded to fit a narrative) were made public as the FAQs by the Applicant. That is clearly propaganda/marketing not a recap of the public meeting. Many of you were on that zoom and you saw the hundreds of questions that were asked. Even with consolidating, there wouldn't be only 26 and those 26 were cherry picked to answer, evidenced by the fact that our important questions aren't even on the list.

The community to date has not had their questions answered by the Applicant. The community who asked the questions knows they weren't addressed and it appears the community concerns and voice is being suppressed. We hear this continually from neighbors who are signing the opposition petition. They think the City is not even listening to them and they are frustrated and even angry at what's happening in Arvada. We will continue to advocate and share on behalf of the 4500+ Arvada voices who need to be heard with the hopes that some City officials are listening and will have the courage to address the concerns in this Application.

We will also continue to be active (as much as will be allowed) in the Application process for Project Indiana and hope that the Planning Commission or the City Council asks the Applicant the important questions on the community's behalf.

PLEASE FORWARD THIS EMAIL TO THE PLANNING COMMISSION. The website is www.protectmaplevalleypark.com

Thanks,

Gina Hallisey on behalf of the PMVP Petition Group

ee

www.protectmaplevalleypark.com

Start by doing what is necessary, then what is possible, and suddenly you are doing the impossible.

On Sat, Apr 17, 2021 at 7:02 AM Ryan Stachelski <rstachelski@arvada.org> wrote:

[Quoted text hidden]



Jeremiah Bebo <jbebo@arvada.org>

Amazon on Indiana

Neil Bartel <[REDACTED]> Sun, Apr 18, 2021 at 1:23 PM
To: cedboardsandmommissions@arvada.org, kristen@arvada.org, jbebo@arvada.org

Look at the huge traffic associated with this facility and it is obvious it needs to be AT a non-stop lighted type intersection like an interstate, beltway, or expressway like Colo Hwy 58. Like the facility at I-25 and 136th. It's amazing it has gotten this far at an interior location with many many stoplights and bottlenecks that will be so heavily impacted.
Arvada wants the tax revenue. I-70/I-76 Sheridan area MUCH better.



Jeremiah Bebo <jbebo@arvada.org>

Project Indiana: Pros and Cons

pam o'donnell <[REDACTED]> Thu, Apr 15, 2021 at 11:08 AM
To: Jeremiah Bebo <jbebo@arvada.org>
Cc: "mwilliams@arvada.org" <mwilliams@arvada.org>, "bfifer@arvada.org" <bfifer@arvada.org>, "nford@arvada.org" <nford@arvada.org>, "djones@arvada.org" <djones@arvada.org>, "jmarriott@arvada.org" <jmarriott@arvada.org>, "dmiller@arvada.org" <dmiller@arvada.org>, "cokeefe@jeffco.us" <cokeefe@jeffco.us>, "lsimpson@arvada.org" <lsimpson@arvada.org>

Dear Mr Bebo,

Pros and cons

Pros: increased city revenues, Increase in number of jobs (unfortunately with a high turnover rate*)

Cons: noise, light pollution, air pollution, additional traffic, decrease in wildlife along the Ralston Creek trail, negative impact to Ralston Creek trail due to noise and change in ambiance, loss of revenue to Arvada retail and grocery businesses, loss of rural feel for western Arvada residents, decreased property values for those of us affected by the Amazon Distribution Center, decrease in resident satisfaction with the city government.

In addition we are disappointed with the city government. When we moved to Arvada 4.5 years ago, we were aware that more companies would be building a half mile from our home. And so far, so good. The businesses for the most part operate weekdays till 5 PM and generate little traffic, noise and light pollution. **Never did we think that the city would try to shoehorn a 24/7 business with a gigantic warehouse and hundreds of delivery vehicles into the light industrial park.**

We have another concern. **Will future potential businesses look elsewhere because of Amazon's presence? What new business would open in Arvada when Amazon will deliver the same product for less in a few hours?**

Case in point: A highly successful bookstore, Little Shop of Stories (littleshopofstories.com), in Decatur, GA whose retail store will be reopening to customers May 1. It is profitable and a tremendous community resource. Prepandemic it employed about 13 adults. The profits for the 14 year old business have come largely from kids' birthday parties and nine weeks of kids' summer camps (parents are lined up for hours before registration), book signings, participation in the annual Decatur book festival, etc. In addition prepandemic there were weekly story hours and eleven monthly book clubs for all ages. During the pandemic the community continues to support the bookstore through phone ordering and curbside pickup and a go fund me page which has raised more than \$60,000 Unfortunately there is little profit in book selling because of Amazon.

We believe it would be fantastic for our community if Arvada attracted more retail businesses that promote community involvement. We are pessimistic, though, that it would even be possible if our city government approves the Amazon Distribution Center.

Pamela and James O'Donnell
7079 Devinney Ct.
[REDACTED]

cc: Marc Williams
Bob Fifer
Nancy Ford
David Jones
John Marriott
Dot Miller
Chris O'Keefe
Lauren Simpson

*Researchers at the union-supported National Employment Law Project estimated the full-year turnover rate at several of Amazon's California warehouses was between **89%** and **107%**, using U.S. Census data from 2017. Seattle Times October 10, 2020



Jeremiah Bebo <jbebo@arvada.org>

FW: Regarding Maple Valley Park Annexation-Variation applications withdrawn

Pamela Rose <[REDACTED]>

Wed, Apr 14, 2021 at 4:41 PM

To: Jeremiah Bebo <jbebo@arvada.org>, "cokeefe@jeffco.us" <cokeefe@jeffco.us>, "lsimpson@arvada.org" <lsimpson@arvada.org>, Nancy Ford <nford@arvada.org>, "jmarriott@arvada.org" <jmarriott@arvada.org>, "djones@arvada.org" <djones@arvada.org>, Dot Miller <dmiller@arvada.org>, "bfifer@arvada.org" <bfifer@arvada.org>, "Marc Williams, Arvada Mayor" <mwilliams@arvada.org>, "rstachelski@arvada.org" <rstachelski@arvada.org>

April 14, 2021 - Dear Arvada City Councilmembers et. al,

As a concerned neighbor of the proposed development Project Indiana (Application #DA2020-01117) Maple Valley Park Annexation (Application #DA2020-0118), and Amazon Project Indiana Plan (DA#2020-0132), I was informed that Scannell Properties has withdrawn the minor variation and adjustment applications from the county, where is Amazon locating the main access driveway off of Indiana? Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT.

Respectfully submitted,

Pamela Rose

7114 Fig Street

Arvada, CO 80004



Jeremiah Bebo <jbebo@arvada.org>

Project Indiana - Concerned home owners - Comments for Public Hearing

Patrick Latella <[REDACTED]>
To: cedboardsandcommission@arvada.org, jbebo@arvada.org

Sat, Apr 17, 2021 at 12:37 PM

Hello,
My wife and I are home owners on Deframe Ct. in Arvada near the proposed site for the Amazon distribution center.

We are extremely against the Amazon distribution center being built on the proposed site.

- Our reasons are:
- The development's incompatibility with the community
 - Traffic congestion and concerns on all the surrounding streets
 - Light, noise, air and visual pollution so close to open space and homes
 - **Negative impact on property values**
 - **Negative impact to our quality of life**

We would like to see the proposed site developed in a more community based way.

We do not want to see our quiet, peaceful neighborhood transformed into an industrial park. We know there are alternate initiatives for potential development of the site that would provide much greater value to our community. Pedestrian shopping and walking areas, an outdoor music venue, a community park, etc. This kind of development would bring a much needed central location for positive community building; families enjoying community space where friendships can grow, community appreciation can grow, and a sense of togetherness between the citizens of this area can grow. This is what we need for Arvada...this is what we want for Arvada. We do not want to see our community turned into an industrial park. We do not want the site used for an Amazon distribution center.

So we want you to vote against this project. By doing so you will show that you care about the families of Arvada and the desire to grow a sense of community in our city.

I would appreciate answers to these questions:

- What is the benefit of Amazon building this facility here to Arvada?
- What benefit will the Amazon distribution center bring to my family, and to any of the families in the surrounding area?

Thanks very much for your time.

Patrick and Erin Latella

Patrick Latella
[REDACTED]



Jeremiah Bebo <jbebo@arvada.org>

Amazon Distribution Center in Arvada

TARA DEARD <[REDACTED]>
To: "[REDACTED]"

Mon, Apr 19, 2021 at 2:40 PM

It is my understanding that Scannell Properties has withdrawn the minor variation adjustment applications from Jefferson County. Given this, where does Amazon plan to locate the main access driveway off Indiana? Please provide and make public all current information about the 68th Avenue and Indiana Street intersection plans and the access permit application with CDOT.

At the Neighborhood Meeting in March, Amazon said their trucks and vans would be entering and leaving the distribution center during "off hours" or not during morning and evening rush hours. Regardless, this is still a large increase in traffic in this area and will directly affect people living in the neighborhood entering and exiting their neighborhoods.

In addition, I would expect that the number of vans and trucks entering and exiting the distribution center will increase over time as development continues to increase in the distribution center's delivery area.

Given all this, I am very interested in where Amazon plans to put its main entrance and will be monitoring this and the overall Amazon development closely.

I hope you will oppose Amazon's development proposal at this stage at least until the distribution center's entrance location is solidified. I still feel strongly that a development of this type is not compatible with the area. I understand progress and development is inevitable, but a development of this size in the proposed location - especially its proximity to the Ralston Creek Trail - will have multiple adverse affects on the area.

Regards,

Tara Deard
Arvada Resident



Jeremiah Bebo <jbebo@arvada.org>

question

tmgone [REDACTED]
To: jbebo@arvada.org

Mon, Apr 19, 2021 at 11:25 AM

As Scannell Properties has withdrawn the minor variation and adjustment applications from the county, where is Amazon locating the main access driveway off of Indiana? Please provide and make public all current information that you have about the 68th Avenue and Indiana Street intersection plans and the access permit application to CDOT.

April 19, 2021

City of Arvada
8101 Ralston Road
Arvada, Colorado 80003
Application: [Project Indiana \(DA2020-0132\)](#)
Address: 6730 Indiana St, Arvada, Colorado

Mr. Bebo and Planning Commission Members,

I am writing in on my support for [Project Indiana \(DA2020-0132\)](#), but not without concerns listed below. My wife and I have lived in Ralston Valley Filing #5 since 2001, approximately a block from this application, and commonly use Ralston Valley Trail, Maple Valley Park, and both walk and commute through Parkway Center Light Industrial Park. In reviewing the [Report to the Planning Commission](#), dated April 20, 2021, by Jeremiah Bebo and agree that this application is compatible with current Arvada zoning and land use plans and documents.

We are also aware of the opposition to the development plan and disagree that it is an incompatible use. The opposition has raised the following issues:

- *"This industrial use with 24/7 operation will add noise, light, and air pollution that will be detrimental to nearby residents and the wildlife habitat in the adjacent open space."*

Potential noise pollution can be easily mitigated, and recommend the applicant proposes the following solution if they haven't already. The applicant property will ensure that the [maximum permissible continuous sound pressure levels](#) will respect the adjacent properties' land use at the property line. For example, the northern property line will have a maximum Sound Pressure Level Limit of 55dB(A) during the day and 50dB(A) at night.

The applicant has proposed the shielding of light fixtures and must meet the [Maximum Spill Light Illumination Levels](#) as specified in Arvada Municipal Code.

Air pollution is a tough one. Does the added impact of the additional traffic offset the current Fugitive Dust Pollution already occurring on the Newsome property and vacant Parkway Center lots?

The 24/7 operation is not limited to this property. There are other businesses and government facilities that operate 24/7 within the same area.

- *"Traffic congestion to the surrounding area will be substantial."*

There will be more traffic congestion from the Candelas and surrounding developments than from this use. We do have traffic concerns that need to be addressed by both the city and the

applicant below.

- *"This development will have a negative impact on home values and quality of life."*

A common concern from homeowners. The Parkway Center Light Industrial Park and Newsome property have been a host of Canadian Thistle and dumping grounds for adjacent property owners' lawn and construction waste. A Class C Recreational Vehicle was recently filled with garbage and abandoned on North Eldridge Street next to Parkway Center Light Industrial Park. This vacant and unmaintained land is not a positive for home values and quality of life either.

- *"An INCOMPATIBLE USE like this will FOREVER change the West Arvada community into a heavy industrial area with NON-STOP TRUCK, VAN & FLEX DRIVER TRAFFIC!"*

This application for annexation and rezoning is a compatible use.

It will also repurpose a nuisance property commonly covered in noxious weeds that spread through adjacent subdivisions and into Maple Valley Park. It will revitalize a shopping center and potentially add tertiary businesses to serve future employees of the facility.

We believe that the applicant can mitigate the concerns of impact to Maple Park, and the removal of noxious weeds that commonly infest Maple Park and surrounding properties will be beneficial to the community. Additionally, this application will bring additional tertiary businesses to support the employees of the light industrial park.

We do recommend that the applicant address several issues relating to the development application, not associated with the annexation and rezoning.

1. Traffic issues with Gardenia Street to West 65th Way to Fig Street to North Eldridge Street

Gardenia St – W 65th Wy – Fig St – N Eldridge St is used as a "collector" for subdivisions around Parkway Center to access W 64th Ave because N Eldridge is not complete. While there is an agreement to complete the connection of N Eldridge St between W 64th Ave and W 72nd Ave upon complete infill of Parkway Center, the sooner, the better. If the applicant could financially support this completion, it would be an excellent improvement for the community and ease traffic concerns as local residents could bypass Parkway Center.

2. Traffic issues with the McIntyre Parkway to West 64th Avenue to Indiana Street

The interchange between McIntyre Parkway – W 64th Ave – Indiana St will need to be addressed by the City. The existing configuration does not meet current traffic requirements, cannot meet traffic requirements when Candelas is completed, and the additional traffic from the applicant will not help. The turn radii are barely sufficient for commercial traffic, and there are insufficient turn lanes onto northbound Indiana Street from eastbound W 64th Ave.

While an unpopular opinion, traffic would flow much more efficiently by replacing the lighted

intersections at McIntyre & W 64th, W 64th & Joyce Dr, and W 64th & Indiana with multi-lane roundabouts.

3. Noise Mitigation

As noted above, we recommend the applicant meet maximum continuous sound pressure levels based on the adjacent property use, not the use of their property to be a good neighbor.

4. Human Waste Mitigation

The applicant should address concerns about human waste deposited in inappropriate disposal containers (e.g., dumpsters). As an industry-wide issue, not limited to the applicant, it needs to be addressed so nothing "leaks" into Ralston Creek or is transferred from the water detention facility by waterfowl or other

Regardless of the applicant, the use is compatible location. It is a light industrial use surrounding by existing and planned light industrial and commercial uses. The existing Newsome property has been the leading community source of noxious weeds for decades. Not have clouds of dust and Canadian Thistle seeds blowing all over the surrounding properties improves home values and quality of life.

The biggest issue is the lack of road infrastructure to support existing and future uses, which is only enhanced by large developments like this since we rarely fund infrastructure projects as taxpayers. Any impact to Maple Valley Park can be mitigated with creative design and potentially enhanced through constructive community feedback. Let's use this as an opportunity to improve our surrounding communities rather than keep the status quo.

Tom Neer
13773 W. 68th Ave
[REDACTED]

**At time of packet finalization and review for the April 20, 2021
Planning Commission Meeting the following item(s) are missing:**

-Mailing Notice-DA2020-0118

-Mailing Notice-DA2020-0117