

LETTER OF AUTHORIZATION

I, FR. JAMES JACKSON, as the owner (or owner's representative) of 5612 S Hickory St, Littleton, CO, (Lot 1 and 2 of Block 1, Hickory Heights, City of Littleton, County of Arapahoe, State of Colorado) hereby authorize Sterling Design Associates to prepare and sign application materials and otherwise represent the owner regarding the General Planned Development Plan for the Our Lady of Mount Carmel Catholic Church.

By: FR. JAMES JACKSON
Property Owner or Authorized Agent Printed Name

Fr. James Jackson
Property Owner or Authorized Agent Signature

Date: 12.12.18

State of Colorado

County of Arapahoe

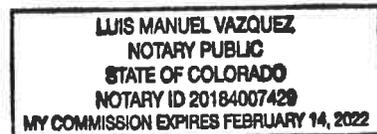
The foregoing authorization was acknowledged before me this 12 day of 12, 2018,

By James Jackson as _____

Witness my hand and official seal.

[Signature]
Notary Public

My Commission Expires Feb 14 2022



December 12, 2018

Rob Haigh, Planner II
City of Littleton Community Development
2255 W Berry Ave
Littleton, CO 80120

RE: Our Lady of Mount Carmel Catholic Church General Planned Development Plan

Mr. Rob Haigh,

Below is the information about the above listed project that includes the items noted in the General Planned Development Plan Application Submittal Requirements, including the written description of the project, intent, objectives, and schedule for development.

Project Description:

This project is an application to change the zoning from R-3 to PD-R (using R-3 zone as the basis for the land use regulations) for this existing neighborhood church. This application is to primarily change the required unobstructed open space from 50% to 25% to accommodate small improvements to the church's property and reflect the property's use as a community gathering place. In addition, per the Land Use Regulations noted on the Development Plan sheet, the setbacks have been adjusted to comply with the existing conditions.

Project Intent and Objectives:

The intent of this development plan is to rezone this parcel to PD-R in order to reduce the required amount of open space from 50% to 25% and align site design standards to existing conditions. These changes will maintain the compatibility of the site with the surrounding neighborhood and the comprehensive plan.

The proposed change in the zoning and the following improvements will not impact the projected population, school-age population; traffic generation (as noted in the traffic study provided); additional park land required and availability of City services. The site use will remain a church and church facilities.

The development concept being proposed meets or exceeds the intent of the Planned Development District (10-2-23(B)) by maintaining the existing character of the neighborhood while providing a more effective use of the land owned by the church. The site includes adequate parking per the parking section of the Zoning Code and this application does not propose changing the parking requirements from what is required by Code. This request will allow the church to maintain its use as gathering place for the neighborhood, and maintain a variety of uses within this neighborhood and the larger Littleton community. The proposed changes do not significantly change the nature and intensity of development

Jay M. Newell, PE
Wayne T. Sterling, RLA, LEED AP

2009 W. Littleton Blvd. #300
Littleton, CO 80120

303.794.4727
www.SterlingDesignAssociates.com

on the property, and do not negatively impact the City's utilities, transportation network, drainage systems and will minimize impacts on adjacent existing and future development. The response by the neighbors at the community meeting held on December 3rd, 2018 was positive and supportive of this zoning change.

How this application meets the "Declaration of Public Policy for Rezoning":

This property will maintain its existing use with this zoning change, however, the R-3 zone is incompatible with the current use and long-term plans of the church, specifically, the requirement for 50% unobstructed open space required in the R-3 zone. In addition, the existing buildings do not comply with the setbacks set forth in the R-3 zone, therefore, this proposed change will bring the zoning and site in alignment with one another. This change to PD-R will use the R-3 zone as the underlying basis for all land use regulations noted on the Development Plan.

Project Schedule:

We anticipate submitting a SDP application in conjunction with this Development Plan which will include a remodeling of the existing parish hall, small building expansion and associated site plan improvements.

Please don't hesitate to contact any member of our team if you have any questions on this project. We look forward to working with the City of Littleton.

Sincerely,

Wayne T. Sterling, PLA, LEED AP
President, Landscape Architect
Sterling Design Associates. LLC



SM ROCHA, LLC

TRAFFIC AND TRANSPORTATION CONSULTANTS

November 30, 2018

Wayne Sterling
Sterling Design Associates, LLC
2009 W Littleton Boulevard, Suite 300
Littleton, CO 80120

**RE: Our Lady of Mt Carmel / Traffic Generation Analysis
Littleton, Colorado**

Dear Wayne,

SM ROCHA, LLC is pleased to provide traffic generation information for the development entitled Our Lady of Mt Carmel. This development is located at the southeast corner of the intersection of Hickory Street with Powers Avenue in Littleton, Colorado.

The intent of this analysis is to present traffic volume likely generated by the proposed development expansion and consider potential impacts to the adjacent roadway network.

The following is a summary of analysis results.

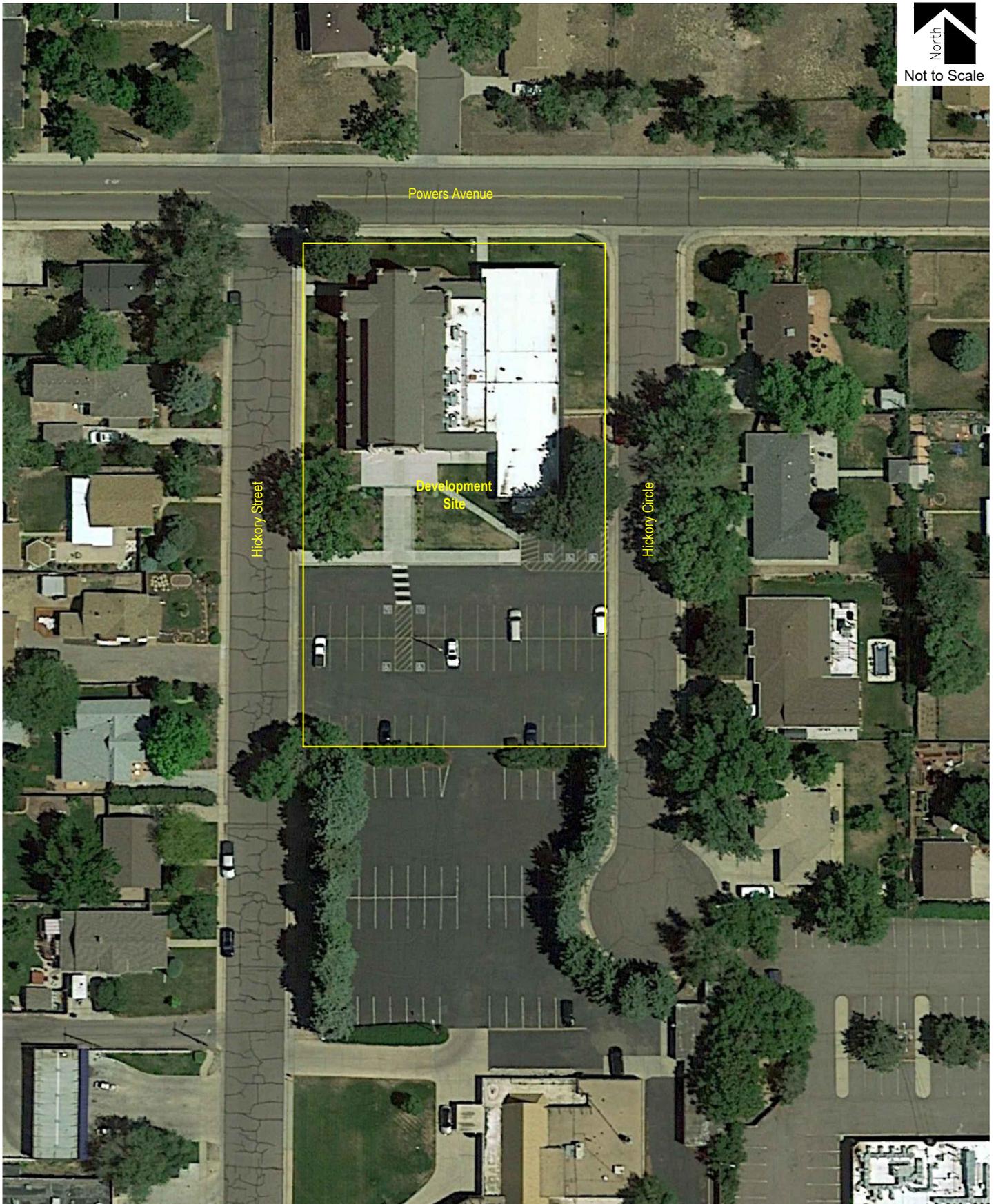
Site Description and Access

Land for the development is currently occupied by an existing building of approximately 11,900 square feet. The proposed building addition is approximately 1,700 square feet. The site is surrounded by a mix of residential, institutional, and commercial land uses.

Development site traffic is accommodated by two full-movement accesses. One access is on Hickory Street and the other on Hickory Circle. Both access drives are existing and operate as stop-controlled intersections.

General site and access locations are shown on Figure 1.

A conceptual site plan, as prepared by Integration Design Group, is shown on Figure 2. This plan is provided for illustrative purposes.



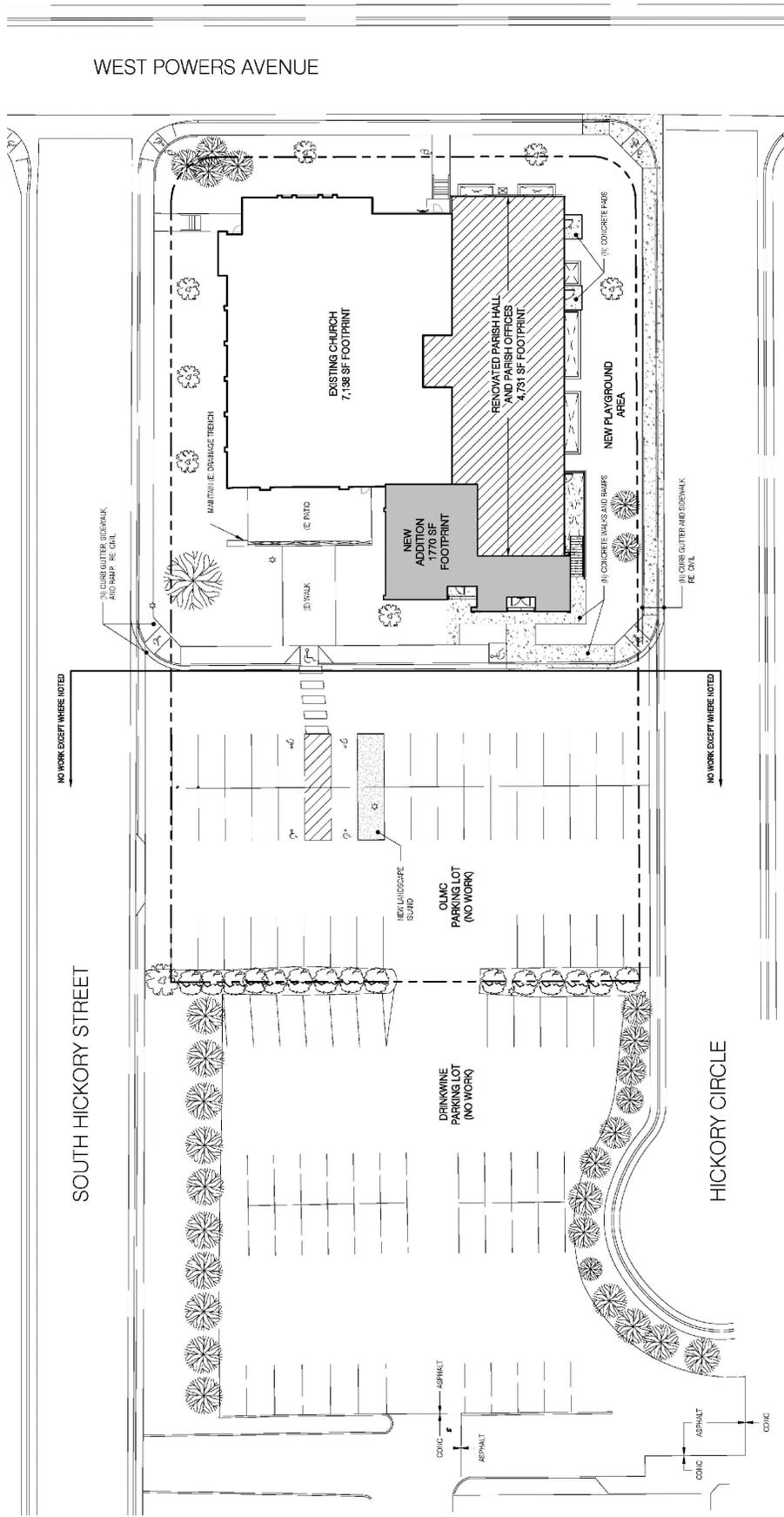
North
Not to Scale



OUR LADY OF MT CARMEL
Traffic Generation Analysis

SM ROCHA, LLC
Traffic and Transportation Consultants

Figure 1
SITE LOCATION



Vehicle Trip Generation

Standard traffic generation characteristics compiled by the Institute of Transportation Engineers (ITE) in their report entitled Trip Generation, 10th Edition, was applied to the proposed land use in order to estimate the average daily traffic (ADT) and peak hour vehicle trips. A vehicle trip is defined as a one-way vehicle movement from point of origin to point of destination.

Table 1 presents average trip generation rates for the additional development area proposed. Use of average trip generation rates presents a conservative analysis. ITE land use code 560 (Church) was used for analysis because of its best fit to proposed land use.

TABLE 1 TRIP GENERATION RATES													
ITE CODE LAND USE UNIT			TRIP GENERATION RATES										
			WEEKDAY						SUNDAY				
			24 HOUR	AM PEAK HOUR			PM PEAK HOUR			24 HOUR	PEAK HOUR		
ENTER	EXIT	TOTAL		ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL				
560	Church	KSF	6.95	0.20	0.13	0.33	0.22	0.27	0.49	27.63	4.80	5.19	9.99

Key: KSF = Thousand Square Feet Gross Floor Area.
Note: All data and calculations above are subject to being rounded to nearest value.

Table 2 summarizes the projected average daily traffic (ADT) and peak hour traffic volumes likely generated by the additional land use area proposed.

TABLE 2 TRIP GENERATION SUMMARY													
ITE CODE LAND USE SIZE			TOTAL TRIPS GENERATED										
			WEEKDAY						SUNDAY				
			24 HOUR	AM PEAK HOUR			PM PEAK HOUR			24 HOUR	PEAK HOUR		
ENTER	EXIT	TOTAL		ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL				
<u>Site Development - Existing</u>													
560	Church	11.87 KSF	82	2	2	4	3	3	6	328	11	12	23
<i>Existing Total:</i>			82	2	2	4	3	3	6	328	11	12	23
<u>Site Development - Proposed</u>													
560	Church	1.77 KSF	12	0	0	1	0	0	1	49	2	2	4
<i>Proposed Addition:</i>			12	0	0	1	0	0	1	49	2	2	4
<i>Build-Out Total:</i>			95	3	2	5	3	4	7	377	13	14	27

Note: All data and calculations above are subject to being rounded to nearest value.

As Table 2 shows, the additional development area has the potential to generate approximately 49 daily Sunday trips with four of those occurring during the peak hour of generator. This would result in a build-out total of approximately 377 daily Sunday trips with 27 of those occurring during the peak hour of generator.

Weekday daily trips are considered minor with a build-out total of approximately 95 daily trips with five of those occurring during the morning peak hour, and seven occurring during the afternoon peak hour.

Adjustments to Trip Generation Rates

A development of this type is not likely to attract trips from within area land uses nor pass-by or diverted link trips from the adjacent roadway system, therefore no trip reduction was taken in this analysis.

Trip Generation Distribution and Assignment

Overall directional distribution of site-generated traffic was determined based on existing area land uses, the site location within the City, and the available roadway network. Site-generated traffic is anticipated to be distributed through each existing access. Distribution along Powers Avenue is general and assumed to be 40 percent to/from the east and 40 percent to/from the west. Distribution along Hickory Street is assumed to be 20 percent to/from the south.

Traffic assignment is how the site-generated and distributed trips are expected to be loaded on the roadway network. Applying assumed trip distribution patterns to site-generated traffic provides the peak hour trip volume assignments for existing accesses. These volumes are then divided further upon travel through adjacent roadways serving the overall development area. The table below uses the trip generation volumes from Table 2 and denotes projected traffic volumes at each existing access and adjacent intersections. Only the Sunday peak hour is considered given the minor volumes generated by this land use during an average weekday.

Development Site Access	Sunday Peak Hour Inbound Volume	Sunday Peak Hour Outbound Volume
Access on Hickory Street		
<i>Westbound Left</i>	N/A	2
<i>Westbound Right</i>	N/A	6
<i>Northbound Right</i>	3	N/A
<i>Southbound Left</i>	5	N/A
Access on Hickory Circle		
<i>Eastbound Left</i>	N/A	6
<i>Southbound Right</i>	5	N/A
Powers Avenue / Hickory Street		
<i>Eastbound Right</i>	5	N/A
<i>Northbound Left</i>	N/A	6
Powers Avenue / Hickory Circle		
<i>Westbound Left</i>	5	N/A
<i>Northbound Right</i>	N/A	6

Development Impacts

As Table 2 shows, peak hour traffic volumes anticipated for the proposed development addition are considered minor. These minor volumes are not likely to negatively impact operations of Powers Avenue or other adjacent roadways or intersections during average weekday peak periods, nor during the Sunday peak hour.

Conclusion

This analysis assessed traffic generation for the Our Lady of Mt Carmel development addition and potential impacts to the adjacent roadway network.

It is our professional opinion that the proposed site-generated traffic resulting from the additional building area is expected to create no negative impact to traffic operations for the surrounding roadway network and existing site accesses. Analysis of site-generated traffic concludes that proposed development traffic volume is minor.

We trust that our findings will assist in the planning and approval of the Our Lady of Mt Carmel development addition. Please contact us should further assistance be needed.

Sincerely,

SM ROCHA, LLC

Traffic and Transportation Consultants



Stephen Simon, EIT
Traffic Engineer



Fred Lantz, PE
Traffic Engineer