



Architects & Planners Inc.

December 18, 2020

Revised: February 2, 2021

Nick Nelson  
Senior Planner  
Jefferson County Planning and Zoning  
100 Jefferson County Pkwy  
Suite 3550  
Golden, CO 80419

RE: Conifer Center Rezone ODP Submittal – Evacuation Plan Impact Narrative

Nick,

Foothills Housing 1 received the 3<sup>rd</sup> Referral Response Letter for Conifer Commons (renamed Conifer Center) which included a request for a revised evacuation plan demonstrating the impacts of the proposed development would have to the surrounding community in case of emergency. Site circulation would be formally addressed in a Site Development Plan review if the rezoning is granted. The attached narrative is intended to address a high-level understanding of site evacuation in the case of an emergency.

*The Evacuation Plan does not address impacts to the surrounding community. The evacuation plan needs to address delays which may be experienced by the community to the south and east of Light Lane and what impacts this development may impose on their evacuation routes. The same is required for Scenario 2 farther south and east on Pleasant Park Road. Please reference the Evergreen Community Wildfire Protection Plan.*

#### Scenario 1

Please see attached exhibit 1 diagram for anticipated site circulation. A primary access road will connect Light Lane to each of the three proposed use areas with the road terminating in a loop road at use Area 1. Use areas 2 and 3 also would also utilize an internal loop of circulation from the primary access road. Given the fire protection standard requirement of two separate access points to a site, an emergency access will be proposed to the rear of the Safeway building connecting to primary access road. The adjacent commercial center circulation will provide the second means of site access. In the event of an emergency evacuation, the anticipated population of the site that is on site would have access to the commercial center and out to US 285 or Light Lane to US 285. The projected maximum occupant load of the site is between 400 and 600 persons in a maximum of 188 units. Vehicle traffic in the case of an emergency evacuation might approach 250 – 300 vehicles maximum. Evacuation density is based on time of day of evacuation and the duration given for evacuation.

## Scenario 2

Please see attached exhibit 2 diagram for possible alternative site circulation. The area masterplan states an objective of the continuation of Main Street to Pleasant Park Road to facilitate increased density to the Activity Center. The extension of Main Street to Pleasant Park Road would require a transportation easement through private property and unlikely to occur.

An alternative to the intent of the masterplan would be to connect Light Lane to Pleasant Park Road for north and south site access. While Foothills Housing I, LLC does not control the site to the south of the proposed rezoned site, there have been discussions of a land ownership transfer or common goal of connected sites and a circulation study has been generated by PWN Architects and Planners. Please see attached circulation study in exhibit 2. Scenario 2 would allow evacuation in two different directions, to Light Lane/Safeway Emergency Access and to Pleasant Park Road. Conversations are active between the two land ownership parties.

## Response to Staff Comments

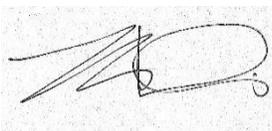
At the request of staff, the client team forwarded the evacuation plan to the Elk Creek Fire Protection District for Review, comment and direction. Their response was that they don't have a knowledge leader that could respond to the request. They did read the plan and approved the evacuation plan with no comments.

There will be obvious impact of the development to the adjacent property's evacuation upstream from where the proposed development circulation meets existing right of ways. The impact is unknown based on the individuality of a fire evacuation. The duration of evacuation, time of day, season of year, are unknown elements that would affect delay times. The client has stated the approximate maximum vehicle load within the evacuation plan.

The Evergreen Fire Evacuation Plan does not provide any criteria for its findings and as such is not able to be used as a model.

The ODP, written restrictions section 11.1.5, outlines the most current fire life safety models and codes to be incorporated into the project zoning. By extension, the developer's intent for vehicular circulation evacuation plan and impact to adjacent arteries is to also facilitate the highest standards known into the projects' formation. The client team has worked with Jefferson County and the ECFPD meticulously to satisfy project rezoning safety concerns over the past year and will continue to do so beyond rezoning if approved.

Sincerely,



Tom Davis, AIA, NCARB, LEED AP  
Senior Associate Architect  
PWN Architects and Planners

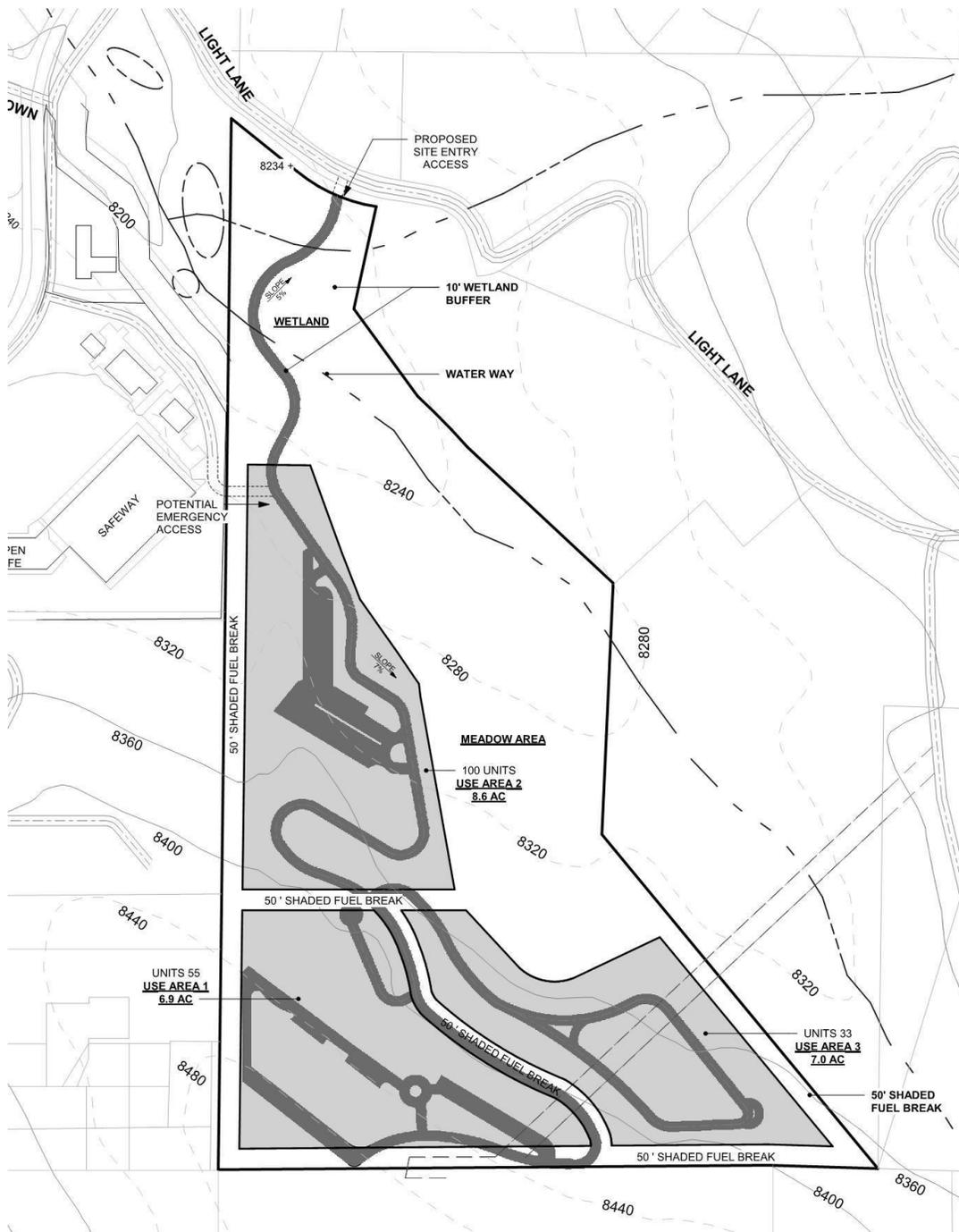


Architects & Planners Inc.

Exhibit 1 – Scenario 1

02/02/2021

Emergency Evacuation Impact Narrative





Architects & Planners Inc.

Exhibit 2 – Scenario 2

02/20/21

Emergency Evacuation Impact Narrative

