



AGENDA
CITY OF GLENWOOD SPRINGS
Planning and Zoning Commission
Regular Meeting
MARCH 23, 2021
Council Chambers, First Floor
101 W. 8TH STREET
6:00 PM

1 Meeting Attendance Instructions

- A. Please click the link below to join the webinar:

<https://us02web.zoom.us/j/87820980559>

Or iPhone one-tap :

US: +16699006833,,87820980559# or +12532158782,,87820980559#

Or Telephone:

Dial(for higher quality, dial a number based on your current location):

US: +1 669 900 6833 or +1 253 215 8782 or +1 346 248 7799 or +1 929 205 6099 or +1 301 715 8592 or +1 312 626 6799

Webinar ID: 878 2098 0559

International numbers available: <https://us02web.zoom.us/j/kdFEEBIQH4>

2 Roll Call

3 Receipt of the Minutes

- A. February 23, 2021 Minutes

4 Comments from citizens appearing for items not on the agenda

5 Continued Items

- A. Planning File 40-20 Special Use Permit to operate a Large Child Care Center at 536 S. Hyland Park Drive, a property in the RM1-residential medium density zoning district (PIN#218516130002 and #218516121006) - Continued from January 26 and February 23, 2021; Application Withdrawn.
- B. Planning File 69-20 Consideration of a Special Use Permit for a Retail Marijuana establishment at 2114 Grand Avenue (PIN 2185-164-00-095)

- C. Planning File 66-20- Consideration of various code text amendments to Municipal Code Title 070 Sections including but not exclusive of Sections 070.030, 070.040, 070.060 and 070.070 regarding Use Regulations; Accessory Uses; Landscaping, Screening and Fencing; Off-street Parking; Signs; Administration and Procedures; and Rules of Construction and Definitions. Continued from December 15, 2020, January 26, 2021, and February 23, 2021.

6 New Items

- A. 09-20 Consideration of an Annexation and the initial zoning/Rezoning of 15.818 acres to Commercial (CO) District and Planned Unit Development (PUD) District at 214 Center Drive (PIN: 2185-061-00-042)
- B. Planning File 64-20 - Consideration of a Minor Site Architectural Plan to add five new dwelling units at 405 Laurel St, a property with five existing units. (PIN#2185-091-00-008)

7 Commissioner Comments

8 Director Comments

9 Adjournment



MINUTES
City of Glenwood Springs
Planning and Zoning Commission
Regular Meeting
February 23, 2021
Zoom
6:00PM

1. Roll Call

Present at roll call were Commissioners: George Shaver, Marco Dehm, Carolyn Cipperly, Kathryn Grosscup, Ben West, Joy White

Absent at roll call were Commissioners: Amber Wissing, Sumner Schachter, Pete Waller

Also present were: Asst. City Manager Jenn Ooton, Asst. Community/Economic Dev. Director Gretchen Ricehill, Senior Planner Trent Hyatt, City Attorney Karl Hanlon, Assistant City Engineer Jessica Bowser,

2. Receipt of the Minutes

Commission reviewed the minutes from the 1/26/2021 meeting.

Commissioner Shaver made a motion to approve the minutes from 1/26/2021. Commissioner Cipperly seconded the motion. Commissioner Dehm called the item to question.

Motion passed unanimously.

3. Public Comments

Comments from citizens appearing for items not on the agenda. No citizens presented.

4. Continued Items

- a. Planning File 40-20: Consideration of a Special Use Permit to operate a Large Child Care Center at 536 S. Hyland Park Drive, a property in the RM1-residential medium density zoning district (PIN 2185-161-30-002 & 2185-161-21-006)

Assistant Community/Economic Development Director Gretchen Ricehill asked the Commission to confirm that the members had reviewed the additional public comments received. Commission confirmed. Ricehill provided a short presentation on the application including additional information which was provided in the staff report.

Ricehill indicated that the Commission approve the application with the findings and conditions on page 9 of the staff report.

Commissioner Shaver asked for more information on the Brittany Place Subdivision, which includes parcels 2185-161-03-002 and 2185-161-21-006. Staff confirmed. Shaver has additional questions on the covenants of the subdivision. City Attorney Karl Hanlon stated that the enforcement of private covenants was not a municipal matter.

Commissioner Cipperly had questions on grade of access road and the existing retaining wall on the south side of 536 Hyland Park Drive.

Commissioner West provided comments on the grade of the access road. West suggested limiting traffic to one way. Staff indicated the submitted traffic report did not include a one-way street as an option and that such a proposal would require input from Engineering Department.

Commissioner White requested to review the conditions of approval.

Applicant Maggie Brown provided the Commission with more information on the requested capacity, potential capacity, and the role of the property owner, Valley View Hospital, with the application.

Commissioner Dehm opened the item to public comment.

Mari Lee Rippy supported application denial, citing potential for increased impact to the neighborhood.

Graham Jackson supported application denial. Jackson stated it seemed that this center would only benefit Valley View employees and not the entire community.

Commissioner Dehm asked the applicant to confirm contents of a letter from Valley View Hospital in the application. Applicant Maggie Brown explained the letter was a letter of support from Valley View for the application. Commissioner Dehm also asked if there was ADA compliant access, which the applicant confirmed.

Commissioner Shaver made a motion to deny the application. Shaver referenced lack of access, parking issues, and infrastructure challenges. Commissioner Cipperly seconded the motion. Commissioner Cipperly cited possible negative impacts to parking, traffic, and the neighborhood.

Commissioner Dehm expressed interest in approving the application, with additional conditions. Dehm suggested continuing the application to allow applicant to address concerns.

Commission further discussed continuing the application and what conditions would be required of applicant. City Attorney Karl Hanlon explained the Commission would need to specify requirements regarding the application, including addressing concerns on access and traffic.

Commissioner Shaver withdrew the motion to deny the application. Commissioner Cipperly withdrew the second to deny.

Commissioner Dehm asked the applicant to confirm interest in continuing application. Applicant Maggie Brown confirmed interest to continue application.

Community Development Director Jenn Ooton explained that some conditions could be addressed in the construction plan and building permit review.

Commissioner Dehm made a motion to continue the item and to include conditions of approval for primary access to the property from the south with intent of reducing neighborhood impact. Commissioner White seconded the motion.

Commissioner Dehm amended the motion to include the condition that 15% of available childcare spots be available to individuals not employed by Valley View Hospital. Commissioner White seconded the amended motion.

Commissioner Dehm called the item to question.

Motion passed unanimously.

5. New Items

- a. Planning File 69-20: Consideration of a Special Use Permit for a Retail Marijuana establishment at 2114 Grand Avenue (PIN 2185-164-00-095)

Commissioner West exited the Zoom meeting.

Senior Planner Trent Hyatt provided a short presentation to Commission on the Special Use Permit application. Hyatt explained that this application was a separate and revised application compared to the one previously denied by City Council on 6/18/2020. Staff recommended approval to recommend to City Council with findings and conditions on page 9 & 10 of the staff report.

Commissioner Shaver asked about proposed uses of other units, access to the property, parking plan, snow removal, suggested conditions, and potential for other redevelopment in the area.

Commissioner Cipperly asked about access to the property, fire access, traffic patterns.

Commissioner White asked about current City regulations on marijuana retail stores and existing residential use on the property. Hyatt confirmed there were 2 residential units to the rear of the property.

Assistant City Engineer Jessica Bowser provided more information on parking and proposed access to Grand Avenue.

Commissioner Dehm asked questions on the proposed uses of the building, including residential uses. Hyatt confirmed the proposed uses and confirmed that building would contain residential uses.

Applicant Chris Hawkins, Alpine Planning, made a presentation to the Commission on the application. Presentation covered site design, parking, access, and proposed uses.

Applicant Eric Marquez, Apex Consulting Engineering LLC, provided information on the submitted traffic study.

Commissioner White asked if the buffer zone included a nearby treatment facility. Applicant Chris Hawkins stated the buffer only applied to schools.

Commissioner Cipperly had questions for the applicant on proposed employment numbers, parking, access to the property, and proposed design of the side elevation of the building. Applicant provided additional information on these items.

Assistant City Engineer Jessica Bowser stated that the final access design would be a product of conversation between the applicant, the City of Glenwood Springs, and CDOT.

Commissioner Dehm asked staff the threshold of development allowed before a major redevelopment would be required.

Commissioner Dehm opened the item to public comment.

Haley Carmer, Attorney at Garfield & Hecht, expressed support to deny the application citing incompatibility to the neighborhood especially nearby hotel and residential areas and concerns about overflow parking.

Commissioner Dehm closed the item to public comment. Commissioner Dehm and staff provided details on submittal of public comments.

Applicant Chris Hawkins asked when applicant could respond to public comments. Dehm explained this would happen at next meeting.

Commissioner Cipperly made a motion to continue the item to the next scheduled Planning & Zoning Commission meeting. Commissioner Shaver seconded the motion.

Commissioner Dehm called the item to question.

Motion passed unanimously.

At 8:17 PM Commissioner Dehm called for a five minute recess.

Meeting resumed at 8:23 PM.

6. Continued Items

Planning File 66-20: Consideration of various code text amendments to Municipal Code Title 070 Sections including but not exclusive of Sections 070.030, 070.040, 070.060, and 070.070 regarding Use Regulations; Accessory Uses; Landscaping, Screening, and Fencing; Off-street Parking; Signs; Administration and Procedures; and Rules of Construction and Definitions. Continued from January 26, 2021

Staff confirmed that there was not a quorum and discussed potential of continuing item.

Commissioner Shaver made a motion to continue the item to the next month's meeting. Commissioner Cipperly seconded the motion. Commissioner Dehm called the question.

Motion passed unanimously.

7. Discussion

Planning and Zoning Commission discussed the upcoming joint meeting between the Planning & Zoning Commission and Housing Commission.

8. Commissioner Comments

Commission members discussed upcoming workshops and other city meetings.

9. Director Comments

Director Jenn Ooton commented on upcoming city meetings and other Commission items.

10. Adjournment

Meeting was adjourned at 8:44 PM.



Planning and Zoning Commission Report

Date: March 23, 2021
To: Planning and Zoning Commission
From: Gretchen Ricehill, Assistant Director of Economic and Community Development
Subject: Planning File 40-20 Special Use Permit to operate a Large Child Care Center at 536 S. Hyland Park Drive, a property in the RM1-residential medium density zoning district (PIN#218516130002 and #218516121006) - Continued from January 26 and February 23, 2021; Application Withdrawn.

REQUEST	Special Use Permit for a Child Care Center
APPLICANT	Margaret Brown
OWNER	Valley View Hospital
LOCATION	536 S Hyland
ZONE	RM1-residential medium density
SURROUNDING LAND USES	
LOT SIZE	

ACTION ITEMS

None.

BACKGROUND

On March 9, 2021, city staff received written notice from the applicant withdrawing her special review use application. No further discussion or action is required.

PROJECT SUMMARY

NA

REVIEW CRITERIA AND STAFF ANALYSIS

NA

REVIEWING AGENCY COMMENTS

NA

ACTION ITEMS & STAFF RECOMMENDATIONS

NA

Suggested Findings:

NA



Planning and Zoning Commission Report

Date: March 23, 2021
To: Planning and Zoning Commission
From: Trent Hyatt, Senior Planner
Subject: Planning File 69-20 Consideration of a Special Use Permit for a Retail Marijuana establishment at 2114 Grand Avenue (PIN 2185-164-00-095)

REQUEST	Consideration of a request for a special use permit for a retail marijuana establishment in the M1 Mixed-Use Corridor District
APPLICANT	Kind Glenwood LLC
OWNER	2114 Grand Avenue, LLC
LOCATION	2114 Grand Avenue (PIN: 2185-164-00-095)
ZONE	M1 Mixed Use Corridor District
SURROUNDING LAND USES	North: Hotel lodging South: Retail convenience store/gas station East: Grand Avenue right-of-way West: Multi-family residential
LOT SIZE	Approximately 0.398 acres/17,337 square feet

ACTION ITEMS

Action 1 - Special Use Permit - for a retail marijuana establishment in the M1 Mixed-Use Corridor District.

BACKGROUND

This item was continued from the February 23, 2021 meeting. No additional comments have been received by staff since that time. However, additional items are attached to address various issues discussed by the Planning and Zoning Commission. Former attachments are also included.

PROJECT SUMMARY

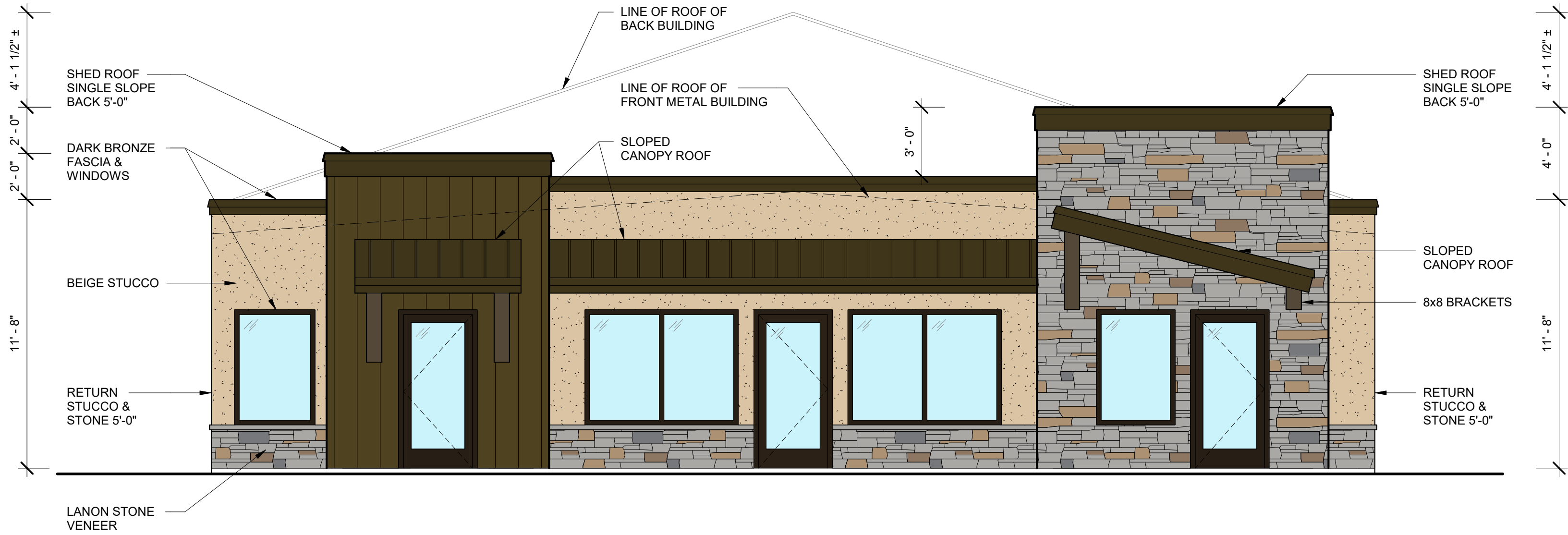
REVIEW CRITERIA AND STAFF ANALYSIS

REVIEWING AGENCY COMMENTS

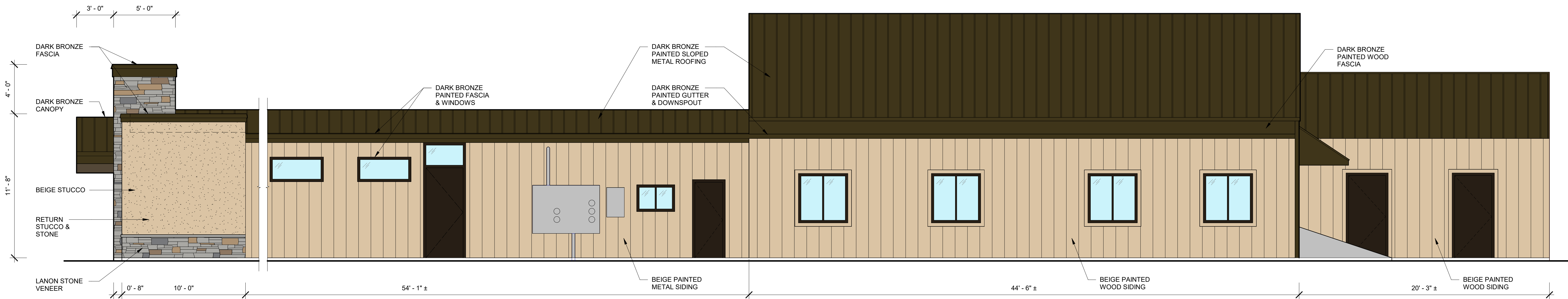
ACTION ITEMS & STAFF RECOMMENDATIONS

Suggested Findings:

PROPOSED RENOVATION:
THE KIND CASTLE
2114 W. GRAND AVENUE
GLENWOOD SPRINGS, CO 81601



(PROPOSED)
FRONT (WEST) ELEVATION
SCALE 1/4" = 1'-0"



(PROPOSED)
SIDE (SOUTH) ELEVATION
SCALE 1/4" = 1'-0"

PRIMARY BUILDING MATERIALS



STONE
LANON STONE VENEER



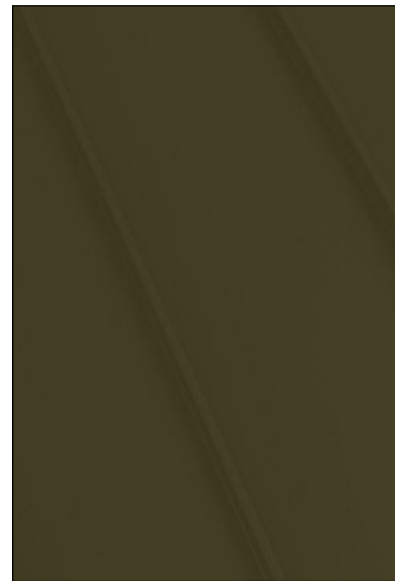
STUCCO
COLOR: DARK BEIGE



METAL SIDING
VERTICAL METAL SIDING
COLOR: DARK BRONZE



METAL SIDING
VERTICAL METAL SIDING
COLOR: DARK BEIGE



METAL ROOFING
STANDING SEAM PANELS
COLOR: DARK BRONZE

SECONDARY MATERIALS



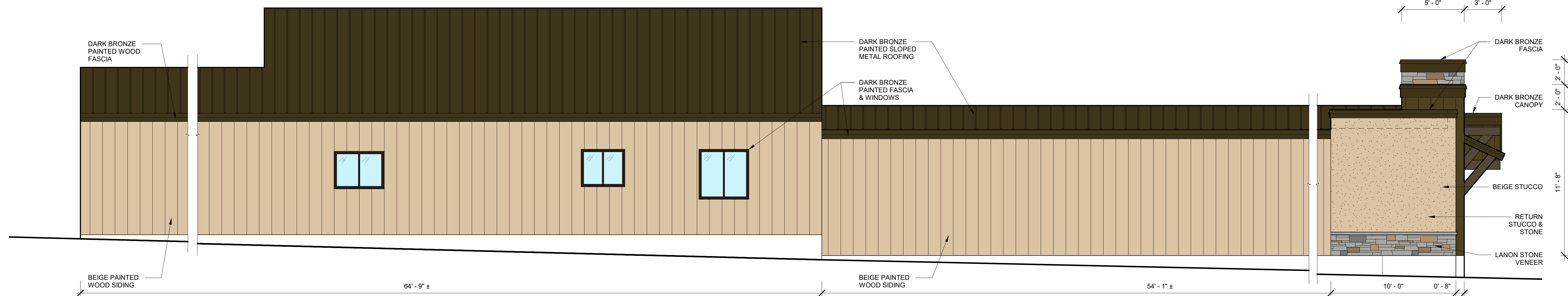
WINDOWS & DOORS
METAL STOREFRONT
COLOR: DARK BRONZE



FASCIA
SHEET METAL
COLOR: DARK BRONZE



(PROPOSED)
SIDE (EAST) ELEVATION
SCALE 1/4" = 1'-0"

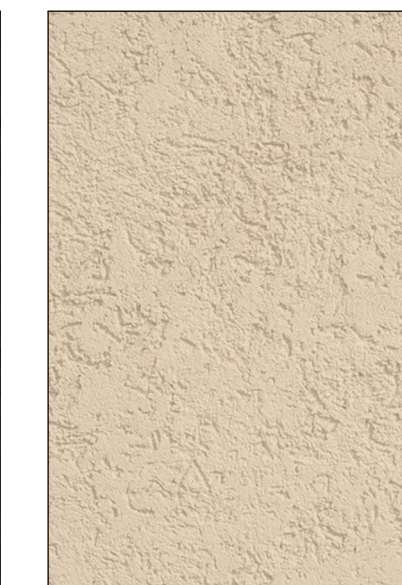


(PROPOSED)
SIDE (NORTH) ELEVATION
SCALE 1/4" = 1'-0"

PRIMARY BUILDING MATERIALS



STONE
LANON STONE VENEER



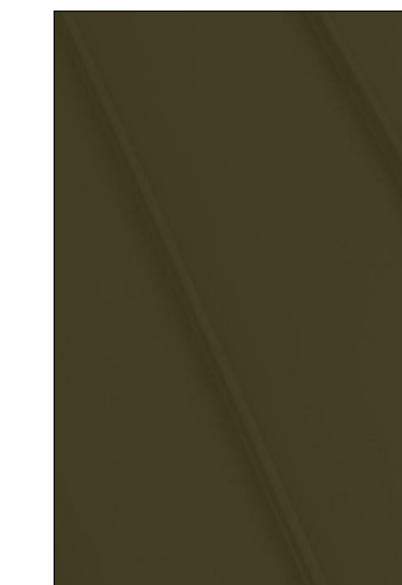
STUCCO
COLOR: DARK BEIGE



METAL SIDING
VERTICAL METAL SIDING
COLOR: DARK BRONZE



METAL SIDING
VERTICAL METAL SIDING
COLOR: DARK BEIGE



METAL ROOFING
STANDING SEAM PANELS
COLOR: DARK BRONZE

SECONDARY MATERIALS



WINDOWS & DOORS
METAL STOREFRONT
COLOR: DARK BRONZE



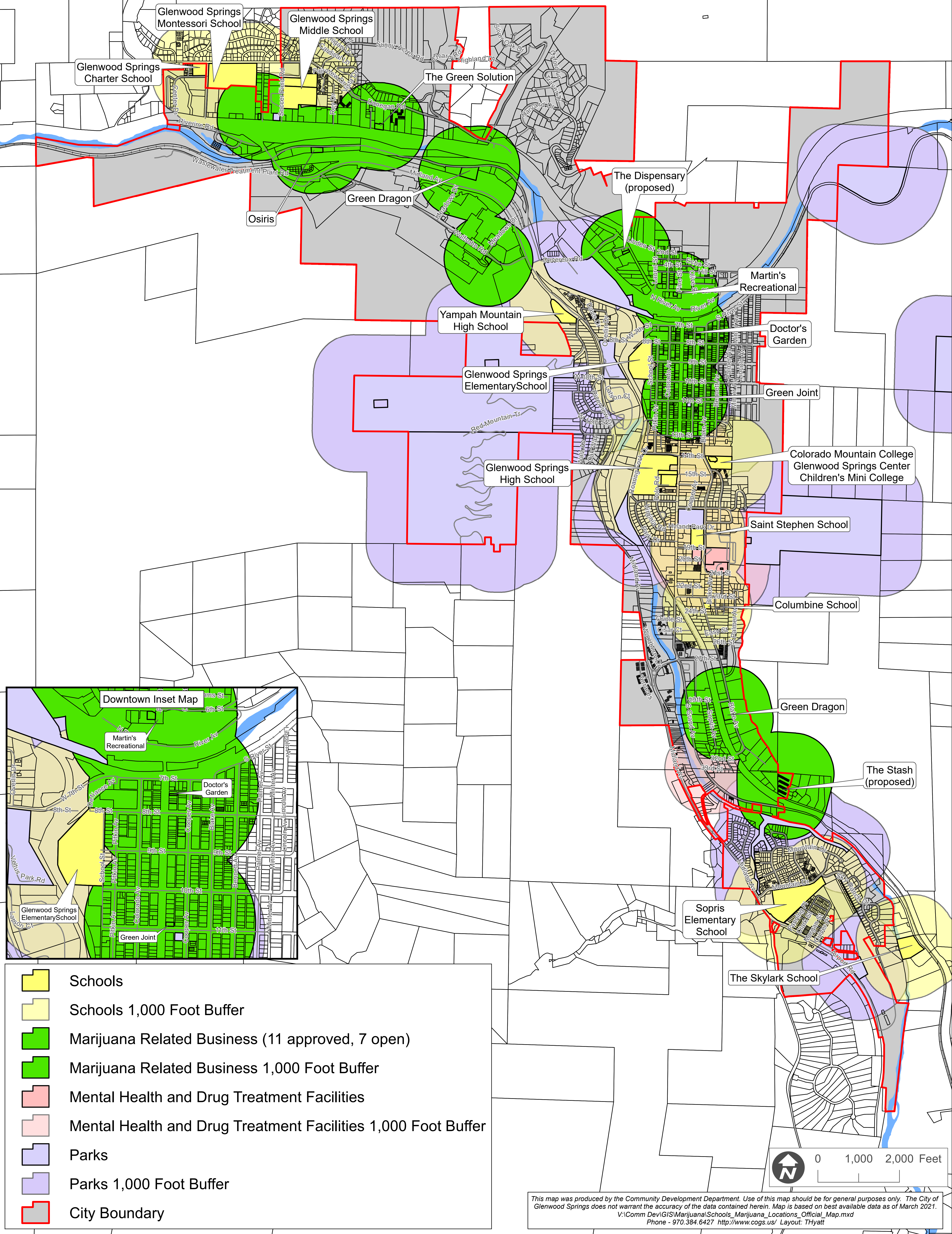
FASCIA
SHEET METAL
COLOR: DARK BRONZE



School and Marijuana Business Locations and Required Buffers

Per Ordinance No. 27-20

Effective December 17, 2020



***A member of City Council has requested that land use applications include suggested motions for both approval and denial. Please use the following as an example of how to form decisions and motions on various requests.

Suggested Motions

Planning File 69-20

**Consideration of a Special Use Permit for a Retail Marijuana establishment at
2114 Grand Avenue (PIN 2185-164-00-095)**

March 23, 2021

Action 1 - Special Use Permit - for a retail marijuana establishment in the M1 Mixed-Use Corridor District.

In most instances, staff has worked diligently with the applicant to address requirements outlined in the *Glenwood Springs Municipal Code* (Code) applicable to any given proposal. Therefore, we are usually in support of an application by the time it reaches the Planning and Zoning Commission and/or City Council. Below is an option for such a motion.

Motion to Approve:

I move to recommend to City Council approval with conditions of the Special Use Permit for a retail marijuana establishment in the M1 Mixed-Use Corridor District with the findings and conditions outlined on pages 9-10 (also provided below for reference) of the February 23, 2021 staff report.

Findings are always included which are reflective of the approval criteria for the specific application type.

Recommended Findings:

1. The use is compatible with the surrounding area;
2. The impacts of the use on surrounding areas have been adequately minimized;
3. The use is consistent with the general purpose and intent of this Code;
4. The use complies with all applicable standards of this Code;
5. The use is in conformance with the Comprehensive Plan and other City plans and policies; and
6. The use minimizes adverse impacts to the health, safety, and welfare of the inhabitants of the surrounding areas and the city.

Many times, staff is recommending conditions related to meeting certain Code requirements, approval criteria, or staff comments received during our review.

Recommended Conditions:

1. The applicant shall provide evidence of approval of licenses from the State of Colorado and the City of Glenwood Springs for a retail marijuana establishment prior to issuance of a Special Use Permit.
2. Any future physical changes or improvements to the property or buildings on the parcel are subject to the review and approval of the Community Development Director for compliance with applicable requirements of the *Glenwood Springs Municipal Code*.
3. The proposed retail marijuana establishment shall comply with all verbal representations made by the applicant in the public hearing, as well as all approved plans and application materials,

as revised per conditions of the Special Use Permit and approved by the Community Development Director prior to issuance of a Special Use Permit.

4. The applicant shall remove all existing freestanding signage at the site. Any new signage shall conform to applicable standards. Any changes to signage on the site shall require a sign permit and demonstrated compliance with applicable requirements of the of the *Glenwood Springs Municipal Code*.
5. The use shall comply with the use standards and special review criteria for marijuana uses specified in the *Glenwood Springs Municipal Code* at all times. Failure to comply with the applicable standards may result in an enforcement action or the incorporation of additional mitigation methods for Code compliance.
6. If complaints are received from adjacent property owners regarding any odors emitting from the site or any other matter regulated by the Code, City Council shall have the ability to re-evaluate or revoke the special use permit. The special use permit shall be subject to reconsideration and revocation by City Council within sixty (60) days of notification of the violation if the business owners are convicted by the City's Municipal Court of two *Glenwood Springs Municipal Code* nuisance violations pertaining to odors, etc. emitting from the site within a six (6) month period.
7. The applicant shall submit a building permit application as required. All contractors must receive a license to work in the City of Glenwood Springs.
8. The applicant shall provide an access easement along the south property line to allow for a future combined access with the adjacent property, 15 feet in width, in a form approved by the City Attorney and City Engineer.
9. Prior to the issuance of a building permit, the applicant shall obtain an access permit from the Colorado Department of Transportation, as required. Additionally, the applicant shall work with the Colorado Department of Transportation and the City Engineer to determine an accessible means of right-in/right-out only restricted access to the site, and the installation thereof at their expense.

Motion to Deny:

I move to recommend to City Council denial of the Special Use Permit for a retail marijuana establishment in the M1 Mixed-Use Corridor District with the following findings:

If the Planning and Zoning Commission does not believe the application meets the Code's minimum standards, your denial motion should be based on one or more of the same approval criteria applicable to the application. You should support your findings with information outlying the shortcomings of the request as shown in the example below.

Recommended Findings:

1. The use is not compatible with the surrounding area because **[insert your reasoning here]**;
2. The impacts such as **[insert your reasoning here]** of the use on surrounding areas have not been adequately minimized;
3. The use is not consistent with the general purpose and intent of this Code because **[insert your reasoning here]**;
4. The use does not comply with **[insert applicable Code sections here]** of the Code;
5. The use is not in conformance with **[insert applicable Comp Plan or other City plan or policy sections here]** of the Comprehensive Plan and other City plans and policies; and
6. The use does not minimize the adverse impacts of **[insert the adverse impacts here]** to the health, safety, and welfare of the inhabitants of the surrounding areas and the city.

February 22, 2021

John Dyet
The Kind Castle
PO Box 687
Glenwood Springs, CO 81602

Re: Trip Generation Memorandum from SGM, dated 2-12-2021

Dear Mr. Dyet,
The purpose of this letter is to respond to the memorandum referenced above.

Note that the traffic assessment SGM evaluated was prepared by APEX Consulting Engineers, LLC (APEX) for a project with different parameters and is not relevant to the current land use application. A traffic assessment of the current land use application has been prepared by APEX and should be used in evaluation of the project.

SGM prepared an evaluation of trip generation for the proposed project using the Institute of Transportation Engineer's (ITE) Trip Generation Manual 10th Edition using land use code 882, Marijuana Dispensary. Application of the ITE trip generation data is valid and APEX used the same data for the previous assessment. However, it was apparent that the ITE trip generation rates are not consistent with data collected locally by APEX. As a result, and in preparation of the updated traffic assessment, APEX performed trip counts at a dispensary near the proposed project to develop a local trip generation rate which is used in the updated assessment. The local rate is approximately 1/3 the ITE rate and consistent with other APEX counts.

APEX did not perform parking counts, but it is reasonable to assume that the local parking rate would be approximately 1/3 the rate published by ITE, or approximately 6 spaces.

Respectfully,
APEX CONSULTING ENGINEERS LLC



Eric C. Marquez, P.E.
Managing Member

cc: file



Planning and Zoning Commission Report

Date: February 23, 2021
To: Planning and Zoning Commission
From: Trent L. Hyatt, Senior Planner
Subject: #69-20 - Special Use Review for a Retail Marijuana Establishment, Kind Castle

REQUEST	Consideration of a request for a special use permit for a retail marijuana establishment in the M1 Mixed-Use Corridor District
APPLICANT	Kind Glenwood LLC
OWNER	2114 Grand Avenue, LLC
LOCATION	2114 Grand Avenue (PIN: 2185-164-00-095)
ZONE	M1 Mixed Use Corridor District
SURROUNDING LAND USES	North: Hotel lodging South: Retail convenience store/gas station East: Grand Avenue right-of-way West: Multi-family residential
LOT SIZE	Approximately 0.398 acres/17,337 square feet

ACTION ITEM:

The Planning and Zoning Commission (Commission) is the recommending body to City Council on marijuana related uses requiring a special use permit.

Action 1 - Special Use Permit - for a retail marijuana establishment in the M1 Mixed-Use Corridor District.

Staff recommendation: *Staff recommends **approval (with conditions)** of the Special Use Permit with the findings and conditions on pages 9-10.*

BACKGROUND/ANALYSIS

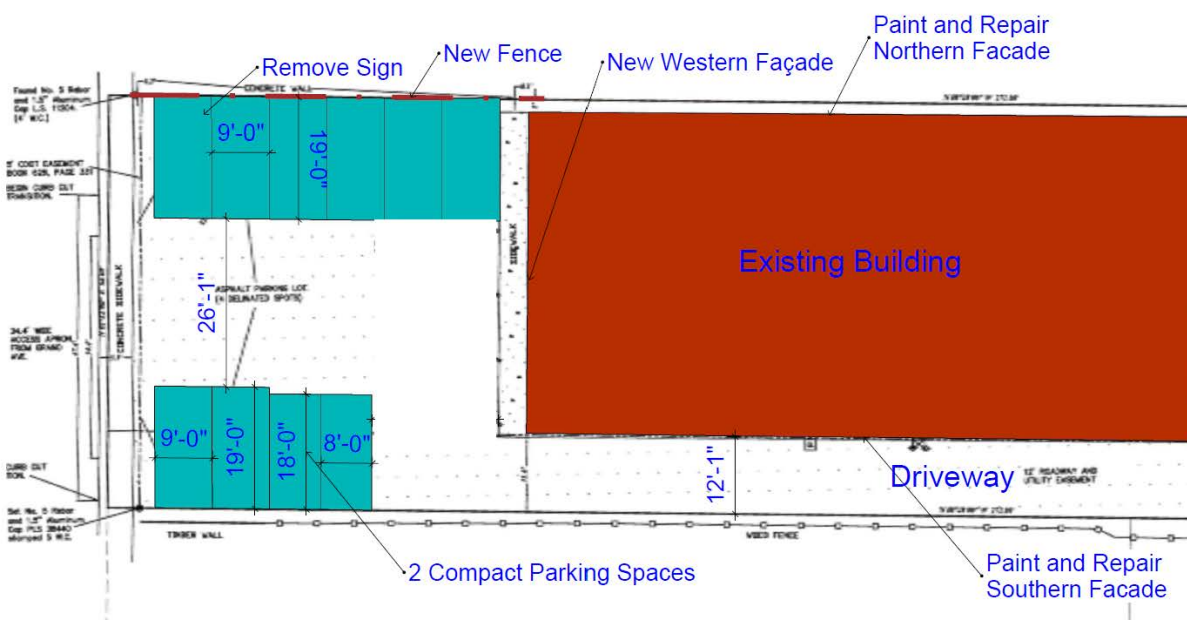
Proposal

The applicant, John Dyet of Kind Glenwood LLC, doing business as Kind Castle, proposes the interior remodel of an existing approximately 2,989 square foot building for the purpose of establishing a retail marijuana business. Suites A and C of the building are currently vacant, whereas, a pawn shop temporarily occupies Suite B. Suite B and a portion of the Suite C, totaling approximately 1,957 square feet, are intended to serve the subject retail marijuana business. Suite A is being retained by the applicant as office space.

A similar yet different application was denied (5-2) by City Council on June 18, 2020 following a recommendation for denial (7-0) from the Commission. Thereafter, Kind Glenwood LLC revised their proposal to address issues/concerns outlined by both bodies and requested City Council allow

resubmission prior to the one-year required by Section 070.060.030(i)(5) Limitation on Subsequent Similar Applications of the *Glenwood Springs Municipal Code* (Code). On October 15, 2020, City Council determined that the applicant's proposal is substantially/materially different than the previously submitted application. Revisions are further explained below.

A significant aspect of the current application includes the removal of all other land uses from the site prior to operation of the retail business. This action intends to address various concerns related to site parking, vehicle circulation, and anticipated traffic generation. Restriping angled parking to 90 degree and the creation of two compact spaces for a total of 16, as recommended by the Engineering Department and depicted on a portion of the site plan below, improves vehicle circulation by allowing vehicles to safely enter/exit in forward drive. The attached revised traffic report explains a reduction in the expected vehicle trip generation due to the elimination of other site uses. The applicant is also considering options to restrict the historic nonconforming, wide driveway access to the site to right-in/right-out only turning movements in hopes to limit potential vehicle conflicts moving forward.

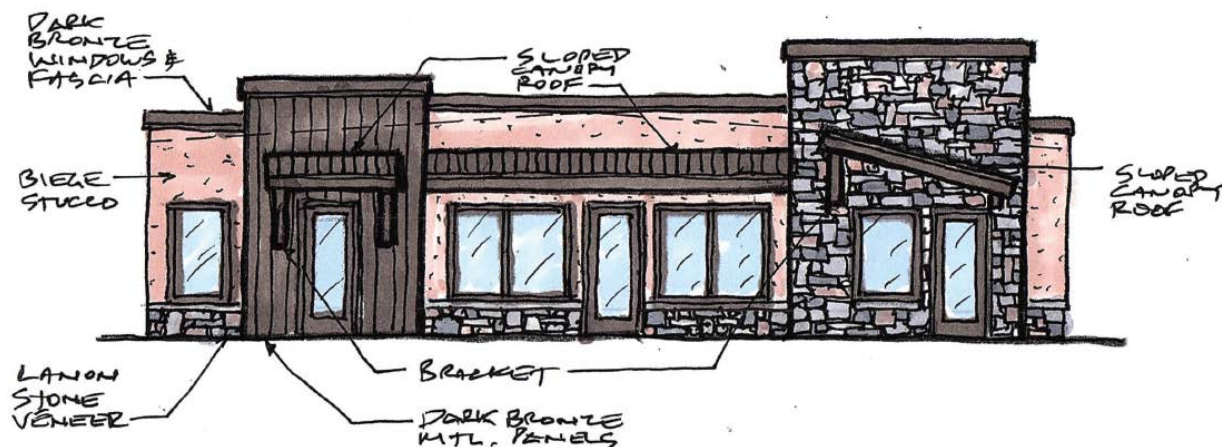


Removal of the existing freestanding monument and banner signs depicted below will improve site distance as well as the view of the property from the street. As required, Community Development will review any future site signage for compliance with applicable standards under separate permit prior to installation.



Project narrative details show an increase in the capacity of the ventilation and HVAC system to mitigate/eliminate any potential odors emitting from the building. The applicant estimates the capacity of the system provides four times the odor mitigation required for the space.

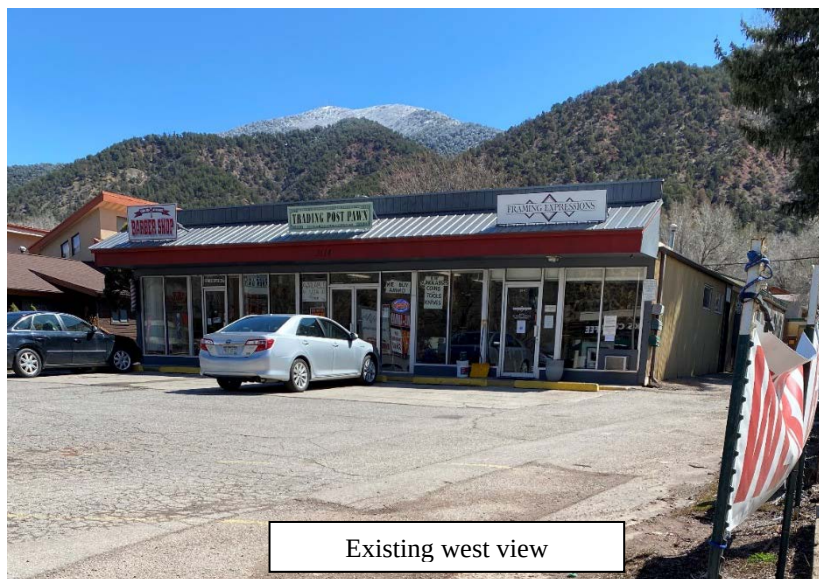
Previously, the applicant was hesitant to make facade improvements while only leasing a portion of the existing building. With the inclusion of all units/building space, they propose replacing windows, adding roof pitch and height variations, and changes in materials and colors to enhance the aesthetic as shown in the design perspective below.



A retail marijuana establishment, excluding cultivation is defined by Section 070.070.020(c)(7)b of the Code as “[T]he retail sale, storage, product manufacturing or testing of marijuana to the extent permitted by Article XVIII, Section 16 of the Colorado Constitution and in various provisions of the Colorado Marijuana Code, Article 10 of Title 44, C.R.S., and any other applicable state or city law or regulation.” This use requires additional licensing through the State of Colorado and City of Glenwood Springs which is generally applied for and acquired following the issuance of any special use permit.

Special Review Criteria

There are two sets of criteria in the Municipal Code to consider in the analysis of marijuana related businesses. Section 070.030.030(e)(11) of the Code are use specific standards which apply to retail marijuana businesses. Section 070.060.050(e)(3)e.2 applies generally to special review uses. Staff lists each of the criteria in **bold** below along with comments. Please note, the subject application was received prior to the

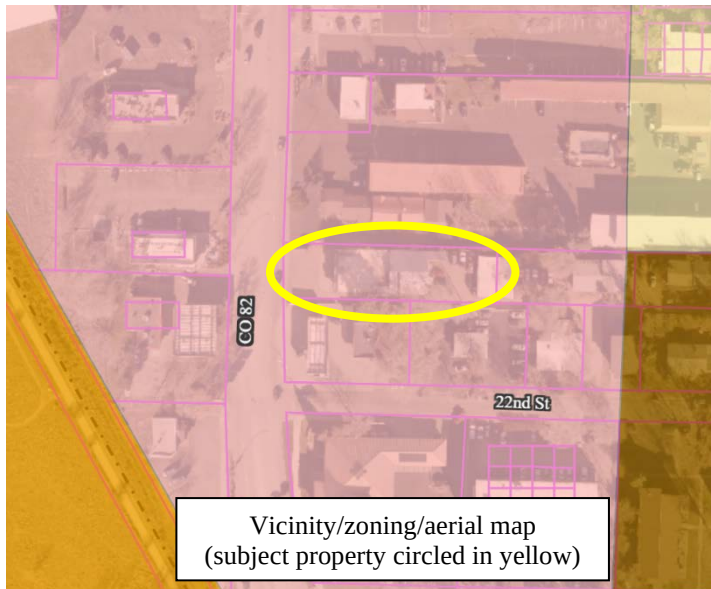


effective date of recent revisions to marijuana related business standards, mainly separation/buffers. Therefore, the former requirements are applicable to this submittal.

Section 070.030.030(e)(11) – Retail Marijuana Establishment

b. License Required

Retail marijuana establishments shall comply with City Code Article 050.090.



The applicant shall apply for a City business license for the proposed use prior to future operation.

c. Location of Licensed Establishment Retail marijuana establishments shall be located only in areas of the city as allowed in the City Code. No retail marijuana establishment shall be located:

1. Within 500 feet of any existing public or private school facility where classes are held for children aged kindergarten through the 12th grade. The distance shall be

property computed by a straight line measurement from the nearest property line of the school to the nearest property line of the site housing the retail marijuana establishment;

The retail marijuana establishment is located over 600 feet from both St. Stephens School and Columbine School, the two closest in proximity.

2. Within 900 feet of another retail marijuana establishment or a medical marijuana business. A retail marijuana establishment may locate on the same licensed premises as a medical marijuana business of the same class and same ownership, only if the licensed premises is located to meet the distance requirements from other retail marijuana establishments and medical marijuana businesses. This distance shall be computed by a straight line measurement between property lines of the sites housing the two facilities; and

The proposed retail establishment is located over 3,000 from The Green Dragon to the southwest.

3. In any zoning district not specifically permitted by the City Code.

The use is proposed in a zone district, M1, which allows retail marijuana establishments.

d. Requirements Related to Operation of a Retail Marijuana Establishment

1. Retail marijuana establishments shall meet all operational criteria for the procurement, display, dispensing, labeling, sanitation, security, and any other criteria as required by the state pursuant to the CRMC and the City Code Article 050.090.

The operation shall apply for and receive all applicable permits from the state and maintain compliance therewith.

2. In addition, all retail marijuana establishments shall comply with the following local restrictions:

- i. Hours of operation shall be limited to between 8:00 a.m. and 7:00 p.m. Monday through Sunday; and**

The business shall comply with the restricted hours of operation.

- ii. A sign permit shall be obtained through the Community Development Department. All exterior signage associated with a retail marijuana establishment will meet the standards established in the CRMC and in the City Code.**

The applicant shall apply for and receive a sign permit prior erecting any signage at the site.

- iii. Storage of retail marijuana shall be considered an accessory use. Not more than 25 percent of the licensed premises of a retail marijuana business shall be used for such purposes.**

All cannabis product onsite shall be for retail sale. Significantly less than 25 percent of the floor plan is proposed for storage.

- iv. No discernible odor shall be projected beyond the exterior walls of the licensed premises.**

Odor is a concern with any marijuana related business and is an expected nuisance. However, the issue is more closely related to grow facilities as the City does not generally receive complaints for sales only businesses. That being said, the applicant proposes a high efficiency exhaust system which utilizes carbon filter fans to combat the issue as outlined above. In addition, the applicant proposes off site prepackaging of flower products. As is the norm with all applications associated with marijuana businesses, staff is recommending a condition of the special use permit that requires compliance with the above criteria at all times. In the event that documented inspections of the premises by City staff, preceded by complaints, indicate that odor is an issue, the applicant will need to employ alternative methods to mitigate odors or be at risk of losing their City license.

Section 070.060.050(e)(3)e.2 – All Land Uses

- i. The use will be compatible with the surrounding area;**

Similar uses, retail and service, are currently operating at the site and a mix of uses are located in close proximity including lodging, multi-family residential, and automobile fuel sales. The subject property is directly adjacent to Colorado State Highway 82 and related uses which generally serve the travelling public. Therefore, the use is compatible with the surrounding area.

- ii. The impacts of the use on surrounding areas have been adequately minimized;**

Other than potential odor nuisance discussed above, the proposed use is not expected to create any additional impacts than currently exist at the site. Measures are proposed, as outlined above, to mitigate existing and/or impacts anticipated by the use.

iii. The use will be consistent with the general purpose and intent of this Code;

The use/proposal appears to be consistent with the general purpose and intent of the Code.

iv. The use will comply with all applicable standards of this Code;

The use is either in compliance with most standards of the Code or the applicant is taking action to improve upon existing nonconformities that would otherwise continue at the site.

v. The use is in conformance with the Comprehensive Plan and other City plans and policies; and

As shown at right, Map 2.2 Future Land Use – Central Portion of the City of the Glenwood Springs of the Comprehensive Plan (Comp Plan) identifies the property as “Commercial” in red. According to the Comp Plan, the “Commercial” designation “...provides a wide range of general retail goods and services for both regional and local markets, in attached and freestanding structures. Retail that would compete directly with Downtown retail is discouraged.” The current proposal is in compliance with the map designation and description.



Numerous community goals and related objectives and strategies outlined in the Executive Summary and subsequent chapters of the Comp Plan encourage economic development, preserving our small-town character, convenient transportation, infill development, housing opportunities, social diversity, and preserving natural resources all of which are supported by this proposal. These goals are outlined in the following table.

<u>Comprehensive Plan Goal Supported</u>	<u>Objectives and Strategies</u>
-Promote long-term, sustainable, diverse, economic development	-Direct development into a compact form: infill and redevelopment (Chapter 3, Page 34) -Attract diverse businesses and industries (Chapter 4, Page 50) -Maintain the role as regional center (Chapter 4, Page 54)

	-Retain role as a regional center (Chapter 7, Page 83)
Staff Comment: The objective/strategy outlined above are supported by the current application as it includes infill retail development/redevelopment.	
-Maintain Glenwood Springs as the regional tourism, retail, commercial, and governmental center of Garfield County	-Attract diverse businesses and industries (Chapter 4, Page 50) -Maintain the role as regional center (Chapter 4, Page 54) -Retain role as a regional center (Chapter 7, Page 83)
Staff Comment: Continuing to utilize the space for retail, as proposed, helps to maintain/retain the City's role as a regional center.	
-Preserve small town character while maintaining the livability of Glenwood Springs and increasing the vibrancy and commercial success of the downtown	-Develop according to the vision (Chapter 4, Page 34) -Direct development into a compact form: infill and redevelopment (Chapter 3, Page 34) -Enhance pedestrian-friendliness while facilitating traffic (Chapter 3, Page 36) -Maintain the role as regional center (Chapter 4, Page 54) -Retain role as a regional center (Chapter 7, Page 83) -Direct growth inward (Chapter 9, Page 102)
Staff Comment: Infill, as proposed, makes improvements more cost effective. The use is in character with surrounding the site area and aligns with zone district purpose.	
-Address transportation and provide multiple convenient travel choices	-Direct development into a compact form: infill and redevelopment (Chapter 3, Page 34)
Staff Comment: Infill, as proposed, is a land use strategy used to address transportation issues per the Comp Plan.	
-Direct development to locations and building forms that are cost effective to serve	-Direct development into a compact form: infill and redevelopment (Chapter 3, Page 34) -Direct growth to areas where utilities and services can be provided efficiently (Chapter 7, Page 82) -Retain role as a regional center (Chapter 7, Page 83) -Direct growth inward (Chapter 9, Page 102)
Staff Comment: The objective/strategy outlined above are supported by the current application as it includes infill development/redevelopment.	
-Support social diversity	-Direct development into a compact form: infill and redevelopment (Chapter 3, Page 34) -Retain role as a regional center (Chapter 7, Page 83) -Direct growth inward (Chapter 9, Page 102)

Staff Comment: The objective/strategy outlined above are supported by the current application as it includes infill development/redevelopment.	
-Preserve natural resources	-Promote water conservation (Chapter 7, Page 84) -Direct growth inward (Chapter 9, Page 102)
Staff Comment: The objective/strategy outlined above are supported by the current application as it includes infill development/redevelopment.	

vi. The use minimizes adverse impacts to the health, safety, and welfare of the inhabitants of the surrounding areas and the city.

The use/proposal does not appear to negatively impact health, safety, and welfare of the inhabitants of the surrounding areas and the city.

Reviewing Agency Comments

An overview of comments received from referral agencies is provided below. Said comments are also attached.

Colorado Department of Transportation – Separate comments received outline the need for an access permit and future shared access with the adjacent property and/or that there are no concerns following the receipt of updated information related to anticipated vehicle trips.

Engineering Department – Comments received outline the need for a CDOT access permit, the need for an easement to accommodate future shared access with the adjacent property, and questions regarding 22nd Lane.

Adjacent Property Owner/Public Comments

Virginia Gera – Comments received outline the significant opposition from neighbor/citizen associated with the previous application, the number of marijuana businesses in the City, considerations related to distancing/buffer revisions for the use, and the impact on the real estate market.

Garfield and Hecht, P.C. for Cedar Lodge Motel, Inc – Comments received outline concerns that the proposal is not materially different from the former application, is non-compliant with the special use permit criteria, incompatible with the neighborhood due to proximity to residential uses and River Bridge Regional Center office, has a potential to cause a loss of business in the downtown core, will create traffic/odors, the site has inadequate parking,

Staff will forward any comments to the Commission as they become available, where applicable.

ACTION ALTERNATIVES AND STAFF RECOMMENDATION:

Section 070.060.050(e)(1)e.1 of the Code explains, “The Planning Commission shall review and approve, approve with conditions, or deny the special use permit application in accordance with 070.060.030(g) and the approval criteria in paragraph 2 below [addressed above in in this instance]. The Planning Commission may also remand the application back to the Director for further consideration.” Section 070.060.030(g)(1)d also states, “The body may also continue the hearing or refer the application to another authority as provided in 070.060.050(a)(2)c, *Referral*

and Call-Up Procedures. In the instance of marijuana related business, Section 070.060.020(d)/ Table 060.1 Summary of Development Review Procedures outlines the Commission is the review and reminding authority to City Council.

Action 1 - Special Use Permit - for a retail marijuana establishment in the M1 Mixed-Use Corridor District.

Staff recommendation: Staff recommends **approval with conditions** of the Special Use Permit application with the **findings** and **conditions** below:

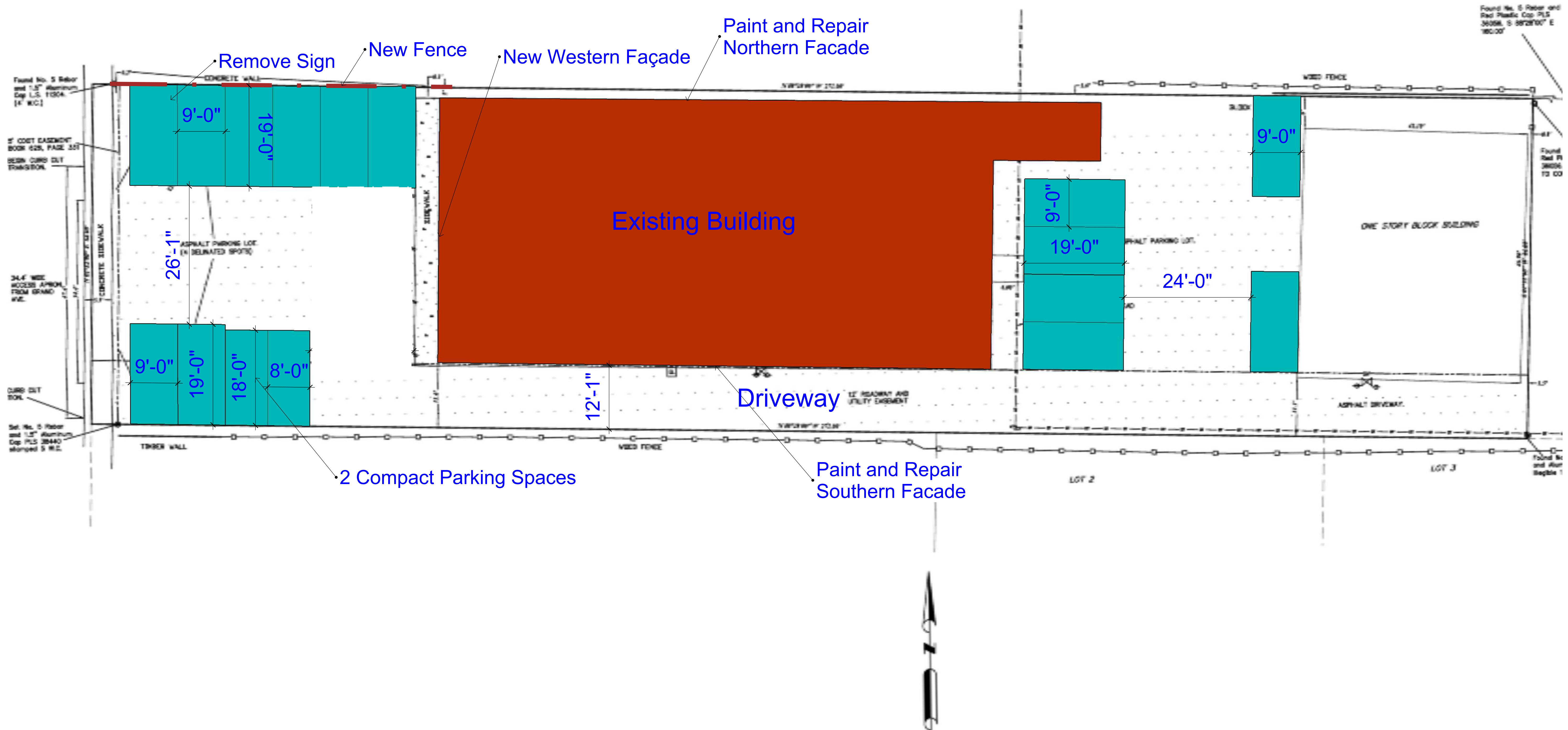
Recommended Findings:

1. The use is compatible with the surrounding area;
2. The impacts of the use on surrounding areas have been adequately minimized;
3. The use is consistent with the general purpose and intent of this Code;
4. The use complies with all applicable standards of this Code;
5. The use is in conformance with the Comprehensive Plan and other City plans and policies; and
6. The use minimizes adverse impacts to the health, safety, and welfare of the inhabitants of the surrounding areas and the city.

Recommended Conditions:

1. The applicant shall provide evidence of approval of licenses from the State of Colorado and the City of Glenwood Springs for a retail marijuana establishment prior to issuance of a Special Use Permit.
2. Any future physical changes or improvements to the property or buildings on the parcel are subject to the review and approval of the Community Development Director for compliance with applicable requirements of the *Glenwood Springs Municipal Code*.
3. The proposed retail marijuana establishment shall comply with all verbal representations made by the applicant in the public hearing, as well as all approved plans and application materials, as revised per conditions of the Special Use Permit and approved by the Community Development Director prior to issuance of a Special Use Permit.
4. The applicant shall remove all existing freestanding signage at the site. Any new signage shall conform to applicable standards. Any changes to signage on the site shall require a sign permit and demonstrated compliance with applicable requirements of the of the *Glenwood Springs Municipal Code*.
5. The use shall comply with the use standards and special review criteria for marijuana uses specified in the *Glenwood Springs Municipal Code* at all times. Failure to comply with the applicable standards may result in an enforcement action or the incorporation of additional mitigation methods for Code compliance.
6. If complaints are received from adjacent property owners regarding any odors emitting from the site or any other matter regulated by the Code, City Council shall have the ability to re-evaluate or revoke the special use permit. The special use permit shall be subject to reconsideration and revocation by City Council within sixty (60) days of notification of the violation if the business owners are convicted by the City's Municipal Court of two *Glenwood Springs Municipal Code* nuisance violations pertaining to odors, etc. emitting from the site within a six (6) month period.
7. The applicant shall submit a building permit application as required. All contractors must receive a license to work in the City of Glenwood Springs.

8. The applicant shall provide an access easement along the south property line to allow for a future combined access with the adjacent property, 15 feet in width, in a form approved by the City Attorney and City Engineer.
9. Prior to the issuance of a building permit, the applicant shall obtain an access permit from the Colorado Department of Transportation, as required. Additionally, the applicant shall work with the Colorado Department of Transportation and the City Engineer to determine an accessible means of right-in/right-out only restricted access to the site, and the installation thereof at their expense.



01

Egress Improvement Signage

The Applicant fully commits to restricting Grand Avenue egress to right-turn only from the property. Eliminating left-turning egress traffic is a substantial improvement to the safety of this section of Grand Avenue. Additionally, this will expedite the clearance of customer traffic entering and exiting the parking lot.

The Applicant shall enforce this on its property by posting “right turn only” signage as depicted below and informing customers to exit onto Grand Ave via right-turn only.



2114 Grand Ave., Glenwood Springs, CO 81601

The Kind Castle Marijuana Dispensary An Update to the Previous L1 TIS

LEVEL 2 TRAFFIC IMPACT STUDY

Project Location: 2114 Grand Ave
Glenwood Springs, CO

CDOT Access: SH 082 / MP 1.33 / L

Prepared By: APEX Consulting Engineers, LLC
1000 N 9th Street, Suite 44
Grand Junction, CO 81501

Report Date: Feb. 8, 2021



APEX
CONSULTING ENGINEERS
CIVIL ENGINEERS • MANAGEMENT • DEVELOPMENT



Kind Castle, Glenwood Springs, CO
Level 2 Traffic Impact Study

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Appendix

- A. Project Trip Generation
- B. Intersection Turning Movement Count Traffic Summaries
- C. Peak Hour Traffic Calculations
- D. LOS Calculations

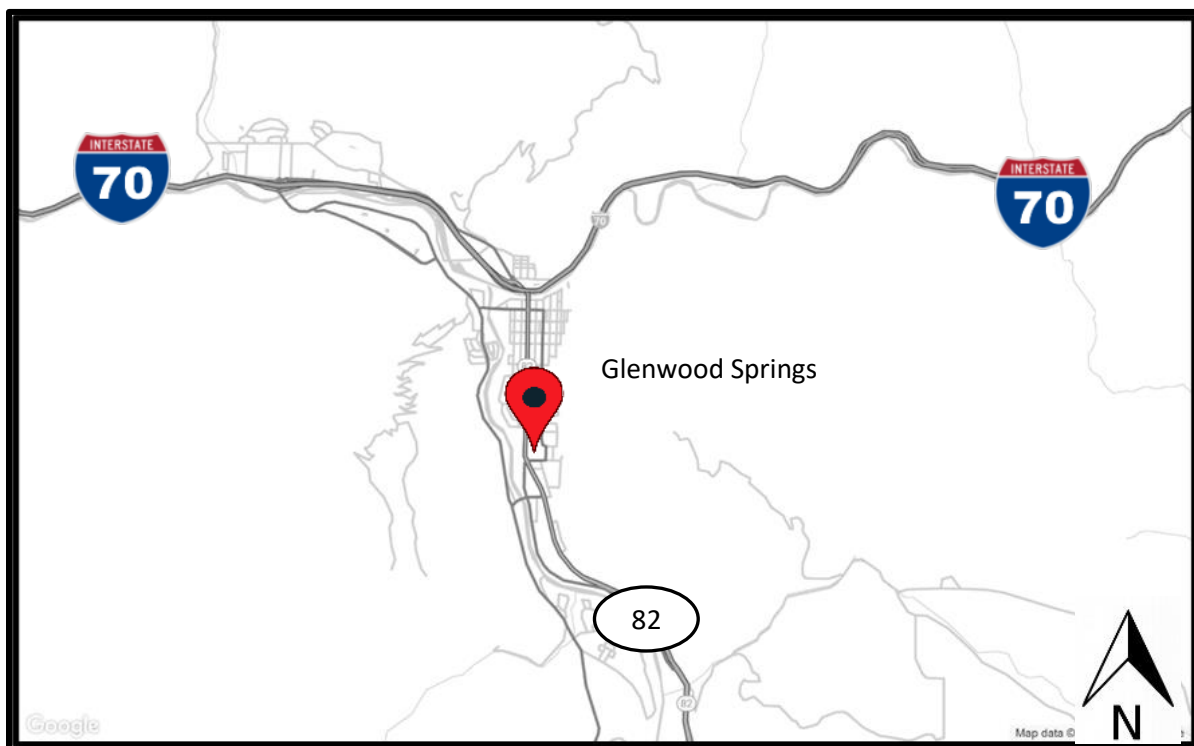
1. Introduction

APEX Consulting Engineers, LLC prepared this Level 2 Traffic Impact Study (Study) for the proposed Kind Castle Marijuana Dispensary (Project), located in Glenwood Springs, CO, accessing SH 082A. The Project will renovate the existing 2,979 sf, 3 unit building into a marijuana dispensary leasing two units and the third unit being leased as general office space. The general office space will be located in Suite A and the dispensary will be located in Suites B & C. The following sections describe the Project, traffic volumes, auxiliary turn lane assessments, access spacing, and sight distance evaluation for this intersection.

2. Project Location and Description

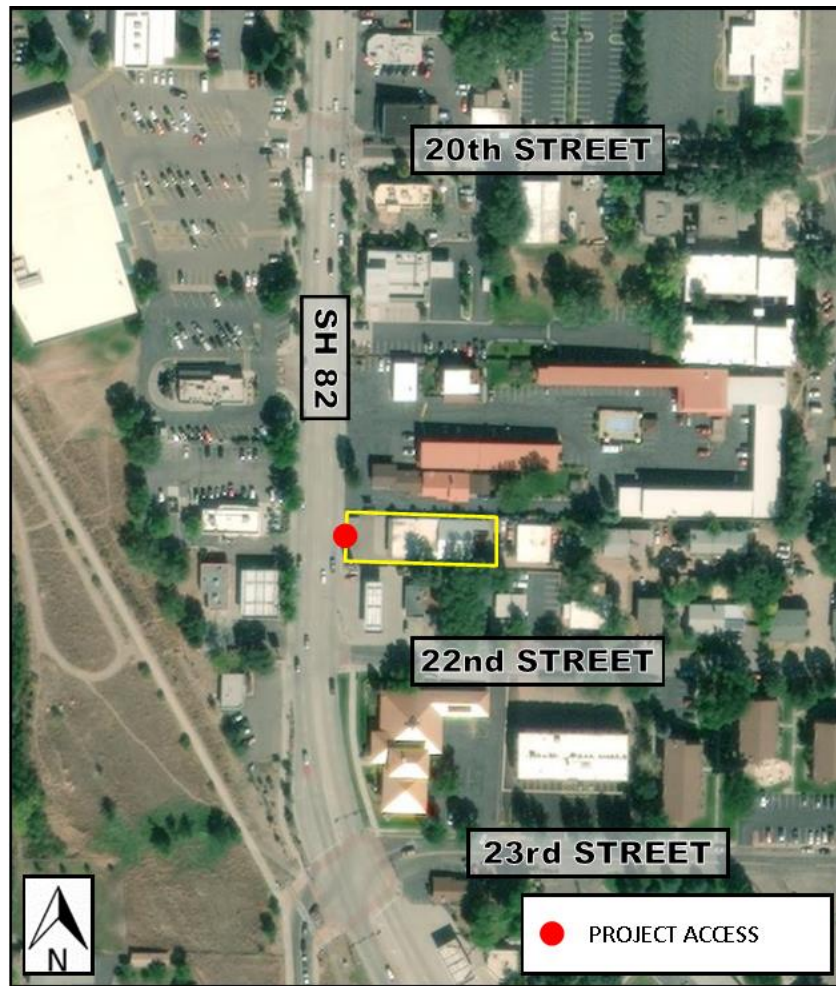
As shown in Figure 1, the proposed Project will be located on the south side of Glenwood Springs along SH 082A to the north of 22nd street at MP 1.33. The Project is expected to be completed in 2023. The dispensary hours will be 8:00 am to 7:00 pm, daily.

Figure 1 - Site Location Map



The proposed Project extents and existing access is shown in Figure 2.

Figure 2 – Project Site Access Locations and Adjacent Access Points



3. Trip Generation & Distribution

3.1 Trip Generation

Where appropriate, the higher of “either peak hour of roadway” or “peak hour of generator” is used, providing a conservative assessment. Trip generation traffic calculations from the ITETripGen Web-based App are attached in Appendix A. Where data does not exist within the ITE Trip Generation Manual, counts were conducted using the ITE methodology. Count summaries are attached in Appendix B.

The recent use of Suite A was a barber shop which does not have ITE trip data. The property owner was interviewed regarding traffic generated by the barber shop and indicated the shop contained three barbers’ chairs and generated 5-8 customers in the peak hour. This study will use the conservative estimate of 6 trips per hour in the peak hour for the barber shop. Using the generally accepted ADT ratio of 1:10, the estimated ADT of the barber shop is 60 trips per day.

The recent use of Suite B is a pawn shop which does not have ITE trip data. Traffic counts were conducted using the ITE methodology at the existing shop to determine a peak hour traffic volume.

The recent use of Suite C was a retail framing business. The description of this use is included in the Land Use Code (LUC) 879, Arts and Crafts Store, from the ITE Trip Generation Manual.

Table 1 shows the historical peak hour traffic of the building.

Table 1 – Existing PM Peak Hour Traffic

Location	Suite A	Suite B	Suite C	Total
Entry	3	12	2	17
Exit	3	8	3	14
TOTAL	6	20	5	31

The proposed use of Suite A will be a general office for the operator to manage their multiple businesses in the region and is separate from the dispensary. Land Use Code 710, General Office Building, from the ITE Trip Generation Manual 10th Edition, was used in trip generation calculations. Using the Weekday, PM Peak Hour of Generator values resulted in a Fitted Curve of 66 total trips which is unreasonable for a 650 sf unit. The Average Rate was used in the trip generation.

The proposed use of Suites B & C will be a retail marijuana dispensary. Traffic counts were conducted using the ITE methodology at a similar dispensary located at 2922 South Glenwood Avenue, which is about 0.6 miles south of the Project. Table 2 compares counts from the Green Dragon (GD) dispensary, and the ITE Trip Generation Manual using LUC 882, Marijuana Dispensary. The Green Dragon is located in a 2,940 sf unit but does not open until 9:00 am, so AM counts were not performed.



Table 2 – PM Peak Hour Traffic Volumes for Dispensaries

Source	Green Dragon Counts	Green Dragon ITE LUC 882
Entry	13	44
Exit	16	44
TOTAL	29	88

Note that the ITETripGen Web-based App shows AM peak hour trip generation rates for dispensaries are 70% of the the PM peak hour trip generation rates.

The counted values for the Green Dragon are approximately one third of the ITE Trip Generation Manual's predicted values. It is reasonable to use a local trip generation rate using the GD counts and apply the locally developed rate to the Project site. The result, a rate of trips per thousand sf, was calculated from the counts. Table 3 includes the calculation values found for determining a usable rate.

Table 3 – Rate Calculation

Source	Green Dragon Counts	Green Dragon ITE LUC 882
Peak Hour Trips	29	88
1000 SF	2.94	2.94
Rate (Trips/1000 SF)	10	30

Table 4 shows the Project trips using the calculated rate for a marijuana dispensary along State Highway 82. The office space is 650 sf and the dispensary is 2,339 sf.

Table 4 – PM Peak Hour Traffic Volumes for Project

Location	Office	Dispensary	Project Total	Historic	Change
Entry	0	11	11	17	-35%
Exit	1	13	14	14	0%
TOTAL	1	24	25	31	-19%

3.2 Trip Reduction Factors

An internal capture trip reduction factor was not used.

4. Trip Distribution & Assignment

4.1 Determination of Trip Distribution

Project PM peak hour trip distribution was developed from the traffic counts at the Green Dragon dispensary.



The AM project trip distribution was calculated from a previous Traffic Impact Study for an adjacent property, Stinker Stores, at 2122 Grand, Glenwood Springs, CO¹. Count summaries are included in Appendix B.

The detailed Project trip distribution is shown in Figure 3.

Figure 3 – Project Trip Distribution

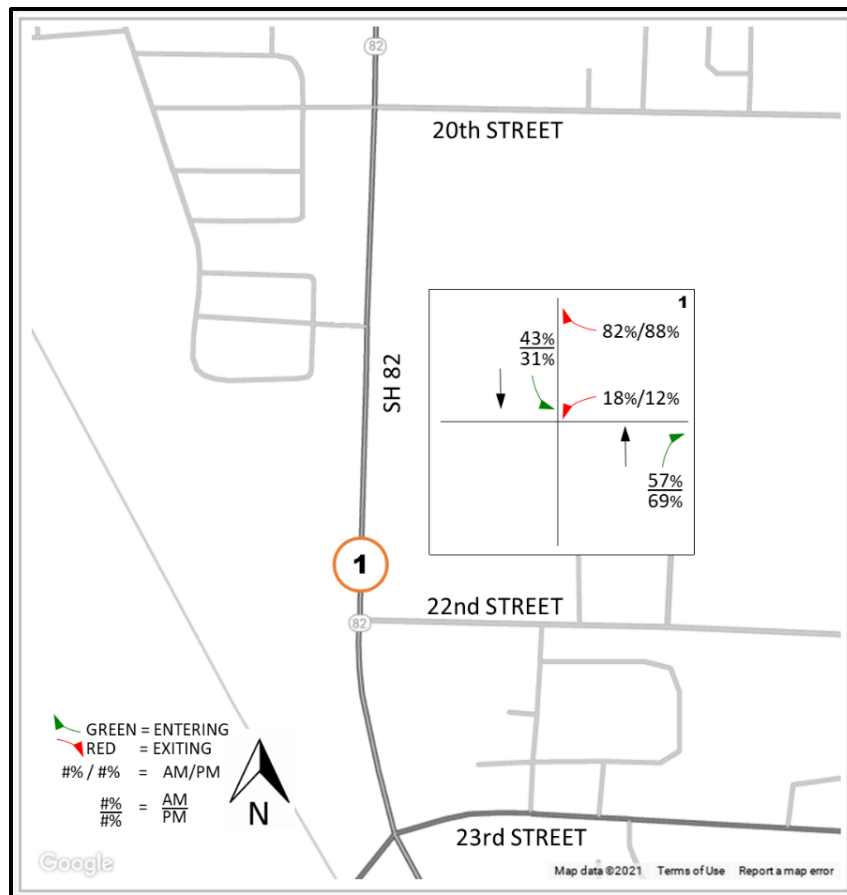


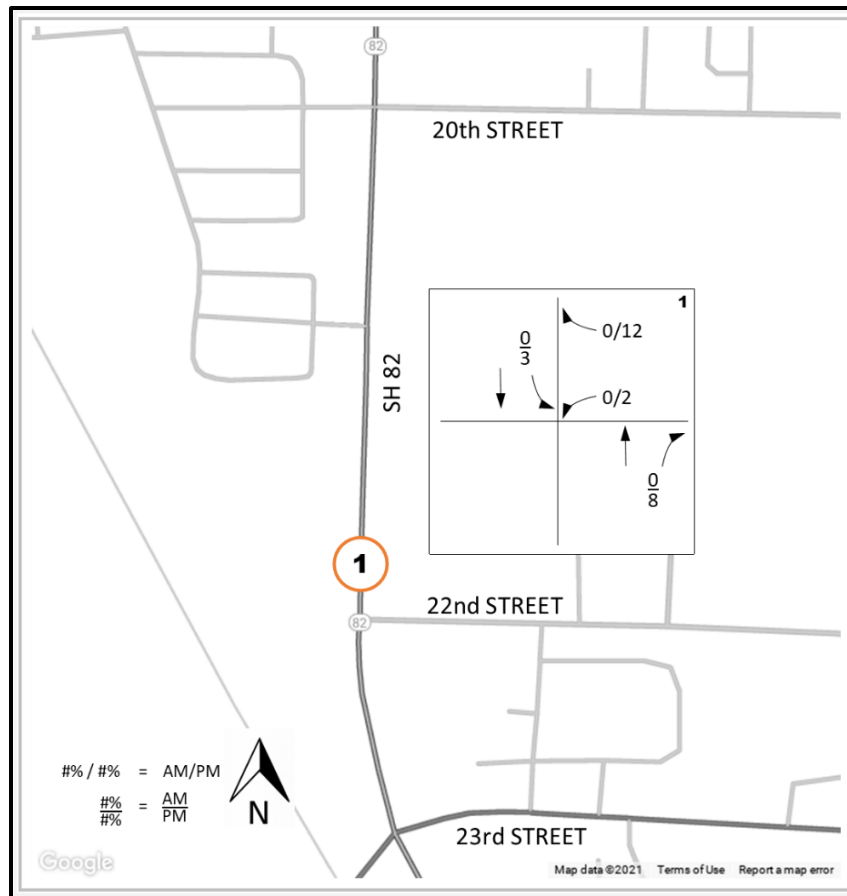
Figure 3 shows similar AM and PM Project peak hour distributions. However, with AM Project peak hour trip generation being 70% of the PM peak hour volume, only PM Project peak hour traffic is evaluated in this study since the AM and PM distributions are similar and AM trip assignment is not shown.

4.2 Assignment of Project Traffic

Project traffic determined from the trip generation calculation is assigned to the existing traffic network using the distributions from Figure 3. The resulting Project trip assignment is shown in Figure 4.

¹ SM Rocha, LLC, *Traffic Impact Study For Stinker Stores 2122 Grand, Glenwood Springs, Colorado* (May 2019): 6.

Figure 4 – Project Trip Assignment



5. Existing & Future Traffic Volumes

Peak hour through movement counts were conducted at the following intersections January 27-28, 2021.

- SH 82 & Project Access

Peak seasonal adjustment of 1.19 was used to account for the traffic counts being completed in January. Table 5 shows the monthly peak seasonal adjustments using continuous data from SH082A Station 000214 between the years of 2001 to 2020.

Table 5 – Peak Season Adjustment Factors by Month

Seasonal Adjustments

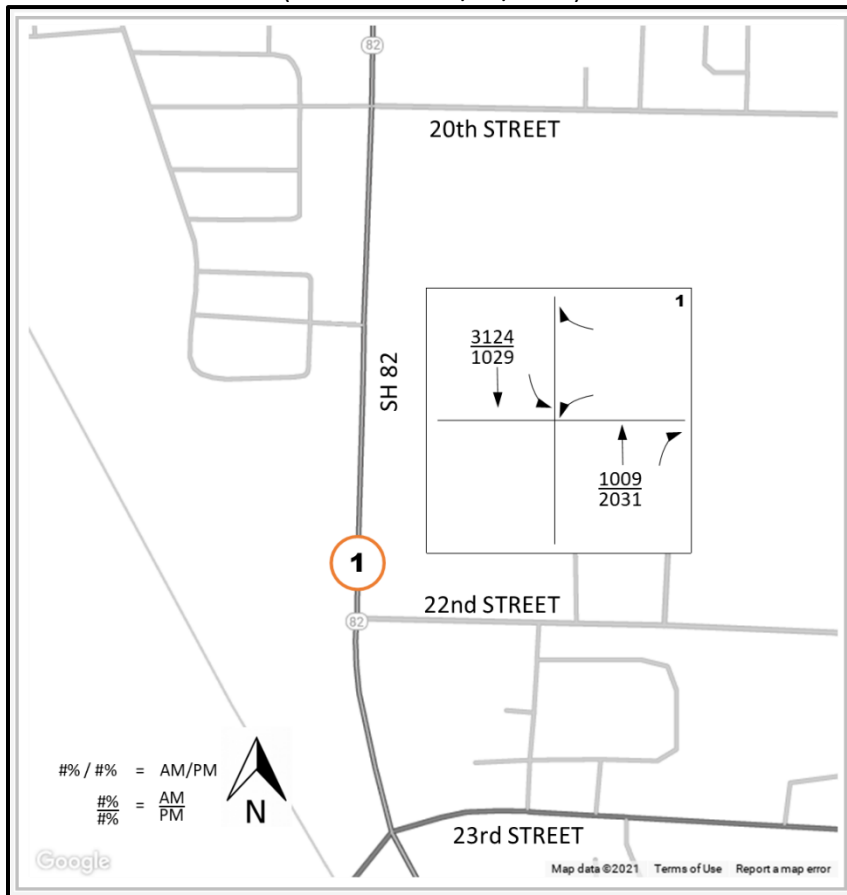
CDOT Count Station ID 214: SH 082A Traffic Data - South of Blake Ave, Glenwood Springs

STATION ID	CAL YR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
214	2020	23732	23818	19530	15080	21526	24775	25592	24845	26241	25786	22462	22231
214	2019	22045	22387	22885	23892	24283	25402	25858	25648	25266	26224	24326	23900
214	2018	23365	23237	24444	24974	25824	26106	25420	25235	24793	23781	22025	21717
214	2017	22576	23590	24797	25270	25389	27223	27128	23295	21072	21144	22774	23736
214	2016	22629	22949	23948	24786	25563	27086	27406	27089	27051	25737	23475	23145
214	2015	22134	22151	23508	23842	24174	26460	27049	26201	26455	25224	22799	22782
214	2014	20312	20646	21761	22204	22727	24366	25318	24725	24859	23947	20843	21677
214	2013	20065	20137	20483	20986	21928	22998	23938	23718	22993	22538	20564	19880
214	2012	19531	19709	20760	20884	21349	22956	23301	23793	22904	22152	20404	19386
214	2011	19557	19445	20557	20174	20612	22241	23089	23255	23149	21614	19952	20194
214	2010	20137	20140	20998	20777	21017	23097	24447	24073	24005	21863	21239	20097
214	2009	21638	22319	22144	22424	22912	24701	25134	24300	24150	22561	19785	20400
214	2008	23112	23324	24444	24929	25006	26191	26580	26231	25768	25323	22664	22140
214	2007	20956	23067	24472	24836	25605	26598	26724	27227	26754	25724	24328	22715
214	2006	21346	22174	22476	23410	23967	25736	25747	25967	25854	24205	22466	22424
214	2005	21024	21907	22544	22652	22997	24963	25564	25465	24352	23362	22362	21578
214	2004		21061	21761	22242	21886	24336	24937	24743	24373	22921	21363	21829
214	2003	20521	20586	20471	20691	21234	23811	24859	23899	23188	22506	19602	20525
214	2002									23173	22975	20658	20815
214	2001	20369	20980	22123	22774	23131	24161	24315	25555	24094			
Average		21,392	21,770	22,321	22,465	23,217	24,906	25,390	25,014	24,525	23,662	21,794	21,641
% of highest month		84%	86%	88%	88%	91%	98%	100%	99%	97%	93%	86%	85%
Peak Season Factor		1.19	1.17	1.14	1.13	1.09	1.02	1.00	1.02	1.04	1.07	1.16	1.17

The existing peak hour traffic, adjusted for peak season, is represented in Figure 5. Count summaries are included in Appendix B.



Figure 5 – Existing Peak Hour Traffic adjusted for Peak Season
(From counts 1/27/2021)



6. Study Years Traffic Volumes on SH 340

Future background traffic is determined in this section.

The study years are 2023 and 2043. The Online Transportation Information System (OTIS) was used to find ADT values for 2019 counts & 2045 projected counts which are the basis for the following road segment growth factors:

Table 6 – Road Segment Growth

Road	Segment	ADT		Period Growth Factor	Avg. Annual Growth Rate	2 - year growth factor (2021-2023)	22 - year growth factor (2021-2043)
		2019	2045				
SH 82	N & S of Access	26,000	29,042	1.117	0.43	1.009	1.099

These growth factors were used to determine future peak hour background traffic volumes, as shown in the peak hour traffic calculations provided in Appendix C.



7. Study Period Volumes

Total traffic volumes consist of future background traffic volumes plus Project trips. The following figures present background and total peak hour traffic for the study periods. Calculations are included in Appendix C.

Figure 6 – Background Peak Hour Future Traffic (Year 2023)

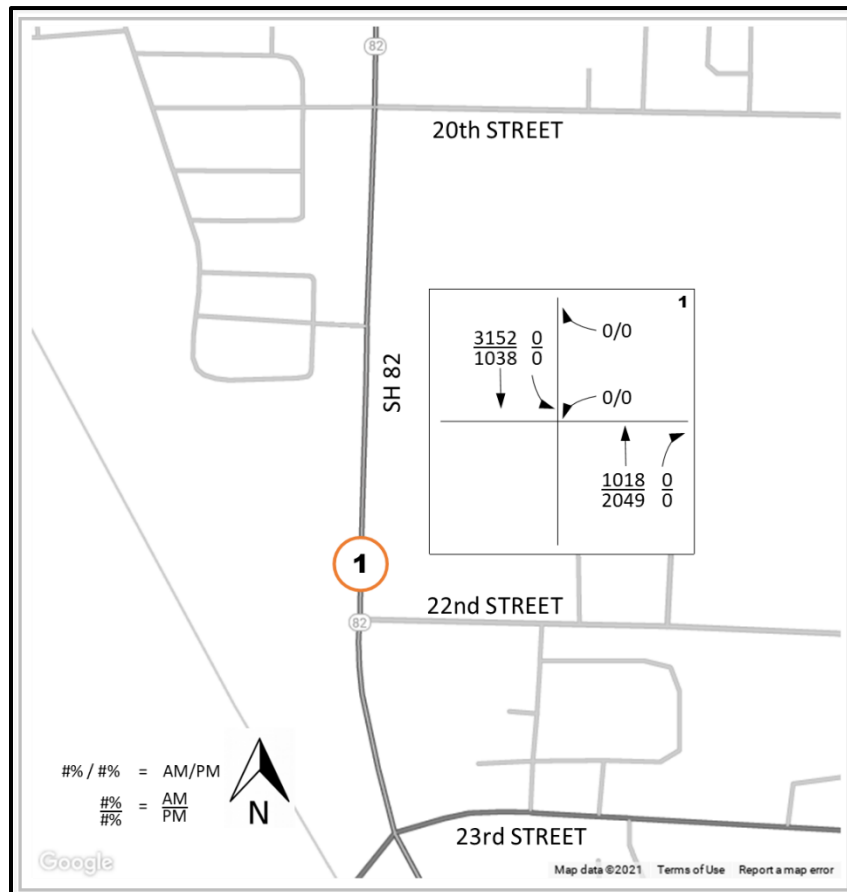


Figure 7 –Total Peak Hour Future Traffic (Year 2023)

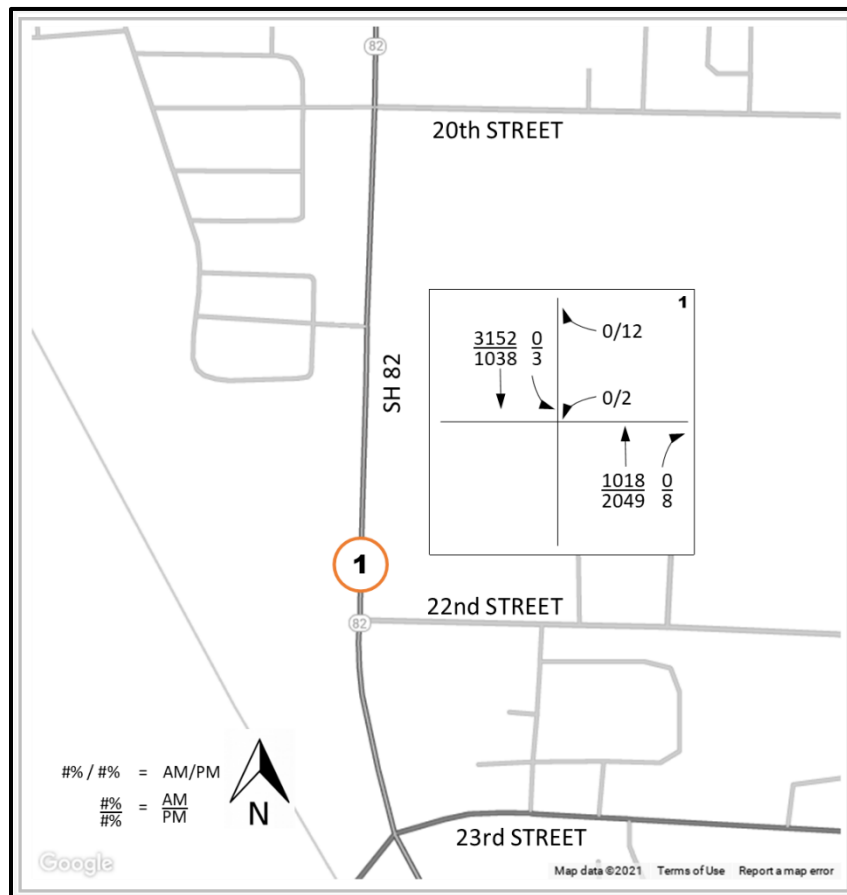


Figure 8 – Background Peak Hour Future Traffic (Year 2043)

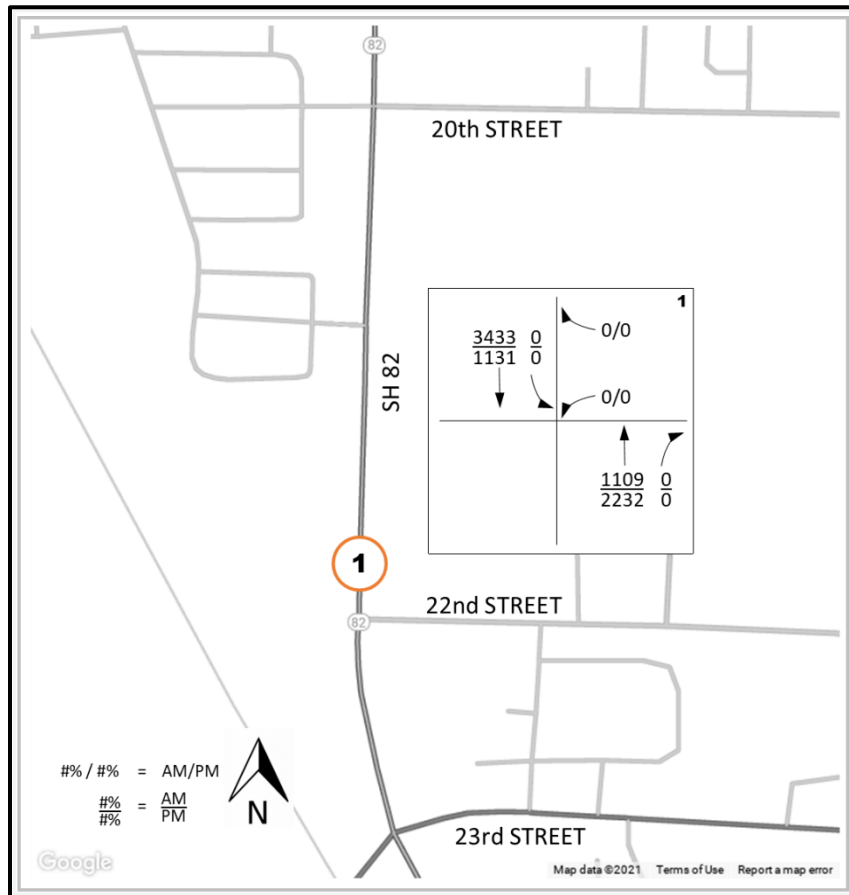
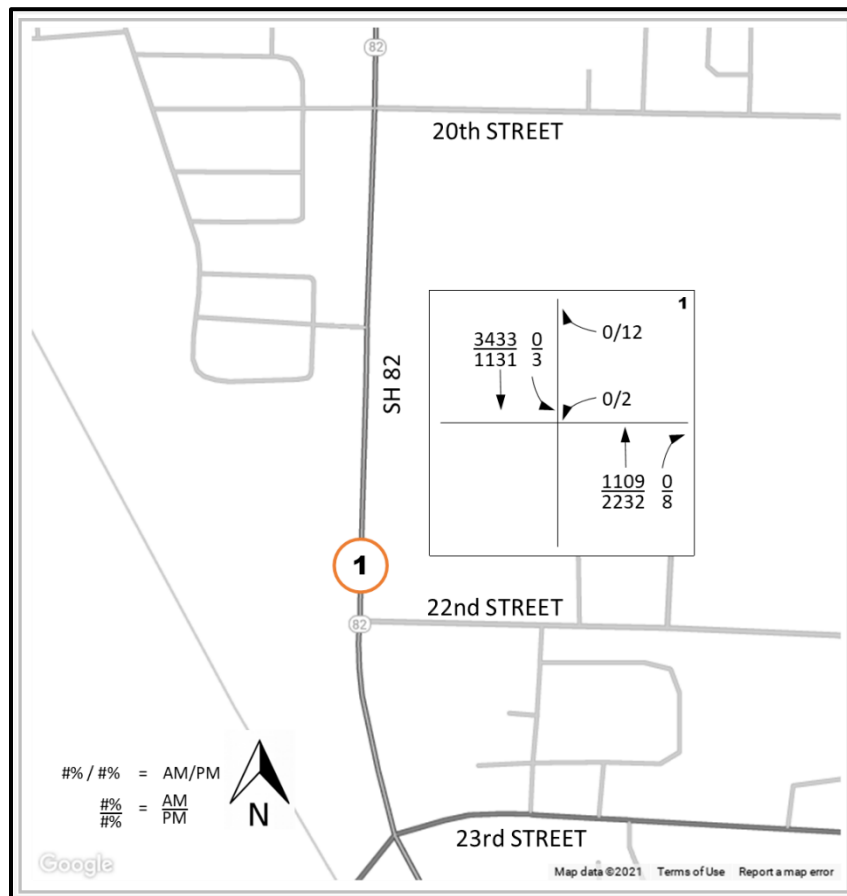


Figure 9 – Total Peak Hour Future Traffic (Year 2043)



8. Auxiliary Turn Lane Evaluation

The need for auxiliary lanes was based on the turn lane warrants listed in the SHAC. The following table shows the data and criteria necessary to identify the need for exclusive right-turn and left-turn deceleration lanes at the intersections in the Study area.

SH 82 is a north south highway with milepost markings increasing from north to south and is classified by CDOT as NR-B: Non-Rural Arterial.

**Table 7 – Comparison of Turning Volumes to
Turn Lane Requirements**

SH 82 & Kind Castle Access (Year 2043 Condition) Speed Limit = 25 mph			
Auxiliary Lane	Turning Volume (VPH)	CDOT Auxiliary Lane Requirements	Lane Required?
NB Right Turn Deceleration Lane (inbound)	8 (PM)	Greater than 50 vph	NO
SB Left Turn Deceleration Lane (inbound)	3 (PM)	Greater than 25 vph	NO
WB Right Turn Acceleration Lane (outbound)	12 (PM)	Generally not required except greater than 120 vph	NO
WB Left Turn Acceleration Lane (outbound)	2 (PM)	Generally not required except greater than 120 vph	NO

In addition to the factors stated in the previous table, additional auxiliary turn lanes were not recommended, in combination with the following factors:

- A two way left turn lane exists for any SB left inbound and WB left outbound traffic, which will act as a storage as to not impede through traffic.

9. Capacity Analysis and Level of Service

The traffic analysis was conducted using the methodologies outlined in the Transportation Research Board's Highway Capacity Manual, 2010 Edition. Synchro® 10 Planning & Analysis Software was used to determine traffic operation.

The results of the intersection operational analysis were used to assess the LOS experienced by drivers as the duration of delay a driver experiences at a given intersection. LOS A represents the most desirable conditions with free-flow movement of traffic and minimal delay to motorists. LOS F generally indicates severely congested conditions with excessive delays to motorists. Intermediate grades of B, C, D, and E reflect incremental increases in congestion.



The duration of delay is measured differently for signalized intersections as compared to unsignalized intersections. The LOS delay range for an unsignalized intersection is typically shorter than at a signalized intersection primarily because at a stop sign, the traveling public has an expectation to experience less delay than at a signal. In addition, studies have shown that at unsignalized intersections drivers tend to become impatient with long delays and may use inadequate and unsafe gaps in the traffic stream to make left turns or enter the major street. The following table provides the delay thresholds for signalized and unsignalized intersections.

Table 8 – Intersection Delay & LOS Thresholds

Level of Service (LOS)	Signalized Intersections (seconds/vehicle)	Unsignalized Intersection (seconds/vehicle)
A	0.0 – 10.0	0.0 – 10.0
B	10.1 – 20.0	10.1 – 15.0
C	20.1 – 35.0	15.1 – 25.0
D	35.1 – 55.0	25.1 – 35.0
E	55.1 – 80.0	35.1 – 50.0
F	Greater than 80.0	Greater than 50.0

Source: Transportation Research Board, Highway Capacity Manual, 2010 Edition

Traffic Operations Analysis Results

Peak hour LOS was computed within the Study area using Synchro's Highway Capacity Manual 2010 Methodology Module. Results are reported in Table 9 and calculations are included in Appendix D.

Table 9 – Project Access LOS

Intersection		Period	Traffic Control	New Lane Geometry	2023		2043	
E-W	N-S				Background	Total	Background	Total
1	Proj Access Grand Ave	PM	Signalized	Intersection LOS				
	Eastbound			0				
	Westbound			1 left-right		D		E
	Northbound			1 thru/1 thru-right		A		A
	Southbound			1 left/2 thru		A		A
Control Delay LOS & Delay (sec/veh)						D (32.1)		E (38.7)

Note the Project access intersection has negligible impact to the northbound and southbound traffic. Delays at the intersection are for existing traffic. Platooning, as a result of the signalized intersections allow for adequate gaps to allow multiple vehicles to exit during a signal phase. The LOS reports show a south bound left turn queue length of less than one vehicle, which is accommodated within the center two way turn lane.



10. Intersection Sight Distance

SH 82 is a 4-lane split highway with a center twiddle lane and a posted speed limit of 25 mph with a grade of less than 3% to the north and south. Sight distance increases are not required, and the study will not use reductions in sight distance that are allowed for grades greater than 3%.

The required sight distance for a vehicle traveling on the highway toward the access is 150 feet for a 25 mph speed limit (from Table 4-1 SHAC). The observed sight distance is greater than 150 feet from each direction of travel to the access. Refer to Images 1 and 2.

Image 1 – Looking North from 150' South of the Project Access



Image 2 – Looking South from 150' North of the Project Access



The required sight distance for passenger cars and pickup trucks entering the roadway at this location is 300 feet per SHAC, Table 4-2. The observed sight distance is greater than 300 feet looking north and south at the Project access, as shown in Images 3 and 4.

Image 3 – Looking North from Project Access



Image 4 – Looking South from Across Street of Project Access



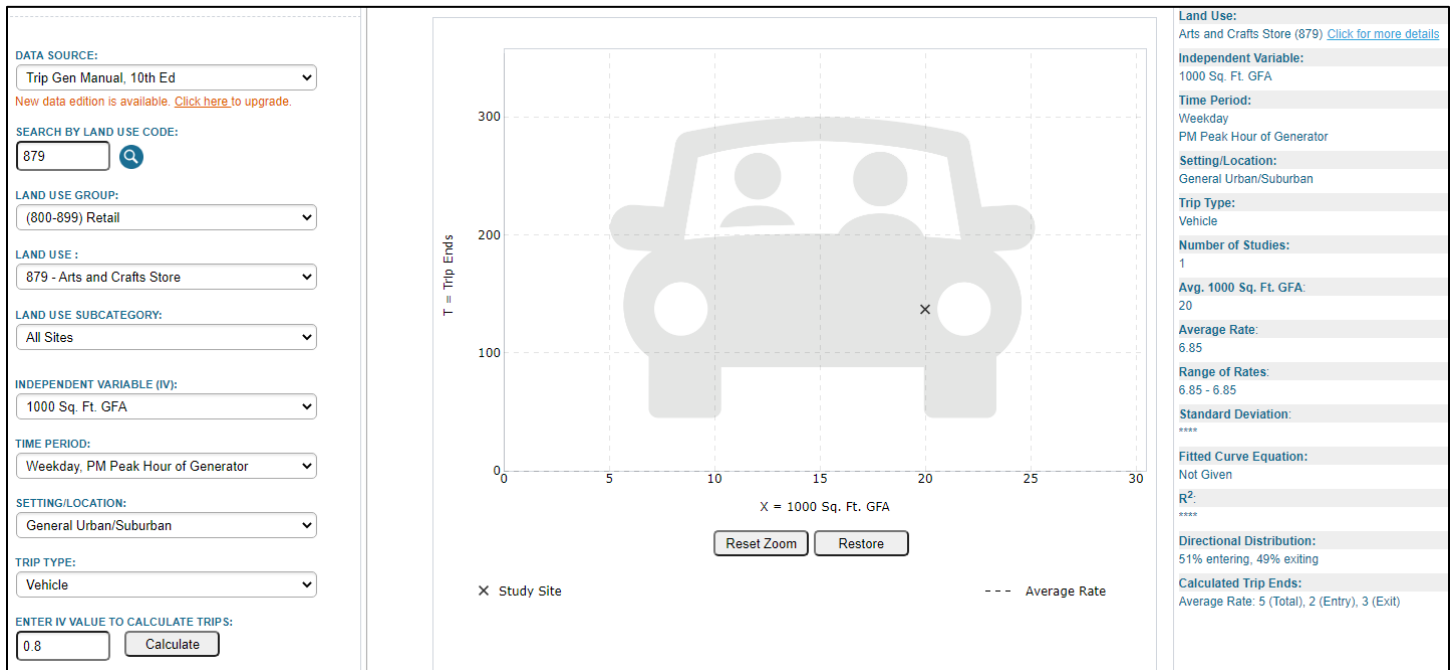
11. Existing Access Permits

A previous letter was sent by CDOT informing that a site redevelopment requires an easement between the Project and the adjacent property to the south, 2122 Grand Ave. CDOT's response to a previous traffic impact study at this location stated that when the adjacent property next to the Project redevelops, both sites will be required to share a single access.

12. Summary and Recommendations

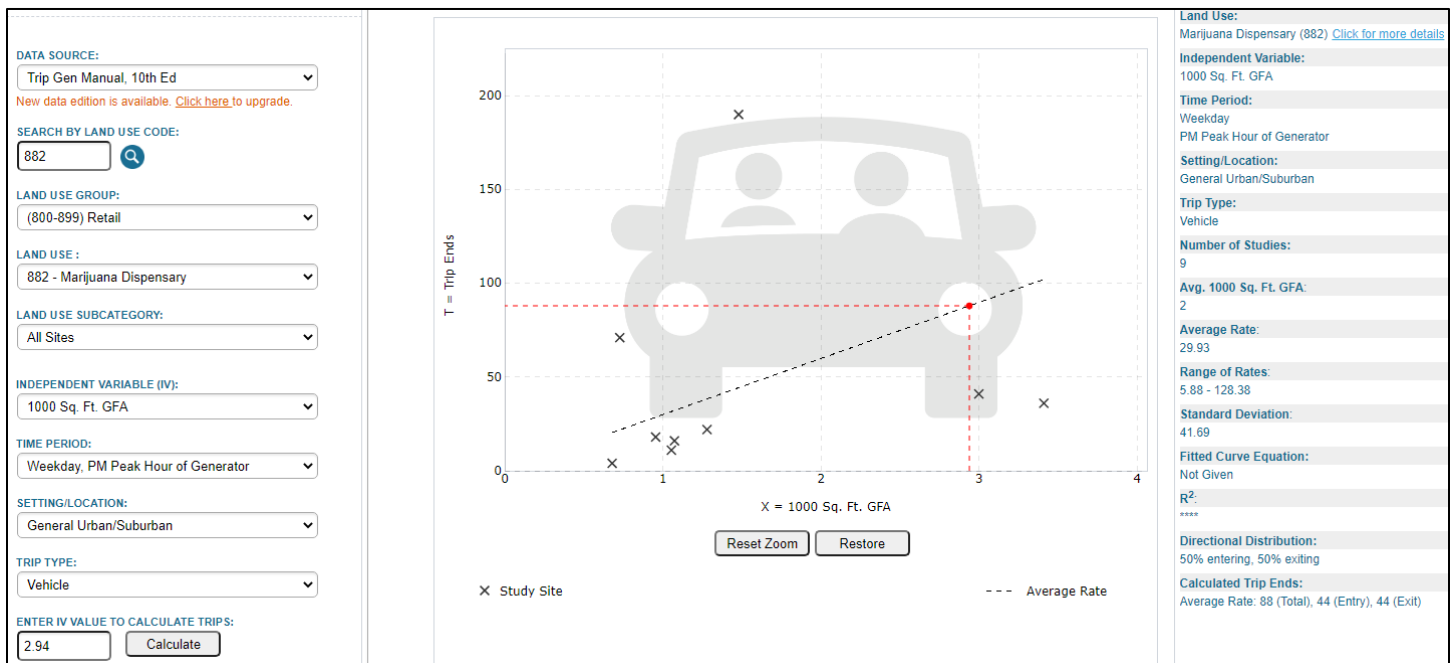
- Auxiliary lanes are not required.
- A CDOT access permit is not required as the increase in traffic volumes at the access is less than 20%.
- Due to the low peak hour project traffic volumes, the full movement project intersection will continue to work similarly to existing service levels through year 2043.

Appendix A – Project Trip Generation

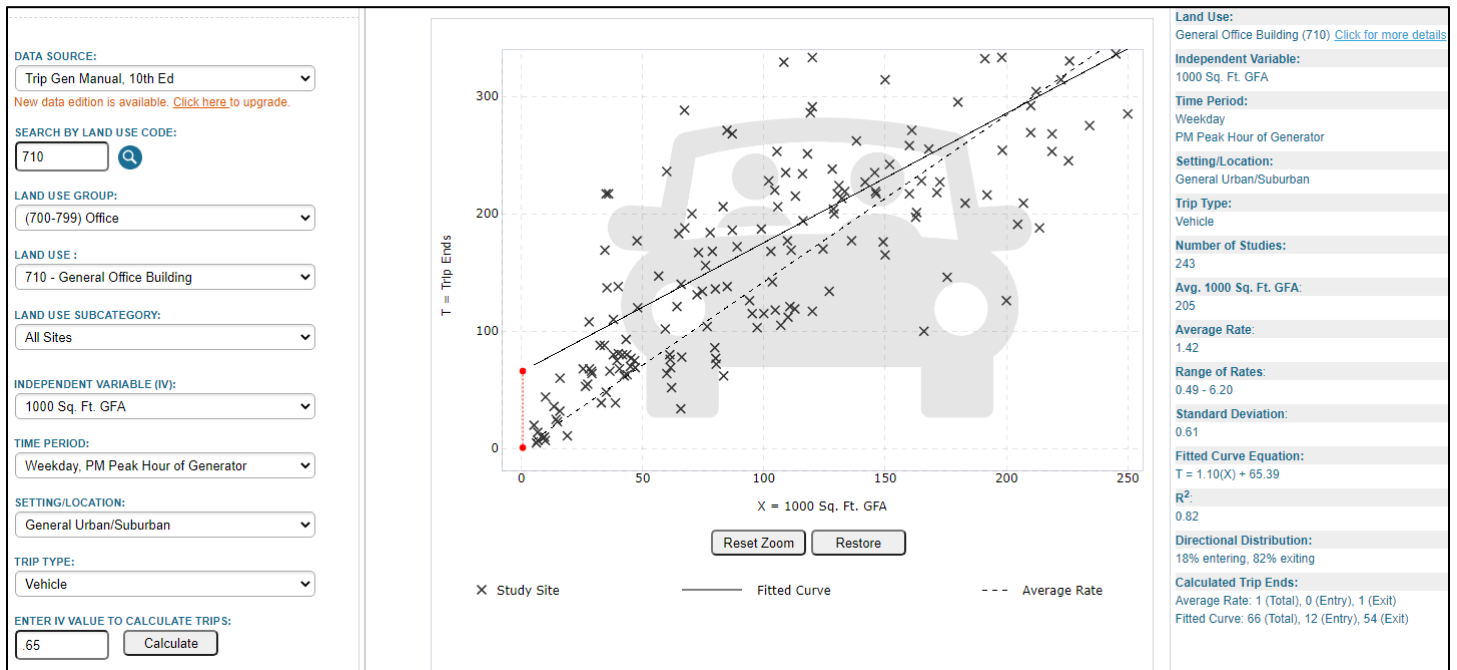


PM Peak Hour for Existing LUC 879

ITE PM Peak Hour of Green Dragon LUC 882



Appendix A – Project Trip Generation



PM Peak Hour of Proposed LUC 710

Appendix B – Intersection Turning Movement Count Traffic Summaries

Intersection Turning Movement Count Summary

Project: Kind Castle
Location: Glenwood Springs
EB/WB Road: Green Dragon
NB/SB Road: Glenwood Ave

Intersection 0

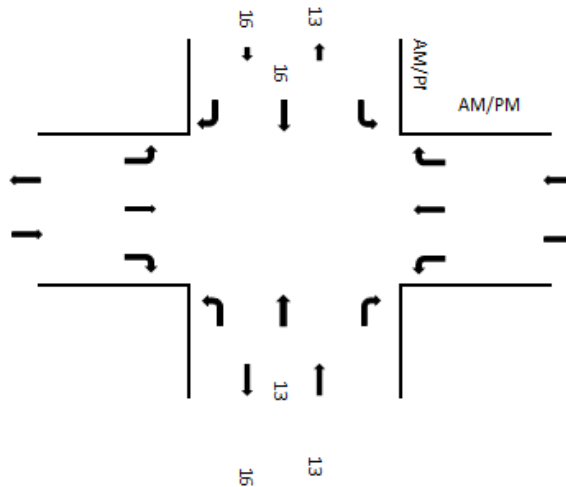
APEX
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Counted by: APEX
Count Date: 1/27/2021

Peak Season Adjust: 1

Time									Entering				Exiting				Total
PM																	Volume
13:30									0				0				0
13:45									0				0				0
14:00									0				0				0
14:15									0				0				0
14:30									0				0				0
14:45									0				0				0
15:00									0				0				0
15:15									0				0				0
15:30									0				0				0
15:45									0				0				0
16:00									1				1				2
16:15									0				1				1
16:30									1				1				2
16:45									3				3				6
17:00									7				5				12
17:15									2				7				9
17:30									1				1				2
17:45									0				0				0
Totals									15				19				34

Peak Hr	0	0	0	0	0	0	0	0	0	13	0	0	0	16	0	0	29
Intersection Peak Hour: 16:30-17:30 PM													EB	WB	NB	SB	Total
													0	0	13	16	29



Appendix B – Intersection Turning Movement Count Traffic Summaries

Intersection Turning Movement Count Summary

Project: Kind Castle
 Location: Glenwood Springs
 EB/WB Road: Project Access
 NB/SB Road: Glenwood Ave

Intersection 1



Counted by: APX
 Count Date: 1-27/1-28

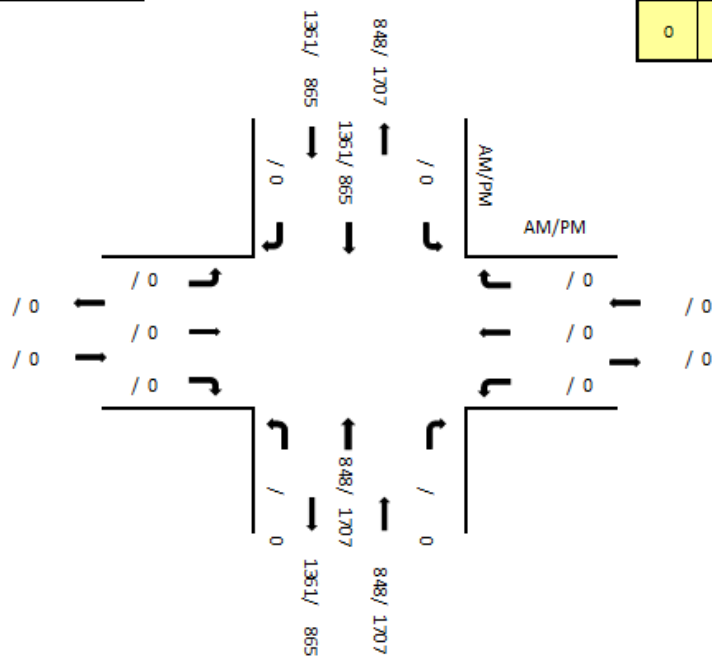
Peak Season Adjust: 1

Time	Project Access - (EB)				Project Access - (WB)				Glenwood Ave - (NB)				Glenwood Ave - (SB)				Total
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Volume
7:00 AM	0	0	0	0	0	0	0	0	0	95	0	0	0	319	0	0	414
7:15	0	0	0	0	0	0	0	0	0	155	0	0	0	335	0	0	490
7:30	0	0	0	0	0	0	0	0	0	169	0	0	0	382	0	0	551
7:45	0	0	0	0	0	0	0	0	0	223	0	0	0	365	0	0	588
8:00	0	0	0	0	0	0	0	0	0	231	0	0	0	325	0	0	556
8:15	0	0	0	0	0	0	0	0	0	225	0	0	0	289	0	0	514
8:30	0	0	0	0	0	0	0	0	0	221	0	0	0	295	0	0	516
8:45	0	0	0	0	0	0	0	0	0	306	0	0	0	315	0	0	621
Totals	0	0	0	0	0	0	0	0	0	1625	0	0	0	2625	0	0	4250

Peak Hr	0	0	0	0	0	0	0	0	0	848	0	0	0	1361	0	0	2209
Intersection Peak Hour: 7:30-8:30 AM													EB	WB	NB	SB	Total
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	848	1361	2209

Time	Project Access - (EB)				Project Access - (WB)				Glenwood Ave - (NB)				Glenwood Ave - (SB)				Total
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Volume
4:00 PM	0	0	0	0	0	0	0	0	0	381	0	0	0	214	0	0	595
4:15	0	0	0	0	0	0	0	0	0	388	0	0	0	217	0	0	605
4:30	0	0	0	0	0	0	0	0	0	412	0	0	0	178	0	0	590
4:45	0	0	0	0	0	0	0	0	0	419	0	0	0	192	0	0	611
5:00	0	0	0	0	0	0	0	0	0	405	0	0	0	255	0	0	660
5:15	0	0	0	0	0	0	0	0	0	455	0	0	0	219	0	0	674
5:30	0	0	0	0	0	0	0	0	0	428	0	0	0	199	0	0	627
5:45	0	0	0	0	0	0	0	0	0	350	0	0	0	171	0	0	521
Totals	0	0	0	0	0	0	0	0	0	3238	0	0	0	1645	0	0	4883

Peak Hr	0	0	0	0	0	0	0	0	0	1707	0	0	0	865	0	0	2572
Intersection Peak Hour: 4:45-5:45 PM													EB	WB	NB	SB	Total
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1707	865	2572



Appendix B – Intersection Turning Movement Count Traffic Summaries

Intersection Turning Movement Count Summary

Project: Kind Castle
 Location: Glenwood Springs
 EB/WB Road: Project Access
 NB/SB Road: Glenwood Ave

Intersection Access

APEX
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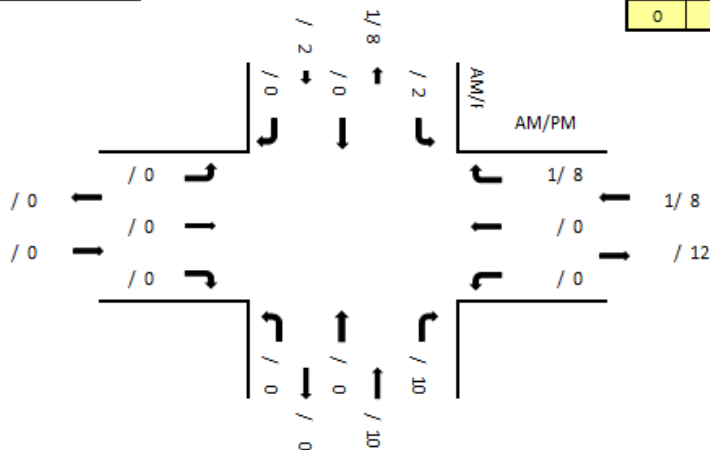
Counted by: APX
 Count Date: 1-27/1-28
 Peak Season Adjust: 1

Time	Project Access - (EB)				Project Access - (WB)				Glenwood Ave - (NB)				Glenwood Ave - (SB)				Total
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Volume
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	2

Peak Hr	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Intersection Peak Hour: 6:45-7:45 AM													EB	WB	NB	SB	Total
													0	1	0	0	1

Time	Project Access - (EB)				Project Access - (WB)				Glenwood Ave - (NB)				Glenwood Ave - (SB)				Total
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Volume
4:00	0	0	0	0	0	0	2	0	0	0	5	0	1	0	0	0	8
4:15	0	0	0	0	0	0	2	0	0	0	2	0	1	0	0	0	5
4:30	0	0	0	0	0	0	3	0	0	0	2	0	0	0	0	0	5
4:45	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
5:00	0	0	0	0	1	0	1	0	0	0	3	0	1	0	0	0	6
5:15	0	0	0	0	0	0	3	0	0	0	2	0	0	0	0	0	5
5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	2
Totals	0	0	0	0	1	0	13	0	0	0	15	0	4	0	0	0	33

Peak Hr	0	0	0	0	0	0	8	0	0	0	10	0	2	0	0	0	20
Intersection Peak Hour: 4:00-5:00 PM													EB	WB	NB	SB	Total
													0	8	10	2	20



Appendix B – Intersection Turning Movement Count Traffic Summaries



SM Rocha, LLC Existing Traffic Counts at SH 82 & 22nd Street

Appendix C – Peak Hour Traffic Calculations

INT 1 - SH 82 & Access

2/4/2021

Kind Castle Glenwood

AM Condition												
Description	Eastbound			Westbound			Northbound			Southbound		
	L	TH	R	L	TH	R	L	TH	R	L	TH	R
Existing Volumes								848			2625	
¹ Seasonally Adjusted base volumes	0	0	0	0	0	0	0	1009	0	0	3124	0
Trip Distribution % Inbound Phase 1	0%	0%	0%	0%	0%	0%	0%	0%	57%	43%	0%	0%
Trip Distribution % Outbound Phase 1	0%	0%	0%	18%	0%	82%	0%	0%	0%	0%	0%	0%
Driveway Enter "1" Yes, or "0" No Phase 1	1	1	1	1	1	1	1	1	1	1	1	1
Trip Distribution % Inbound Phase 2	0%	0%	0%	0%	0%	0%	0%	0%	57%	43%	0%	0%
Trip Distribution % Outbound Phase 2	0%	0%	0%	18%	0%	82%	0%	0%	0%	0%	0%	0%
Driveway Enter "1" Yes, or "0" No Phase 2	1	1	1	1	1	1	1	1	1	1	1	1
Project Trip Volume Inbound - Phase 1	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Volume Outbound - Phase 1	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Volume Total - Phase 1	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Volume Inbound - Phase 2	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Volume Outbound - Phase 2	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Volume Total - Phase 2	0	0	0	0	0	0	0	0	0	0	0	0
Growth Factor Period 1	0.000	0.000	0.000	1.000	0.000	1.000	0.000	1.009	1.000	1.000	1.009	0.000
Growth Factor Period 2	0.000	0.000	0.000	1.000	0.000	1.000	0.000	1.099	1.000	1.000	1.099	0.000
Future Background Volume - Period 1				0		0		1018	0	0	3152	
Future Background Volume - Period 2				0		0		1109	0	0	3433	
Other Trip Assignment AM Period 1												
Other Trip Assignment AM Period 2												
Total Future Volume - Period 1				0		0		1018	0	0	3152	
Total Future Volume - Period 2				0		0		1109	0	0	3433	

PM Condition												
Description	Eastbound			Westbound			Northbound			Southbound		
	L	TH	R	L	TH	R	L	TH	R	L	TH	R
Existing Volumes								1707			865	
Seasonally Adjusted base volumes	0	0	0	0	0	0	0	2031	0	0	1029	0
Trip Distribution % Inbound Phase 1	0%	0%	0%	0%	0%	0%	0%	0%	69%	31%	0%	0%
Trip Distribution % Outbound Phase 1	0%	0%	0%	12%	0%	88%	0%	0%	0%	0%	0%	0%
Trip Distribution % Inbound Phase 2	0%	0%	0%	0%	0%	0%	0%	0%	69%	31%	0%	0%
Trip Distribution % Outbound Phase 2	0%	0%	0%	12%	0%	88%	0%	0%	0%	0%	0%	0%
Project Trip Volume Inbound - Phase 1	0	0	0	0	0	0	0	0	8	3	0	0
Project Trip Volume Outbound - Phase 1	0	0	0	2	0	12	0	0	0	0	0	0
Project Trip Volume Total - Phase 1	0	0	0	2	0	12	0	0	8	3	0	0
Project Trip Volume Inbound - Phase 2	0	0	0	0	0	0	0	0	8	3	0	0
Project Trip Volume Outbound - Phase 2	0	0	0	2	0	12	0	0	0	0	0	0
Project Trip Volume Total - Phase 2	0	0	0	2	0	12	0	0	8	3	0	0
Growth Factor Period 1				1.000		1.000		1.009	1.000	1.000	1.009	
Growth Factor Period 2				1.000		1.000		1.099	1.000	1.000	1.099	
Future Background Volume - Period 1				0		0		2049	0	0	1038	
Future Background Volume - Period 2				0		0		2232	0	0	1131	
Other Trip Assignment AM Period 1												
Other Trip Assignment AM Period 2												
Total Future Volume - Period 1				2		12		2049	8	3	1038	
Total Future Volume - Period 2				2		12		2232	8	3	1131	

NOTES:

1. Peak season factor of 1.19 applied to EB and WB through volumes

1: Grand Ave & Project Access
 HCM 2010 TWSC

 Year 2023 Total
 Timing Plan: PM Peak

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	12	2049	8	3	1038
Future Vol, veh/h	2	12	2049	8	3	1038
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	13	2227	9	3	1128

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	2802	1118	0	0	2236	0
Stage 1	2232	-	-	-	-	-
Stage 2	570	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	15	201	-	-	228	-
Stage 1	67	-	-	-	-	-
Stage 2	529	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	15	201	-	-	228	-
Mov Cap-2 Maneuver	57	-	-	-	-	-
Stage 1	67	-	-	-	-	-
Stage 2	522	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	32.1	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR/WBLn1	SBL	SBT
Capacity (veh/h)	-	- 148	228	-
HCM Lane V/C Ratio	-	- 0.103	0.014	-
HCM Control Delay (s)	-	- 32.1	21	-
HCM Lane LOS	-	- D	C	-
HCM 95th %tile Q(veh)	-	- 0.3	0	-

1: Grand Ave & Project Access
 HCM 2010 TWSC

 Year 2043 Total
 Timing Plan: PM Peak

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	12	2232	8	3	1131
Future Vol, veh/h	2	12	2232	8	3	1131
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	13	2426	9	3	1229
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	3052	1218	0	0	2435	0
Stage 1	2431	-	-	-	-	-
Stage 2	621	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	10	172	-	-	190	-
Stage 1	52	-	-	-	-	-
Stage 2	498	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	10	172	-	-	190	-
Mov Cap-2 Maneuver	44	-	-	-	-	-
Stage 1	52	-	-	-	-	-
Stage 2	490	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	38.7	0	0.1			
HCM LOS	E					
Minor Lane/Major Mvmt	NBT	NBR/WBLn1	SBL	SBT		
Capacity (veh/h)	-	-	122	190	-	
HCM Lane V/C Ratio	-	-	0.125	0.017	-	
HCM Control Delay (s)	-	-	38.7	24.3	-	
HCM Lane LOS	-	-	E	C	-	
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-	



City of Glenwood Springs
Planning Commission & City Council
Sent via email

November 11, 2020

Dear Planning Commission & City Council Members,

This letter concerns a new special use permit application for a retail marijuana store application for Kind Glenwood LLC (**"Applicant"**) located at 2114 Grand Avenue (**"Property"**). The Applicant previously submitted a special use permit application for a retail marijuana store only in Suite C at 2114 Grand Avenue (**"Prior Application"**). The Prior Application was denied by the City of Glenwood Springs City Council on June 18th, 2020. Since the denial, the Applicant has managed to lease all of the suites for the Property (Suites A-C), has fixed all prior issues, and plans on submitting a new retail marijuana store application for the Property (**"New Application"**). The New Application consists of utilizing Suites A, B and C as follows and as graphically shown in Exhibit A:

Suite A (NOT PART OF LICENSED PREMISES) shall serve as Office space and no marijuana products or sales shall occur in this Office space, nor shall any customers enter this suite.

Suite B shall encompass the total Retail Space (only Suite B shall be "Restricted Access Area" for customer sales). The total square footage is 1,560, of which 1,040 is habitable space as defined per the city code.

Suite C shall serve as a Lobby space with a total suite size of 779 square feet. The habitable space of the Lobby shall be 397 square feet. All customers shall enter/exit through Suite C. This keeps the customers on the south portion of the building front (on the opposite side of the hotel), but most importantly, this sealed Lobby space shall provide a power layer of air odor protection from the Retail Space. With multiple carbon filtration air purification units in both suites, it would not be possible for odor to permeate from the premises.

The City of Glenwood Springs Section 070.060.030(i)(5) states:

"Limitation on Subsequent Similar Applications. Following denial of an application, the decision-making body shall not decide on applications that are the same or substantially similar within one (1) year of the previous denial. This waiting period may be waived by the decision-making body provided that:

- a. There is a substantial change to circumstances, or new information available, relevant to the issues or facts considered during the previous application review; or

- b. The new application is materially different from the previous application.

The New Application is materially different from the Prior Application for the following reasons:

1. The New Application consists of Suites B and C and the Applicant's control of the whole retail building on the Property as detailed above. With Suites B and C as the newly proposed marijuana store, this adds 850 sq. ft. of habitable space to the licensed premises while the Prior Application only involved 587 sq. ft. of habitable space (only Suite C) which is a substantial material difference and significant change to circumstances. The Applicant now has total control of the property's commercial use. The New Application has double the amount of front parking, 100% dedicated to this sole use.
2. Additional Parking: 6 parking spaces in the rear and plenty more parking on 22nd Street.
3. The New Application provides new information that drastically improves the parking, egress/ingress, signage, odor concerns, and on-site occupancy therefore this is relevant to the issues and facts considered during the previous application review.
4. The New Application represents a single use for the retail space on the Property, whereas the Prior Application was for Suite C while a pawn shop remained in Suite B, which substantially impacted the parking capacity at the site for the Prior Application.
5. The parking plan has materially changed. The Applicant has now achieved a 67% increase in parking, which is now significantly more than the required amount. The proposed habitable space, as defined in the Glenwood Springs Development Code, of the entire proposed licensed premises is 2,339 sq. ft. (1,040 sq. ft. as the retail space in Suite B and 397 sq. ft. for the Lobby in a portion of Suite C). The parking requirement for the New Application is five (5) parking spaces (1,437 sq. ft. / 300 sq. ft. = 4.79 spaces). The parking plan now provides for 10 parking spaces as shown in Exhibit A due to the lease of the three retail suites and the use of the entire commercial parking area which is five (5) more parking spaces than required. The single use of the Property will also eliminate customer parking from occurring at the neighboring Cedar Lodge property.
6. A proposed future easement from Stinkers Gas Station will be identified with the New Application that allows for shared access between the properties.
7. The New Application provides for substantially enhanced odor mitigation for the residences at the rear of the building with the construction of a barrier wall between commercial and residential spaces for odor and security. The front commercial spaces will also have its own separate air handling system from the air handling system in the rear residences. No shared air handling between front retail and rear residences.
8. The residents occupying the two (2) apartments in the rear of the building will provide signed affidavits agreeing to, and supporting of, the Applicant's proposed use of the front retail space for a marijuana business. The residents agree that marijuana odor does not bother them whatsoever, in the unlikely event marijuana could be smelled in their apartment. However, Applicant's aggressive odor mitigation plan shall prevent odor from permeating from the Retail Space. The proposed air purification system can cleanse a facility 7 times larger than the Applicant's square footage, designed for much heavier odor producers such as cultivation and manufacturing facilities.
9. Framing store opposition is gone with the New Application, all expressed concerns of impact to the surrounding area have been completely mitigated, and there is now strong support.
10. This New Application materially reduces the anticipated parking and trip generation on the Property due to limiting the retail space to a singular use, which is appropriate use of this property. The Applicant controls the entire commercial front of the property that provides one tenant, one small sign and one point of contact for any property issues. The building is best suited from one commercial tenant. Having one tenant in the retail front addresses all concerns of egress/ingress, neighbor complaints of current signage, and overall parking. Due to the reduction of traffic

entering the property from the Trading Post Pawn shop vacating the premises, Applicant's proposed business traffic will now make no negative impact to the traffic counts at this site. Applicant's traffic engineer shows a substantial reduction in traffic counts. The Applicant hired Apex Consulting Engineers to assess the traffic impact of its application for a marijuana business at this site. The traffic engineer determined that the former business in Suite A (barber shop) had a weekday trip (ADT) traffic count of 45. The engineer determined the former business in Suite C (framing store) had a traffic count of 60 daily trips. By factoring in the traffic counts for the pawn shop in Suite B, the Applicant's proposed business shall replace all these traffic counts and equate to no excessive traffic impact. Apex Consulting Engineers indicate in its traffic study that the Applicant's proposed use would generate an estimated 202 daily trips which is higher than the Applicant's anticipates but provides that the Applicant's business does not contribute to traffic increases entering/exiting from/to Grand Avenue.

11. The sign plan for the New Application will be materially changed with one small sign for the retail space on the Property that eliminates current and perceived issues.

The Applicant respectfully requests that the Planning Commission determine that the New Application represents a material change as allowed by Development Code Section 070.060.030(i)(5) so that we can prepare and submit a new Special Use permit application.

Thank you for your time and consideration.

Sincerely,

Chris Hawkins, AICP
Alpine Planning, LLC



SPECIAL USE PERMIT APPLICATION CHECKLIST

For office use:

Pre-application Meeting Date: _____

Planning File #: _____

Applicant: _____

Lead Planner: _____

During or shortly following your pre-application meeting, you will receive this checklist noting the materials that the City will need to process your special use permit application. This information constitutes your application. Failure to provide the required materials on or before the application deadline will delay your application.

Materials to be Provided by Applicant								
Submittal Requirements		Paper Copy – number and format			PDF	Notes	Required Submission (✓)	Submitted by Applicant (✓)
		8 ½ x11	11 x 17	24 x 36				
1	Planning Application – completed in full and signed by applicant and all property owners of record	✓			✓			
2	Ownership - provide proof of ownership such as Deed of Trust, Warranty Deed or Quit Claim Deed. Title commitment will not suffice	✓			✓			
3	Public Noticing – signed and notarized affidavit proof of public notice including mineral estate owner notification	✓						
4	Project Description – narrative describing the project and addressing how the application meets the general Special Use permit approval criteria page 1 of this guide and any applicable use-specific standards listed in 070.030.030	✓			✓			
5	Administrative Adjustment Request – refer to Administrative Adjustment information, criteria and questionnaire page 11	✓			✓			

Materials to be Provided by Applicant								
Submittal Requirements		Paper Copy – number and format			PDF	Notes	Required Submission (√)	Submitted by Applicant (√)
		8 ½ x11	11 x 17	24 x 36				
6	Variance – refer to Variance criteria and questionnaire page 15							
7	Site Improvement Survey	√		√	√			
8	Complete Plan Set including:	0	1	1	√			
	Cover Sheet							
	Site Plan							
	Preliminary Grading Plan							
	Conceptual Architectural Plans							
	Preliminary Landscape Plan							
	Sample materials board							
	Lighting Plan							
9	Engineering Reports including:	2	0	0	√			
	Preliminary Traffic Impact Analysis or Letter – the level of documentation required depends on the location of the property and the type of development proposed							
	Preliminary Soils & Geotechnical Report							
	Drainage Letter or Study – level of information required depends on the project location, size and type of development. Refer to Engineering Standards							
10	Fee	\$ _____				Cash, check or credit card. Check payable to the City of Glenwood Springs		

Materials to be Provided by Applicant								
Submittal Requirements		Paper Copy – number and format			PDF	Notes	Required Submission (✓)	Submitted by Applicant (✓)
		8 ½ x11	11 x 17	24 x 36				
11	Other Materials (list other materials that will be required)							



LAND USE APPLICATION

City of Glenwood Springs
Economic and Community Development Dept.
101 West 8th Street
Glenwood Springs, CO 81601
970-384-6411

Ordinance Amendments		Development Permits	
Rezoning	☐	Site/Architectural Plan Review	☐
Rezoning to Planned Unit Development (PUD)	☐	Administrative	☐
Annexation	☐	Minor	☐
Condominiumization	☐	Major	☐
Annexation	☐	Master Plan	☐
Street Vacation	☐	Construction Plans	☐
	☐	Special Use Permit	☒
Subdivisions	☐	Right of Way Encroachment License	☐
Minor Subdivision	☐	Floodplain Development Permit	☐
Preliminary Plat	☐		☐
Final Plat	☐	Flexibility and Relief Procedures	☐
Vacation of Right-of-Way	☐	Variance	☐
	☐	Administrative Adjustment	☐
	☐	Appeal	☐

Applicant/Property Owner Information:			
Applicant		Owner	
Kind Glenwood LLC		2114 Grand Avenue, LLC	
Relationship to Owner		Owner	
Lessee		Todd and Kristine Leahy	
Applicant Address		Owner Address	
PO Box 687	Glenwood Springs, CO	P.O. Box 2738	Glenwood Springs, CO 81602
Phone (970) 773-5463	Email Address john@kindcastle.com	Phone (970) 618-0756	Email Address sunlightcabin@comcast.net

Property Information:	
Address	Parcel Number
2114 Grand Avenue, Suites A-C	218516400095
Subdivision	Lot and Block Number
NA Metes and Bounds Description	NA
Zone District M1 - Mixed Use Corridor	Existing Land Use Commercial retail uses

General Project Description:
Special use permit for a retail marijuana establishment.

Signatures:		
The owner or applicant must be present at the hearing. All public hearings must be properly noticed according to G.S.M.C. Section 070.010.030. Signatures of all owners of the property must appear before the application is accepted. Partnerships or corporations may have the authorized general partner or corporate officer sign the application. (Attach additional incorporation documents if necessary.) I declare under the penalty of perjury that the above information is true and correct to the best of my knowledge.		10/29/2020
	Applicant	Date
	Owner 2114 Grand Avenue, LLC By: Kristine Leahy, Owner	Date 11-4-2020
	Owner 2114 Grand Avenue, LLC By: Todd Leahy, Owner	Date 11-4-2020

SPECIAL WARRANTY DEED

THIS DEED, made on December 16, 2019

between **Todd Leahy and Kristine Leahy**

of the County of Garfield, and State of Colorado, grantor(s), and

2114 Grand Avenue, LLC, a Colorado limited liability company

whose legal address is : P.O. Box 2738, Glenwood Springs, CO 81602

of the County of Garfield, and State of Colorado, grantee:

WITNESS, that the grantor(s), for and in consideration of the sum of ten dollars and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, have granted, bargained, sold and conveyed, and by these presents do grant, bargain, sell, convey and confirm unto the grantees, their heirs and assigns forever, all the real property, together with improvements, if any, situate, lying and being in the County of Garfield and State of Colorado described as follows:

ALL THAT PORTION OF THE NE $\frac{1}{4}$ SE $\frac{1}{4}$ OF SECTION 16, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE SIXTH PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE EASTERLY SIDE OF COLORADO STATE HIGHWAY NO. 82, WHICH BEARS SOUTH 01°32' WEST 788 FEET FROM THE INTERSECTION OF THE EAST-WEST CENTERLINE OF SAID SECTION 16 WITH SAID EASTERLY SIDE OF SAID COLORADO STATE HIGHWAY; THENCE ALONG THE EASTERLY SIDE OF SAID COLORADO STATE HIGHWAY NO. 82 SOUTH 01°32' WEST 64 FEET; THENCE SOUTH 88°28' EAST 271 FEET; THENCE NORTH 01°32' EAST 64 FEET; THENCE NORTH 88°28' WEST 271 FEET TO THE POINT OF BEGINNING.

also known by street and number as: 2114 Grand Avenue, Glenwood Springs, CO 81601

TOGETHER with all and singular the hereditaments and appurtenances thereunto belonging, or in anywise appertaining, the reversion and reversions, remainder and remainders, rents, issues and profits thereof, and all the estate, right, title, interest, claim and demand whatsoever of the grantor(s), either in law or equity, of, in and to the above bargained premises, with the hereditaments and appurtenances;

TO HAVE AND TO HOLD the said premises above bargained and described, with the appurtenances, unto the grantees, their heirs and assigns forever. The grantor(s), for themselves, their heirs, and personal representatives, successors and assigns do covenant and agree that they shall and will WARRANT AND FOREVER DEFEND the above bargained premises in the quiet and peaceable possession of the grantees, their heirs and assigns, against all and every person or persons claiming the whole or any part thereof, by, through or under the grantor(s); excepting from the grantor's warranty, all liens, reservations, easements, covenants, general taxes and assessments for the year 2019 and subsequent years; encumbrances of record and "subject to statutory exceptions" as defined in § 38-30-113(5)(a), C.R.S.

IN WITNESS WHEREOF, the grantor(s) have executed this deed on the date set forth above.

Todd Leahy

Kristine Leahy

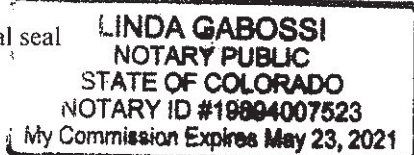
STATE OF COLORADO)

) ss.

COUNTY OF GARFIELD)

The foregoing instrument was acknowledged before me on December 16, 2019, by Todd Leahy and Kristine Leahy.

WITNESS my hand and official seal



Notary Public

E-RECORDED

simplifile

ID: 929569

County: _____

Date: 12/16/19 Time: _____

P.O. Box 2738, Glenwood Springs, CO 81602

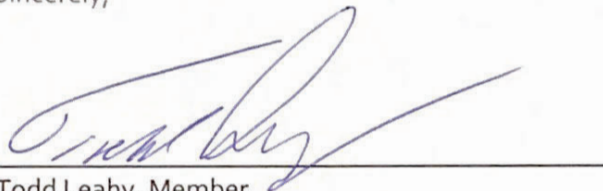
December 19, 2019

Town of Glenwood Springs
Community Development Department
Gretchen Ricehill, Assistant Economic & Community Development Director
101 West 8th Street
Glenwood Springs, CO 81601

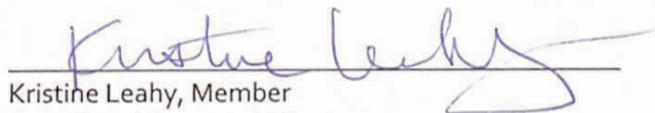
Dear Ms. Ricehill,

2114 Grand Avenue, LLC ("Owner") is the owner of the property located at 2114 Grand Avenue, Glenwood Springs, CO 81601 ("Property"). Please be advised that for purposes of submitting all necessary licenses and planning applications for a retail marijuana store on the Property, the Owner appoints John Dyet and Mark Mayasich of Kind Glenwood LLC ("Lessee") to act as our agent with authority to submit, process and represent such applications. The Lessee has a few of the commercial units under contract to rent provided the City approves the special use permit application and Lessee obtains the required license from City.

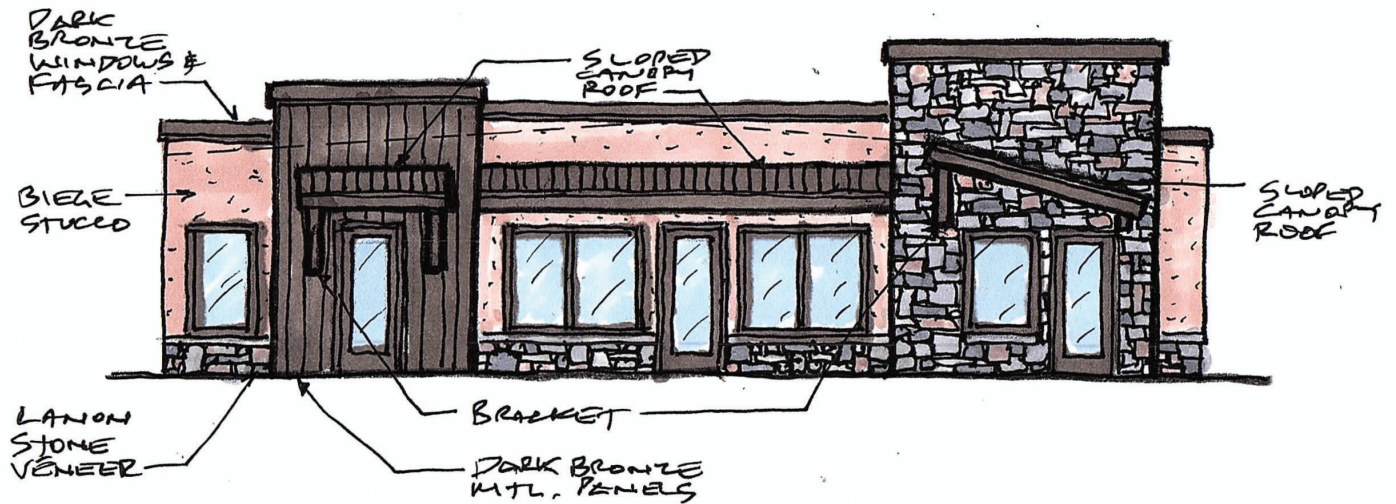
Sincerely,

A handwritten signature in blue ink, appearing to read 'Todd Leahy', written over a horizontal line.

Todd Leahy, Member
2114 Grand Avenue, LLC

A handwritten signature in blue ink, appearing to read 'Kristine Leahy', written over a horizontal line.

Kristine Leahy, Member
2114 Grand Avenue, LLC



2114 S. Grand Ave

Retail Marijuana Store Special Use Permit

Submitted on November 13, 2020

PROJECT TEAM

Alpine Planning, LLC

Chris Hawkins, AICP
523 Clinton St., Ste. 2
Ridgway, CO 81432
970.964.7927
chris@alpineplanningllc.com
www.alpineplanningllc.com



PSTM Architecture and Planning, Inc.

Paul Glenn
320 Jenkins Ranch Road
Durango, CO 81301
970.682.3237
poglennarch@stans.net
www.pstmarchitecture.com



Vicente Sederberg, LLP

Sally Kent Peebles, Partner
455 Sherman St., Ste. 390
Denver, CO 80203
303.860.4501
sally@vicentesederberg.com
www.vicentesederberg.com



Stars-to Stones Surveying

Ivan Martin, P.L.S
559 Meadow Drive
Grand Junction, CO 81504
970.618.2118
stars2stonessurveying@yahoo.com

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BACKGROUND

Kind Glenwood, LLC (**Applicant**) is under contract to lease all three (3) retail units that are located at 2114 S. Grand in the City of Glenwood Springs (**Property**) as shown in Figure 1. This application presents a single use for the retail space and associated site infrastructure. The Applicant intends to remodel the Property to operate a new retail marijuana facility (**Facility**) if the required Special Use Permit and license are approved by the City of Glenwood Springs.

The Property is located in the M1 Mixed Use Corridor Zone District as shown in Figure 2. The City of Glenwood Springs Development Code ("Development Code") Section 070.030.020, Table of Allowed Uses, establishes that a retail marijuana business is an allowed use in the M1 Zone District subject to the approval of a special use permit.

The Property contains 8,494 sq. ft. or 0.398 acres and has 64 lineal feet of frontage onto the Grand Avenue Right-of-Way on its western border. The western building on the Property contains three (3) retail units in the front of the store and two (2) residential apartments that are located at the rear of the building.

The three (3) retail units are planned to accommodate the following Facility uses:

- Suite A: Facility Office Space containing 650 sq. ft.
- Suite B: Facility Retail Space containing 1,560 sq. ft.
- Suite C: Facility Lobby containing 779 sq. ft.

The licensed premises shall be Suites B and C, and is planned to contain 2,339 gross sq. ft. and 1,437 sq. ft. of habitable floor area for purposes of calculating the parking requirements.



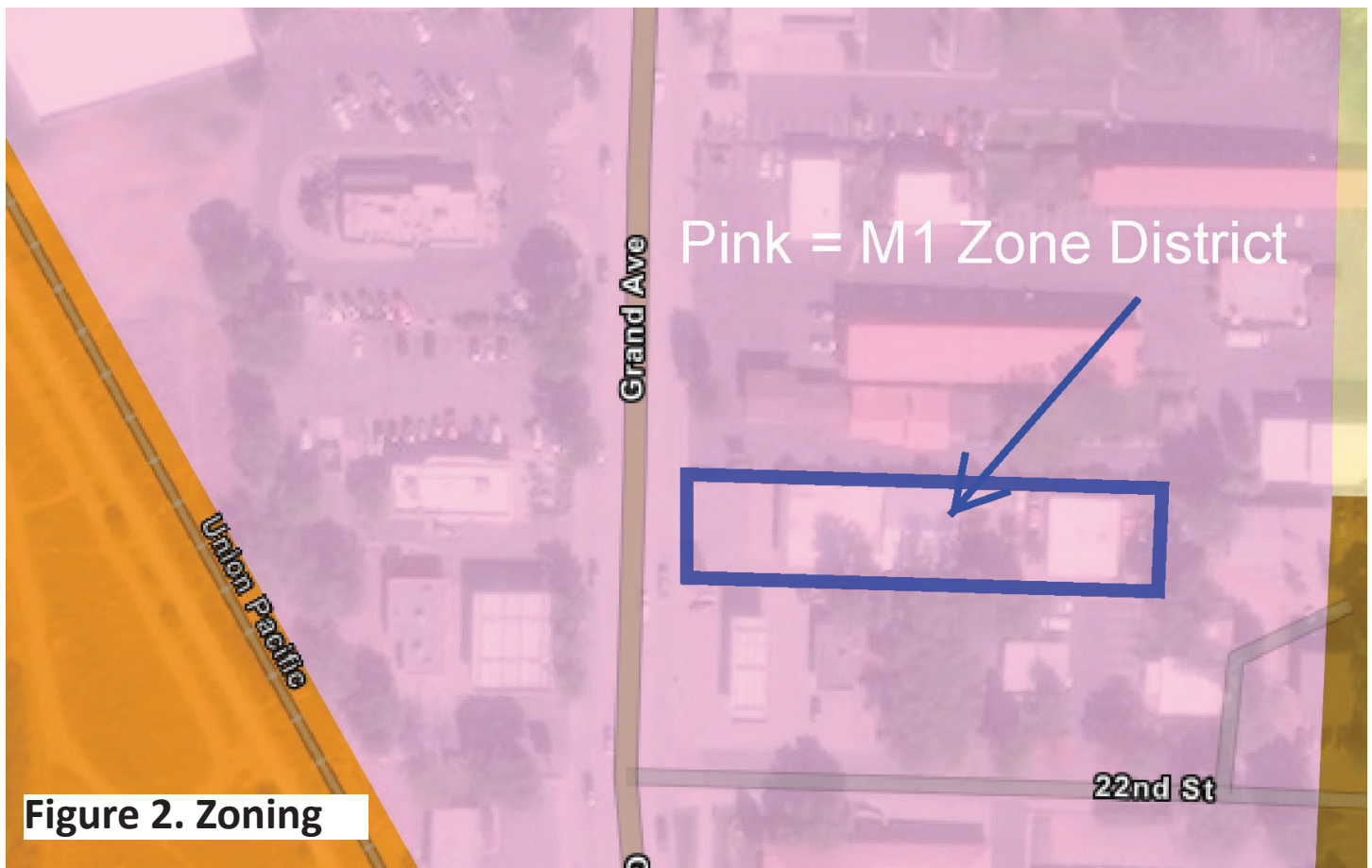


Figure 2. Zoning

SPECIAL USE PERMIT CRITERIA

Development Code Section 070.060.050(e) establishes the special use permit procedures. Section 070.060.050(e)(1) establishes the purpose of the special use permit process:

“Purpose. The special use permit procedure provides a mechanism for the City to evaluate proposed development and land uses that have unique or widely varying operating characteristics or unusual features. This procedure is intended to ensure compatibility with surrounding areas and that adequate mitigation is provided for anticipated impacts.”

This purpose and intent is important because it anticipates that mitigation can be provided to address any anticipated impacts and also assure project compatibility.

The following sections analyze how the project meets the special use permit approval criteria contained in Development Code Section 070.060.050(e)(3)(e)(2).

Section 1. Compatibility with Surrounding Area

This retail store will be perfectly compatible with the surrounding area. The Facility is located in a very intensive commercial area that includes a Stinker's gas station, and Alpine Bank parking lot to the south, with Big Sids Bottles liquor store, Uncles Pizza, Domino's Pizza, Shell gas station, and Coloradough bakery; Turtle's Glenwood Liquors, Cedar Lodge and Taco Bell to the north; Grand Avenue, Circle K, Wendy's, Starbucks and Anglers fishing store to the west; and additional commercial use at the rear of the Property. This retail store is very much compatible with these businesses and surrounding area.

The historic and current uses in the three retail spaces generated more traffic than the proposed facility will generate (updated traffic study will be provided). The Development Code requires 5 parking spaces for the Facility (1,437 sq. ft divided by 300 sq. ft.). The Applicant has 10 parking spaces 100% dedicated to this store that provided in the front and 6 spaces in the rear. In addition, there is now plenty of extra parking located very close by on 22nd Street.

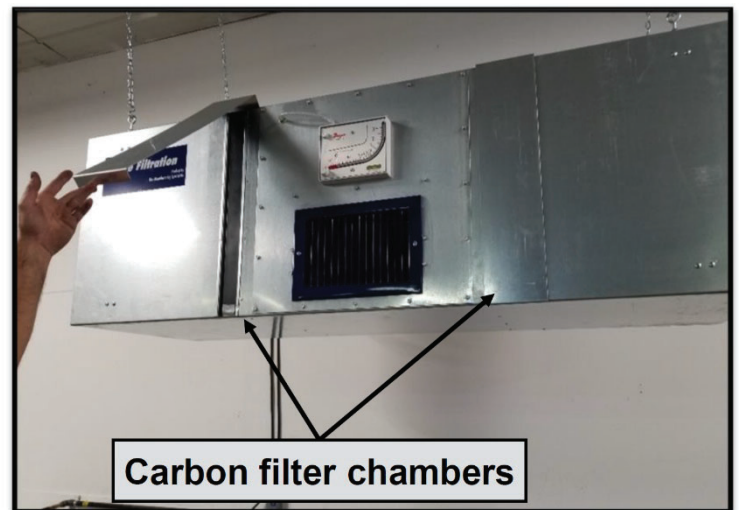


Page 3

submit the final western facade plan, signage plan, fencing plan, landscaping plan and other improvements prior to the City issuing the license. A building permit will be required for the new western facade.

Odor will not be an issue with 4x the odor mitigation and air purification capacity required. In addition, new vapor barrier and sound proof wall will be installed in between the Facility and the two apartments to ensure no smell. Please see Odor Mitigation Plan and Floor Plan for extensive odor elimination practices. The residents of the apartments have provided affidavits that they do not have any concerns with the proposed Facility or if any little odor could be smelt. Even City staff has indicated that odor is not an issue with retail stores, only with cultivation facilities. The City Police Department have never received any odor complaints from any retail stores. The Applicant requests that the City approval of the permit require the installation of sound proofing and vapor barrier prior to opening the store (New drywall will require a building permit). The signed apartment Affidavits are shown in Exhibit B, which are signed/notarized by the rear residents supporting the license approval.

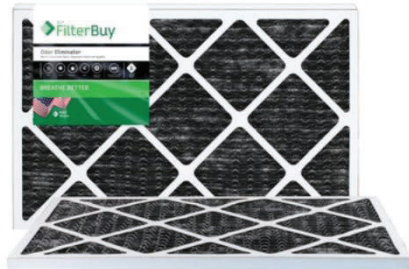
The Facility will also ensure compatibility and minimized, even eliminated, impact through its mechanical conditioning. The Applicant's Odor Mitigation Plan is extraordinarily equipped and will make odor impossible. The retail sales area and product storage room will be equipped with AF-3000C Heavy Odor Air Filtration units made by Elite Manufacturing Specialists. In addition, the entire Facility will include six (6) activated carbon filtration, "Air Purifier T600" units. These additional carbon filtration systems are independent to the activated carbon air filtration system running through the air conditioning/heating systems. The Air Purifier T600 units are an industry leading activated carbon



air filtration system that are very effective at handling marijuana terpene emissions and overall odor. The Applicant's plan described herein contains over quadruple the amount of air filtration operation and power for the size of the proposed retail space, as just Air Purifier T600 can remove odors from 2,000 square feet of space. Such odor mitigation efforts significantly exceed those deployed by all other marijuana retailers in the city. The Facility mechanical systems will be designed by qualified professionals to ensure the highest levels of performance, energy efficiency and odor prevention. Please refer to Exhibit C that contains more information on the proposed odor mitigation plan. Mechanical permits may be needed for the odor mitigation and conditioning systems. The commercial units in the front operate on a separate air handling system than the system for the rear residents therefore no odor can transfer through the residents' air vents. The air handling systems for both commercial and residential sides will each force all air through odor-eliminating carbon filters.



18x18x1 Odor Eliminator Pleated Air Filter



Odor Eliminator
3 Month Filter



- 18x18x1 Odor Eliminator MERV 8 with carbon filters made and manufactured by FilterBuy
- Actual Size 17 3/4" x 17 3/4" x 3/4"
- Removes ODORS from smoke, pets, and cooking to let clean air pass through. MERV 8 media base which traps and blocks pollen, dust mites, and larger dust particles.

The Facility will also include a state of the art security, fire, and carbon monoxide systems that will be monitored by an off-site professional security firm. The Applicant will install many more cameras (29 in total) than required to ensure customer safety, neighborhood peace and employee accountability. In accordance with State regulations, security cameras will be installed to monitor and record all of the interior and exterior spaces of the Facility and the Site. Facility staff will be trained to view security cameras covering the customer parking areas and walkways to prevent loitering, excessive noise, or on-site consumption which is expressly prohibited by City and State laws. Staff will also periodically walk the property to ensure compatible and quiet customer use and Facility operations. Please refer to Exhibit D that contains the Retail Marijuana Store summary.

The Applicant's Facility meets the demand and needs of the neighborhood including, but not limited to, the following facts:

There are currently no other retail marijuana stores operating within the neighborhood, as shown in Figure 4 below, so it provides a walkable solution to residences and businesses in the area.

The Facility meets the City's desired walk-ability and therefore reduces traffic within the city. In fact, the nearest marijuana store is over 3,200 feet away from this site so its substantially qualified for this use.

All concerns and issues put forth by the P & Z commission and City Council as well as any public comments have all been thoroughly addressed and significantly mitigated by the Applicant. Concerns of odor, parking, egress/ingress, traffic counts, signage and support from residents have all be properly and thoroughly addressed. The new elevations and design of this building as well as new small pole sign will make a pleasant impact to the appearance, add a revitalized look to this area of Grand avenue, and uplift surrounding businesses, which are all compatible uses.

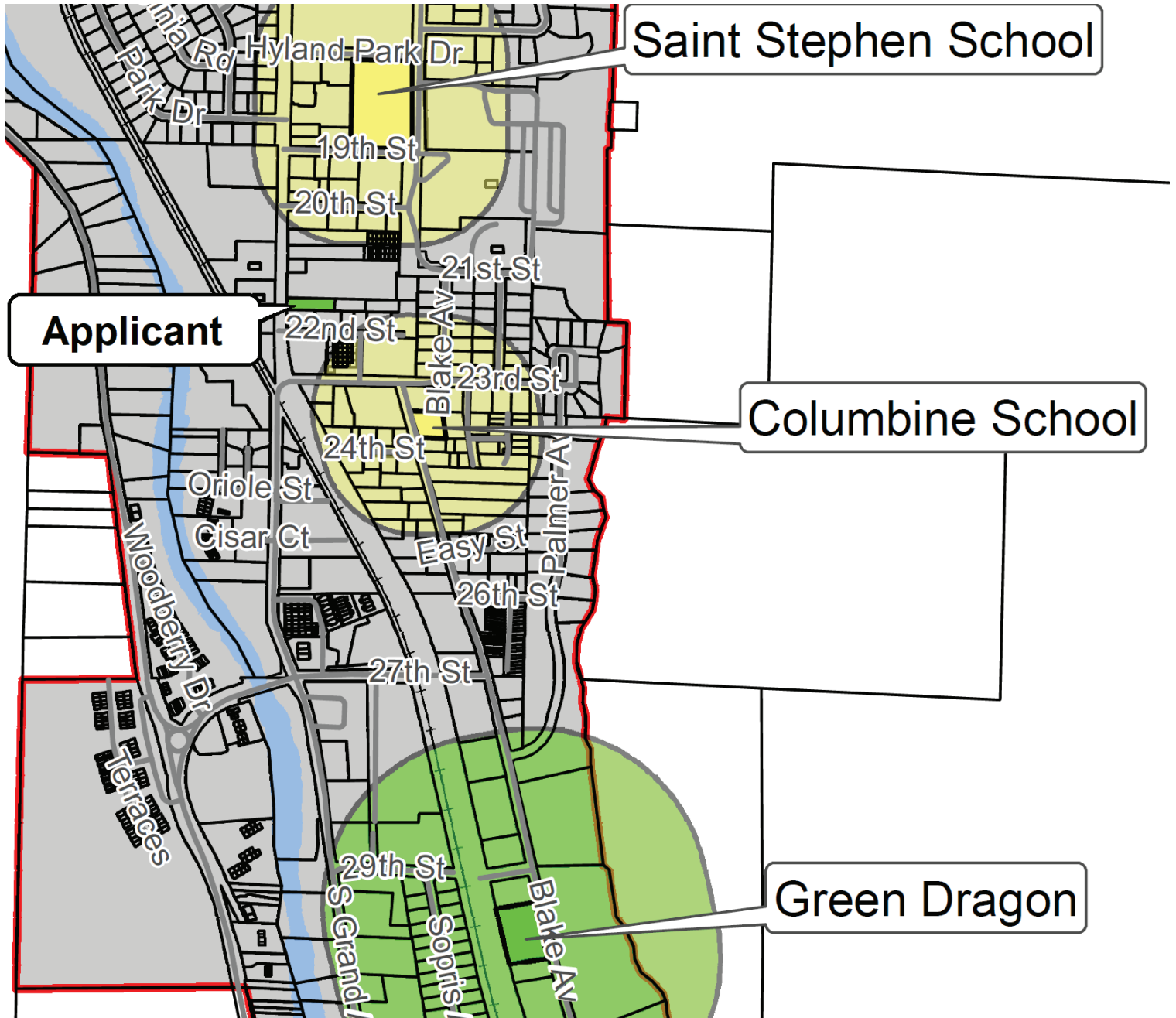


Figure 4. City Buffer Map

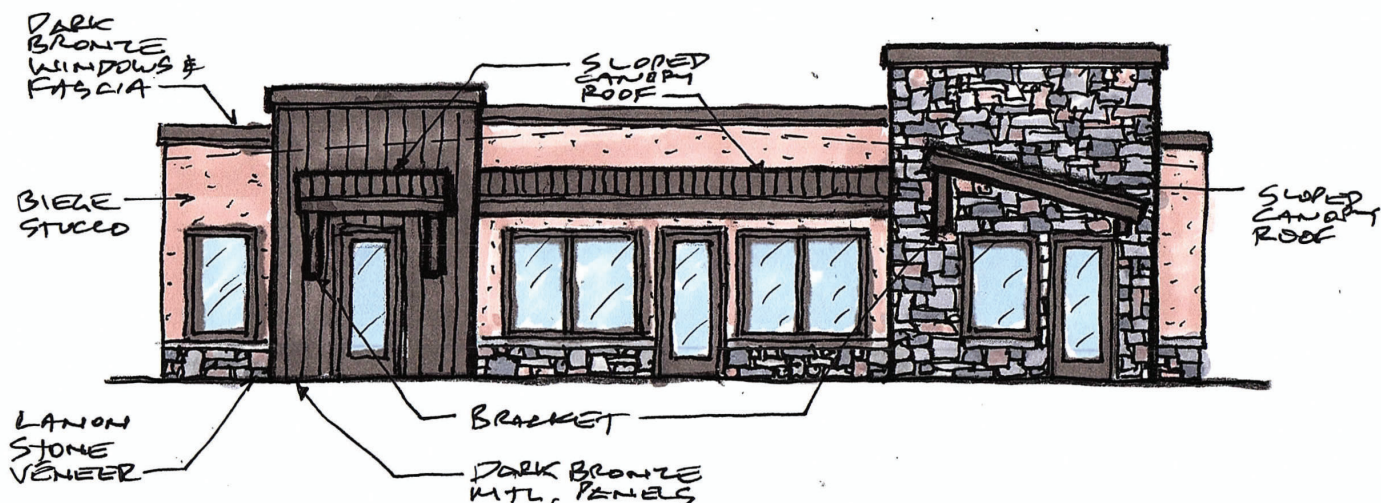


Figure 3. Conceptual Western Facade Plan

Section 2. Minimized Impacts on Surrounding Area

The impacts of the use on surrounding areas have been adequately minimized. The main impacts to surrounding properties for a retail marijuana store typically can include odor, traffic, and parking.

Odor. Odor will be prevented and mitigated as discussed in Section 1. See Floor Plan & Odor Mitigation Plan.

Traffic. There is actually a trip reduction in historic and current uses within the retail spaces on the Property as shown in Exhibit D. With a singular retail marijuana use in the commercial front instead of the 3 different uses barber, pawn, and framing stores, the traffic counts are less which is precisely what this site needs; one use. The Applicant has obtained consent from the Stinker's Gas Station for a reciprocal easement between the properties that allows for access to the Property via 22nd Street. The Applicant established a good relationship with Stinker's and both businesses will work together to allow for sharing of customers in harmony. Currently, there is also rear access/exit via the alleyway to 22nd Street to ease some traffic flow.

Parking. Parking for the store meets and substantially exceeds (more than doubles) City standards as discussed in Section 1. The store requires 5 spaces. There are 10 front spaces, plus 6 spaces in the rear and additional parking on 22nd Street.

The proposed store will also improve the appearance of the Property with a new retail western facade as shown in Figure 3; painting and repair of the northern and southern facades; new fenced on the northern side to the west and north of the store; resurfacing and re-striping the front parking lot; and landscaping improvements as shown on the Facility Site Plan. Also included in the plan is a bicycle parking area.

Section 3. Consistency with the General Purposes of the Code

The use will be consistent with the general purpose and intent of this Code. Development Code Section 070.010.030 establishes the following purpose and intent, with comments on the proposed Facility compliance shown in *italics*:

Purpose. The general purpose of this Code is to protect the public health, safety, and welfare of the City and to implement the policies, goals, and strategies adopted by the City of Glenwood Springs, including those set forth in the Glenwood Springs Comprehensive Plan. *Over 60% of the City electorate voted to legalize marijuana under Amendment 64 in 2012 so there is broad support for the use in the city. The City adopted and modified regulations related to retail marijuana since that time with an understanding that the base rules established in the Development Code will protect the public health, safety and welfare while also limiting the number of stores in the city due to the use-specific standards. Retail marijuana facilities are only permitted via the special use permit process in 25% of the City's zoning districts (4 of 16 zone districts) including M1, M2, CO, and I2 zone districts. Retail marijuana facilities are also subject to the retail marijuana use-specific standards contained in Development Code Section 070.030.030(e)(11) as discussed in Section 4. The Facility is located in a zone district that permits the use where it meets the use-specific standards and is compatible with surrounding uses. The Facility also generally conforms to the Glenwood Springs Comprehensive Plan as discussed in Section 5. Therefore, the proposed Facility is consistent with the purpose of the Development Code.*

Intent. More specifically, this Code is intended to create the best built environment for the City by:

1. Promoting orderly, efficient, and integrated development within the City. *The retail store will be integrated into the commercial neighborhood through the roadway, sidewalks and improved site and store design as provided for in this narrative. The retail store improvements will enhance the site and the surrounding area aesthetics. A blighted, old, large ground sign will be removed and replaced with a modern sign on a 6 inch wide pole. Visual impacts are positive for aesthetics and safety for opening visibility turning on/off Grand Ave.*
2. Providing for a variety of housing and neighborhood types and densities at a range of housing costs, including affordable workforce housing. *The store will not remove the two housing apartments, or residents within, at the rear of the building, with odor protection and sound protection provided.*
3. Regulating the development and use of land based upon the impact of such development or use on surrounding areas or the City. *The retail marijuana facility use-specific standards will ensure that there are no adverse impacts to surrounding uses. Odor, traffic, and parking are completely mitigated as provided for in this narrative. City zoning rules allow for retail marijuana facilities via the special use permit process to ensure that uses are compatible with the surrounding area, ensure compliance with the use-specific standards and also require appropriate mitigation. The Applicant will significantly improve the appearance of the retail building with a new western facade; painting and repairing the western and eastern facades; resurfacing and striping the parking spaces; removal of a blighted sign and replacement with a modern and clean, compliant sign; and landscaping as shown on the Facility Site Plan.*
4. Providing minimum standards for the design and improvement of land, subdivision, and development to ensure that each building site is capable of accommodating a structure devoted to the intended use of the land. *The Facility has been designed in accordance with the applicable standards and requirements of the Development Code as discussed in this narrative, including but not limited to the Facility use-specific standards (070.030.030). Any non-compliant lighting on the retail store will be replaced with compliant lights.*
5. Guarding against loss from natural hazards such as flooding, falling rock, landslides, snowslides, debris flow, and unstable soils. *There are no apparent geohazards that adversely impact the Property..*
6. Ensuring equitable processing of development proposals by providing uniform procedures and standards. *The Facility is being processed and evaluated in accordance with the special use permit process; the retail marijuana facility use-specific standards; the ADA and other requirements set forth in the Development Code and Municipal Code.*
7. Providing a legally accepted record of lot lines, easements, and dedications in accordance with this Code and Colorado law. *The Property is a legal parcel within the city.*

Section 4. Compliance with Applicable Standards of the Code

The use will comply with all applicable standards of the Development Code.

USE-SPECIFIC STANDARDS

The Facility will meet the use-specific standards contained in Development Code Section 070.030.030, with our compliance comments shown in *italics*:

- a. Purpose. The City Council intends to allow state-licensed retail marijuana establishments to exist in Glenwood Springs in accordance with Article XVIII, Section 16 of the Colorado Constitution, Article 43.4 of Title 12 Colorado Revised Statutes, and any other applicable state laws and regulations as well as the additional local licensing requirements and other restrictions set forth in the Glenwood Springs Municipal Code. Nothing within this Article is intended to promote or condone the production, use, sale, testing or distribution of marijuana other than in compliance with applicable state law. *The Facility is proposed under the authority of Article XVIII Section 16 of the Colorado Constitution and the Colorado Marijuana Code in Colorado Revised Statutes Title 44, Article 10. The proposed Facility design and operation will comply with the Colorado Marijuana Code and the applicable requirements of the Glenwood Springs Municipal Code as discussed in this narrative. The Applicant will submit a retail marijuana store license application to the State of Colorado's Marijuana Enforcement Division ("MED").*
- b. License Required. Retail marijuana establishments shall comply with City Code Article 050.090. *The Facility will comply with the requirements of City Code Article 050.090, Retail Marijuana. The Applicant will submit a retail marijuana license and all required plans, materials and forms to the Glenwood Springs City Clerk (Local Licensing Authority). The Facility is not located within 500 feet of an existing public or private school facility where classes are held for K-12 grades. The proposed Facility is located more than 4,400 feet from the Green Joint to the north, and approximately 3,230 feet away from Green Dragon retail store. This is actually one of the best remaining locations in Glenwood Springs because there are no stores in the neighborhood, many surrounding residents and businesses are in support, all issues have been mitigated, and this is a prime site to capture the City's final retail marijuana store license. Retail store staff will be trained to ensure compliance with the requirements related to the operation of a retail marijuana facility contained in Development Code Section 050.090.090. Facility staff will be extensively trained in the Colorado Retail Marijuana Code related to procurement, display, dispensing, labeling, sanitation, security and other criteria. Hours of operation will comply with the current city limitations. Facility signage will comply with the City Sign Regulations. New or replacement lighting will be designed in accordance with the Lighting Regulations. No on-site consumption will be allowed within the Facility. The Facility manager will be a designated employee of the Applicant that is listed on the required City forms. A sign will be posted in the store with all of the required warnings and notifications per City Code Section 050.090.090(b)(8).*
- c. Location of Licensed Establishment. Retail marijuana establishments shall be located only in areas of the City as allowed in the City Code. No retail marijuana establishment shall be located:
 1. Within five hundred (500) feet of any existing public or private school facility where classes are held for children aged kindergarten through the 12th grade. The distance shall be computed by a straight line measurement from the nearest property line of the school property to the nearest property line of the site housing the retail marijuana establishment. *The Facility is located 650 feet away from Saint Stephen School as shown in Figure 4 and Area Maps attached.*
 2. Within nine hundred (900) feet of another retail marijuana establishment or a medical marijuana business. A retail marijuana establishment may locate on the same licensed premises as a medical marijuana business of the same class and same ownership, only if the licensed premises is located to meet the distance requirements from other retail marijuana establishments and medical marijuana businesses. This distance shall be computed by a straight line measurement between property lines of the sites housing the two (2) facilities. *The closest existing facilities are located more than*

3,200 feet away from the proposed store.

3. In any zoning district not specifically permitted by the City Code. *The Facility is located in the M1 Zone District that allows retail marijuana facilities via the special use permit process.*
- d. Requirements Related to Operation of a Retail Marijuana Establishment.
 1. Retail marijuana establishments shall meet all operational criteria for the procurement, display, dispensing, labeling, sanitation, security, and any other criteria as required by the state pursuant to the CRMC and the City Code Article 050.090. *The Facility will meet the City and State operational requirements. The Applicant has been operating the Kind Castle in Parachute, CO for almost three years without any Town or State MED violations. The Parachute store has won many awards as one of the best stores in Colorado and attracts customers from far distances.*
 2. In addition, all retail marijuana establishments shall comply with the following local restrictions:
 - i. Hours of operation shall be limited to between 8:00 a.m. and 7:00 p.m. Monday through Sunday. *The Facility will comply with the City hours of operation.*
 - ii. A sign permit shall be obtained through the Community Development Department. All exterior signage associated with a retail marijuana establishment will meet the standards established in the CRMC and in the City Code. *A sign permit will be obtained for the business signage. All signage will comply with the Colorado Marijuana Code, City Sign Regulations and retail marijuana ordinances. There shall be no marijuana leaf depictions or green crosses.*
- di. Storage of retail marijuana shall be considered an accessory use. Not more than twenty-five (25) percent of the licensed premises of a retail marijuana business shall be used for such purposes. *This shop will store a limited amount of product, which is held in odor-proof bulk plastic bags until handled/packaged. The limited amount of product on site will be stored in an odor-proof storage closet, which is located within the Product Storage Room. The Product Storage Room is surrounded by a hallway and all walls shall be reinforced for odor elimination. The product storage room contains 190 sq. ft. of floor area that represents 8% of the total 2,339 gross sq. ft. for the Facility.*
- i. No discernible odor shall be projected beyond the exterior walls of the licensed premises. *The proposed odor mitigation plan is outlined under Section 1. No odor will be projected beyond the exterior walls of the Facility. In general, retail stores typically do not generate an odor nuisance as confirmed by City planning staff. See Odor Mitigation Plan.*

OTHER DEVELOPMENT CODE REQUIREMENTS

The Facility improvements will be designed in accordance with the applicable standards and requirements of the Development Code.

Drainage. Drainage from the property is grandfathered from the current Development Code requirements.

Roads and Traffic. The proposed store reduces the amount of trip generation from the Property's retail space as discussed under Section 1. Grand Avenue can handle this lower level of traffic.

Section 5. General Conformance with the Glenwood Springs Comprehensive Plan

The use is in conformance with the Comprehensive Plan and other City plans and policies. The proposed retail marijuana facility conforms to the Glenwood Springs Comprehensive Plan (**Comprehensive Plan**”).

The proposed retail use is envisioned by the Future Land Use Map that shows Mixed-use in the Site area. The Future Land Use Descriptions indicate the following for Mixed-use areas:

The Mixed-use land use designation allows for a variety of uses including commercial, retail, office, restaurant, entertainment and multi-family housing co-existing through design either in a horizontal or vertical fashion.

The Facility helps maintain a small town character with a single-story building surrounded by intensive commercial and hotel buildings. The Facility provides a walkable retail destination that will serve existing commercial and residential development in the area, and also compliments the neighborhood since there are no stores in the area as shown in Figure 4. The Facility is readily served by utility and transportation infrastructure, with all utilities either on or adjacent to the Site and a bus stop located to the north. The sidewalk system will provide direct access to the store.

The Applicant will improve the store and site appearance as discussed in the narrative including a new western facade as conceptually shown in Figure 3; repainting and repairing the northern and southern facades; land-scaping; and other improvements as documented in this narrative.

The Facility is also supported by the Comprehensive Plan's economic development policies. First, the approval of the special use permit will create an opportunity for new and expanding local business. The proposed store will employ approximately 12-15 people with good paying jobs and livable wages of \$15 to 25 per hour or greater.

The Facility will also help Glenwood Springs to further integrate and balance the city's multi-modal transportation system. Sidewalks connect to the Facility from all of the surrounding developments. The store will generate less traffic than the historic and current Pawn Shop uses.

The special use permit directs growth to an area where utilities and services can be efficiently provided. Water, sewer, electricity, natural gas, telecommunications and broadband are provided to the site. Police service, fire protection and emergency services are provided to the Site from the Glenwood Springs Police Department and the Glenwood Springs Fire Department. Security and fire alarm services will be provided through a security monitoring firm. The Applicant's security system is an industry-leading system that will ensure the safety and security of the area.

Sign Removal

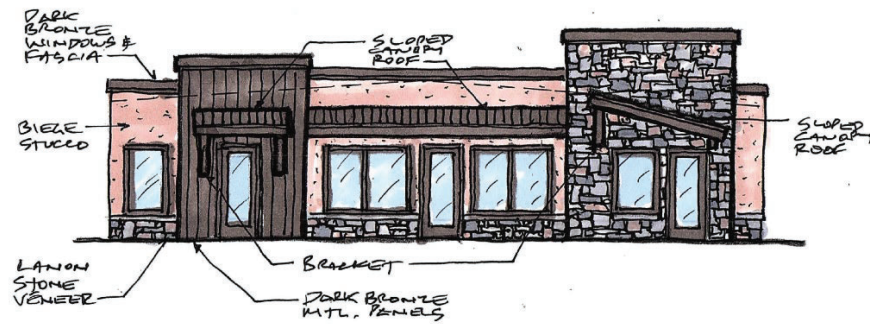
It is time to remove the numerous signs cluttered everywhere and uplift this property's appearance.



The Cedar Lodge has previously made requests to this property's landlord for this sign's removal therefore the Applicant's plan accommodates a major contribution to neighborhood compatibility and needs. Neighborhood businesses stand to gain from this site's remodeled new look.



No more advertisements for guns, bullets or gun transfers or other cluttered signs all over the place. Removing the current large ground sign will improve safety for guests leaving/entering Cedar Lodge. The Applicant will work with Cedar Lodge for their desired height of our proposed fencing between the properties.



Minimization of Adverse Impacts to the Health, Safety, and Welfare of Surrounding Residents and the City

The proposed retail marijuana establishment will protect the public health, safety and welfare of surrounding and residents and the city. The proposed retail store will provide state of the art security and alarm systems with reinforced doors and video cameras located around and within the establishment. The proposed retail store also meets the City regulations for issuing a retail marijuana license as outlined above, which further ensures the health, safety and welfare of the community. There will be no cultivation or production within the Property so there will be no adverse impacts from odors, excessive electric or water use. The retail store owner, manager and employees will operate in accordance with City regulations and the Colorado Retail Marijuana Code.

Access to the site is readily available from Grand Avenue. The Colorado Department of Transportation has been consulted on the proposed use and does not see any issues or the need for an access permit. All of the surrounding businesses have high traffic and turning movements. Parking meets the requirements of the Development Code.

More than 60% of the voters approved Amendment 64 in Glenwood Springs and the City crafted regulations to ensure the public health, safety and welfare would be protected. The proposed store is in line with the will of the voters and City regulations. The City subsequently voted to impose a local 5% sales tax by a vote of 1,205 to 813 in 2017. This represented 60% of the voters in the community. Thus, a majority of the community accepts retail marijuana establishments within the community per the adopted City regulations that limit and constrain retail establishments to certain areas of the city. Based on this, and the fact that the applicant meets all requirements under applicable ordinances, we strongly believe that the proposed retail marijuana establishment promotes the public health, safety and welfare of the City with hardly any impacts to the surrounding area.

Currently many of Glenwood Springs' adult inhabitants are driving approximately 41 minutes (43 miles) on I-70 to The Kind Castle in the Town of Parachute, therefore there is an established need in the neighborhood for this business to operate, and it concurrently allows Glenwood to gain that tax revenue from retail sales of residents shopping locally to purchase marijuana.

The proposed store also conforms to the Comprehensive Plan transportation policies. The proposed retail store is located on the Ride Glenwood bus route with a stop only 500 feet away. Accommodation will be made for cyclists with a small bike rack provided near the front of the store.





CLIENT
Kind Glenwood, LLC

ISSUE
November 5, 2020

RE-ISSUE
MM.DD.YY

PROJECT
2114 S. Grand
Glenwood Springs, CO

DRAWN BY
CH

DESCRIPTION
Overall Site Plan

SP

01

FLOOR PLAN

SECURITY/SURVEILLANCE PLAN VERSION

FLOOR AREA SPACE:

- SUITE B TOTAL AREA = 1,560 SQ FT
- HABITABLE SPACE OF SUITE B = 1,040 SQ FT
- SUITE C TOTAL AREA = 779 SQ FT
- HABITABLE SPACE OF SUITE C = 397 SQ FT
- FLOOR AREA (HABITABLE) = 1,437 SQ FT**

ODOR ELIMINATION FEATURES:

There will be no product weighing/handling/packaging room at this location which substantially eliminates odor to a large degree.

Most product will be stored at the Applicant's other location in the Glenwood Meadows area.

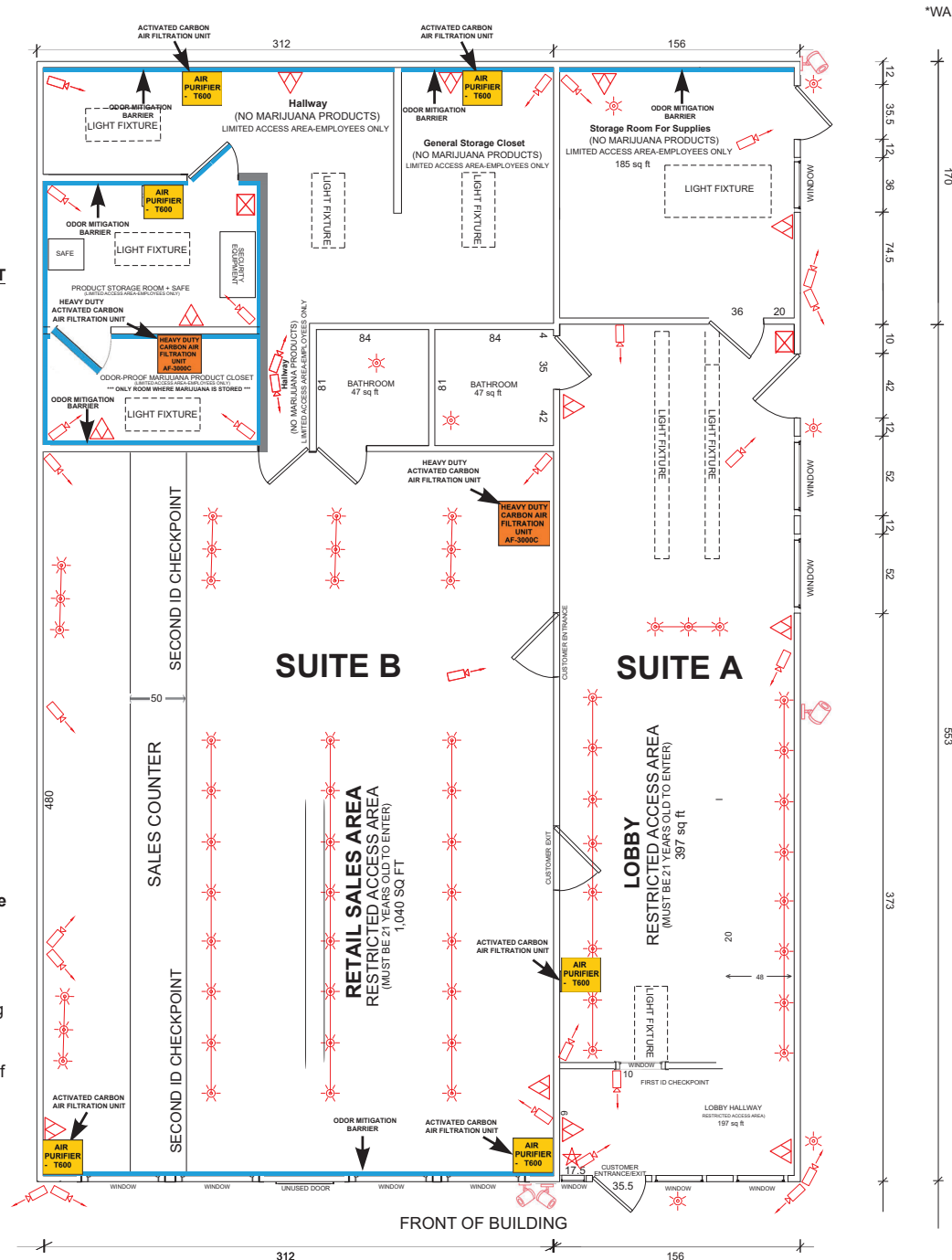
- This shop will store a limited amount of product, which is held in odor-proof bulk plastic bags until handled/packaged. The packaged product is also substantially odor-proof.
- The limited amount of product on site will be stored in an odor-proof storage closet.
- The odor-proof storage closet is located within the Product Storage Room.
- The Product Storage Room is surrounded by a hallway and all walls shall be reinforced for odor elimination.

Walls adjacent to tenants in the rear shall be reinforced with an odor-proof layer and covered with additional drywall.

No marijuana products or customers in suite A for an additional buffer to the North neighboring property.

The basement is unusable space, its not part of the licensed premises, and therefore shall not be utilized for this establishment.

Air conditioning/heating system's negative air machine will be equipped with an activated carbon air filter to force purify the air for odor.



*WALLS ARE 6 INCHES IN THICKNESS

Exhibit A

- KEY**
- ★ LOCATION OF POSTED LICENSE
 - ⊠ ALARM KEY PADS
 - ⊙ LIGHTS
 - ▽ MOTION DETECTORS
 - SECURITY CAMERAS (ARROW INDICATES DIRECTION)
 - ⊙ AFTER HOURS MOTION SENSOR LIGHTS

NOTE:

SECURITY SYSTEM & ODOR MECHANISMS:

29	SECURITY CAMERAS
12	ALARM MOTION DETECTORS
2	ALARM KEY PADS
4	MOTION SENSOR SECURITY LIGHTS
3	LAYERS OF WALLS/ROOMS ENCASED MARJUANA STORAGE, REINFORCED TO PREVENT ODOR PERMEATION
2	HEAVY DUTY INDUSTRIAL STRENGTH ODOR ELIMINATING UNITS
2	ID CHECKPOINTS RETAIL / LOBBY
6	CARBON FILTER AIR PURIFICATION UNITS FOR TOTAL ODOR MITIGATION

PROJECT

ARCHITECTURE
DRAFTING

2114 GRAND AVENUE
SUITES B & C
GLENWOOD SPRINGS, CO 81601

DRAWING TILE
FLOOR PLAN

*MEASUREMENTS ARE IN INCHES

FOR AGREEMENT

A/001

AFFIDAVIT OF REAR NEIGHBOR RESIDENT

IN SUPPORT OF THE APPLICATIONS OF KIND GLENWOOD LLC d/b/a THE KIND CASTLE TO RECEIVE CITY APPROVALS FOR ITS RETAIL MARIJUANA STORE LICENSE AND SPECIAL USE PERMIT AT 2114 GRAND AVENUE IN GLENWOOD SPRINGS

I, Fabe Gamima Castro Espinoza state the following in support of Kind Glenwood LLC d/b/a The Kind Castle's (hereinafter "The Kind Castle") application to apply for and receive all approvals from the City to operate a Retail Marijuana Store licensed at 2114 Grand Avenue, Suites A-C, Glenwood Springs, CO 81601:

1. As a Party in Interest, 21 years of age or older, I reside in the City of Glenwood Springs, Colorado.
My address is: 2114 Grand Ave Unit 2 & 3
2. I believe The Kind Castle can mitigate odors but the odor from marijuana will not bother me or my family.
3. Currently, our direct neighborhood does not have any retail marijuana stores. We need another marijuana retailer and I believe The Kind Castle would meet this need in our neighborhood.
4. Currently, the nearest marijuana store is well over 3,000 feet away from my residence, therefore as a Party in Interest, the desires of the adult inhabitants is to allow this retail marijuana store to operate.
5. One business occupying the entire commercial front of the building such as The Kind Castle is desired to better manage the parking, sign, and egress/ingress traffic. The Kind Castle's new application is substantially different.
6. I believe approving this retail marijuana store license and special use permit meets the needs of the neighborhood and desires of the adult inhabitants in the City of Glenwood Springs since this approval will bring additional customers to the area and surrounding businesses, promote walkability instead of driving, providing jobs to residents thereby improving the economy and ultimately benefiting the city.
7. There has been no noticeable negative effects or complaints related to the retail marijuana stores.
8. The Applicant offers better prices, quality, and more options than existing stores in Glenwood Springs.
9. I support The Kind Castle and their application to receive a retail marijuana store license at 2114 Grand Avenue, Suites A-C, in the City of Glenwood Springs. Since this business meets my needs as an adult inhabitant, I also support the continuous renewal of this license and permit annually.
10. I believe The Kind Castle meets all requirements set forth by the City of Glenwood Springs to operate a retail marijuana business at 2114 Grand Avenue, Suites A-C, in the City of Glenwood Springs, Colorado.
11. Since the City voted to allow retail marijuana sales, there has been significant development in City as a result of the new retail marijuana stores. There has also been an increase in visitors and tourism for marijuana products.
12. Based on the foregoing, I request that the City of Glenwood Springs, including its City Council and its Planning and Zoning Commission, approve The Kind Castle's application for a retail marijuana store license and special use permit at 2114 Grand Avenue, Suites A-C, in the City of Glenwood Springs.

By: [Signature]

Name: Fabe Gamima Castro Espinoza

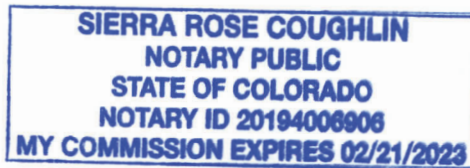
Date: 10/10/2020
11/6/2020

NOTARIZATION FOR DOCUMENT AS AN AFFIDAVIT IN SUPPORT OF KIND GLENWOOD LLC

STATE OF Colorado)

COUNTY OF Garfield)

Sworn to before me this 6th day of November, 2020
by Febe Castro Espinoza.




Notary Public

My Commission Expires: 02/21/2023

AFFIDAVIT

IN SUPPORT OF THE APPLICATIONS OF KIND GLENWOOD LLC d/b/a THE KIND CASTLE TO RECEIVE CITY APPROVALS FOR ITS RETAIL MARIJUANA STORE LICENSE AND SPECIAL USE PERMIT AT 2114 GRAND AVENUE IN GLENWOOD SPRINGS

I, Kristine Leahy, state the following in support of Kind Glenwood LLC d/b/a The Kind Castle's (hereinafter "The Kind Castle") application to apply for and receive all approvals from the City to operate a Retail Marijuana Store licensed at 2114 Grand Avenue, Suites A-C, Glenwood Springs, CO 81601:

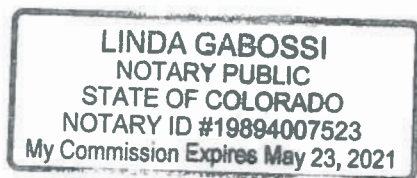
1. As a Party in Interest, 21 years of age or older, I reside in the City of Glenwood Springs, Colorado. My address is: 1028 Blake Avenue, Glenwood Springs, CO 81601
2. The Kind Castle will mitigate odor but I certify that marijuana odor will not cause issues to my tenants.
3. Currently, our direct neighborhood does not have any retail marijuana stores. We need another marijuana retailer and I believe The Kind Castle would meet this need in our neighborhood.
4. The Applicant offers better prices, quality, and more options than existing stores in Glenwood Springs.
5. Currently, the nearest marijuana store is well over 3,000 feet away from this property, therefore as a Party in Interest, the desires of the adult inhabitants is to allow this retail marijuana store to operate.
6. One business occupying the entire commercial front of the building such as The Kind Castle is desired to better manage the parking and egress/ingress traffic. The Kind Castle's new application is substantially different than the prior one because it now encompasses the entire retail front (Suites A, B and C), with Suite B as the retail sales area instead of Suite C therefore eliminating all the prior application's issues (i.e. parking, odor, traffic, etc).
7. There has been no noticeable negative effects or complaints related to the retail marijuana stores.
8. I believe approving this retail marijuana store license and special use permit meets the needs of the neighborhood and desires of the adult inhabitants in the City of Glenwood Springs since this approval will bring additional customers to the area and surrounding businesses, promote walkability instead of driving, and providing jobs to residents thereby improving the economy and ultimately benefiting the city.
9. I support The Kind Castle and their application to receive a retail marijuana store license at 2114 Grand Avenue, Suites A-C, in the City of Glenwood Springs. Since this business meets my needs as an adult inhabitant, I also support the continuous renewal of this license and permit annually.
10. I believe The Kind Castle meets all requirements set forth by the City of Glenwood Springs to operate a retail marijuana business at 2114 Grand Avenue, Suites A-C, in the City of Glenwood Springs, Colorado.
11. Since the City voted to allow retail marijuana sales, there has been significant development in City as a result of the new retail marijuana stores. There has also been an increase in visitors and tourism for marijuana products.
12. Based on the foregoing, I request that the City of Glenwood Springs, including its City Council and its Planning and Zoning Commission, approve The Kind Castle's application for a retail marijuana store license and special use permit at 2114 Grand Avenue, Suites A-C, in the City of Glenwood Springs.

By: Kristine LeahyName: Kristine LeahyDate: 10-15-20

NOTARIZATION FOR DOCUMENT AS AN AFFIDAVIT IN SUPPORT OF KIND GLENWOOD LLC

STATE OF Colorado)
COUNTY OF Garfield)

Sworn to before me this 15 day of October, 2020
by Kristine heahy



Linda Gabossi
Notary Public

My Commission Expires: 5-23-21

**RESIDENT PETITION IN SUPPORT OF THE APPLICATION FOR KIND GLENWOOD LLC
d/b/a THE KIND CASTLE TO RECEIVE CITY APPROVALS FOR ITS RETAIL MARIJUANA
STORE LICENSE AND SPECIAL USE PERMIT AT 2114 GRAND AVENUE SUITE B & C**

I, Valery Gonzalez, state the following in support of Kind Glenwood LLC d/b/a The Kind Castle's (hereinafter "The Kind Castle") application to apply for and receive all approvals from the city operate a retail marijuana store licensed at 2114 Grand Avenue, Suite B and C, Glenwood Springs, CO 81601:

1. As a Party in Interest, 21 years of age or older, I reside in the City of Glenwood Springs, Colorado.

My address is:

50627 Hwy 6e Glenwood
Springs.

2. Since the City of Glenwood Springs voted to allow retail marijuana sales, there has been significant development in City as a result of the new retail marijuana stores. There has also been an increase in visitors and tourism for marijuana products.
3. The Applicant offers better prices, quality and more options than the existing stores in Glenwood Springs.
4. At the same time, there has been no noticeable negative effects related to the retail marijuana stores.
5. I support The Kind Castle and their application to receive a retail marijuana store license at 2114 Grand Avenue, Suite B and C in the City of Glenwood Springs. Since this business meets my needs as an adult inhabitant, I also support the continuous renewal of this license and permit annually.
6. I believe approving this retail marijuana store license and special use permit meets the needs of the neighborhood and desires of the adult inhabitants in the City of Glenwood Springs since this approval will bring additional customers to the area and surrounding businesses, providing jobs to residents, thereby improving the economy and ultimately benefiting the city.
7. I believe The Kind Castle meets all requirements set forth by the City of Glenwood Springs to operate a retail marijuana business at 2114 Grand Avenue, Suite B and C in the City of Glenwood Springs, Colorado.
8. Based on the foregoing, I request that the City of Glenwood Springs, including its City Council and Licensing Authority, approve The Kind Castle's application for a retail marijuana store license and special use permit at 2114 Grand Avenue, Suite B and C in the City of Glenwood Springs.

By:

Valery Gonzalez

Name:

Valery Gonzalez

Date:

11/12/20

**RESIDENT PETITION IN SUPPORT OF THE APPLICATION FOR KIND GLENWOOD LLC
d/b/a THE KIND CASTLE TO RECEIVE CITY APPROVALS FOR ITS RETAIL MARIJUANA
STORE LICENSE AND SPECIAL USE PERMIT AT 2114 GRAND AVENUE SUITE B & C**

I, Daysi Anchondo, state the following in support of Kind Glenwood LLC d/b/a The Kind Castle's (hereinafter "The Kind Castle") application to apply for and receive all approvals from the city operate a retail marijuana store licensed at 2114 Grand Avenue, Suite B and C, Glenwood Springs, CO 81601:

1. As a Party in Interest, 21 years of age or older, I reside in the City of Glenwood Springs, Colorado.

My address is:

421 22ND St Glenwood springs. CO

2. Since the City of Glenwood Springs voted to allow retail marijuana sales, there has been significant development in City as a result of the new retail marijuana stores. There has also been an increase in visitors and tourism for marijuana products.
3. The Applicant offers better prices, quality and more options than the existing stores in Glenwood Springs.
4. At the same time, there has been no noticeable negative effects related to the retail marijuana stores.
5. I support The Kind Castle and their application to receive a retail marijuana store license at 2114 Grand Avenue, Suite B and C in the City of Glenwood Springs. Since this business meets my needs as an adult inhabitant, I also support the continuous renewal of this license and permit annually.
6. I believe approving this retail marijuana store license and special use permit meets the needs of the neighborhood and desires of the adult inhabitants in the City of Glenwood Springs since this approval will bring additional customers to the area and surrounding businesses, providing jobs to residents, thereby improving the economy and ultimately benefiting the city.
7. I believe The Kind Castle meets all requirements set forth by the City of Glenwood Springs to operate a retail marijuana business at 2114 Grand Avenue, Suite B and C in the City of Glenwood Springs, Colorado.
8. Based on the foregoing, I request that the City of Glenwood Springs, including its City Council and Licensing Authority, approve The Kind Castle's application for a retail marijuana store license and special use permit at 2114 Grand Avenue, Suite B and C in the City of Glenwood Springs.

By:



Name: Daysi Anchondo

Date: 11/12/2020



CANNABIS ODOR ELIMINATION

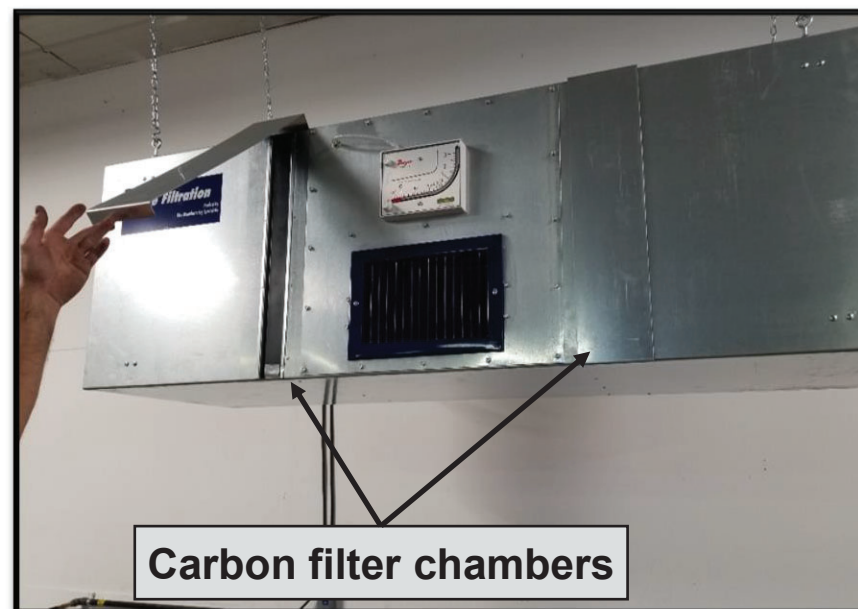
The Kind Castle shall utilize extensive odor mitigation tactics to ensure marijuana odor is filtered from the air to avoid permeating the Applicant's marijuana store site. The new air conditioning/heating system's negative air machine (model #6560 or similar) will be equipped with an activated carbon air filter (made from 100% coconut shells) installed at the vent of the system's air return, which will powerfully draw in air from the premises and force it through the activated carbon filter and therefore eliminating odors from the premises. The filters will be changed routinely to ensure peak operation and performance at consistently and aggressively removing marijuana odor.

The Applicant shall install 2 AF-3000C Heavy Duty Odor Filtration units. These are incredibly effective odor elimination systems with the power to mitigate odors in large cultivation operations, so purifying the air of a low-odor retail store is very easy and effective for this system. One unit will be located in the retail sales area, another unit in the product storage room, which are the only areas of the of the whole building where marijuana is located. The product storage room will also only store a limited amount of marijuana product.

Additionally, The Kind Castle shall purchase and operate six (6) additional activated carbon filtration units, one in the front sales area and one in the back storage room. These additional carbon filtration systems are independent to the air filtration system running through the air conditioning/heating system defined above. The 6 individual standalone carbon air filtration systems are called Air Purifier T600, which is known as a leading activated carbon air filtration system as most effective, especially at handling marijuana terpene emissions and overall odor. The Kind Castle's plan described herein contains over five times the amount of air filtration power for the size of this proposed retail space, since just one Air Purifier T600 can remove odors from 2,000 square feet of space.

The following pages contain additional product information and technical specifications of the Air Purifier T600 and the AF-3000C units.

Heavy Odor Air Filtration



Specifications

CFM	3,000
Dimensions	72" X 24" X 24" Length X Width X Height
Filters	2 X Paper Pre-filter- MERV 11 2 X Primary High Level of Pollutant – MERV 15 2 X 30 lb Carbon tray filters
Motor	Marathon 3/4 HP PSC motor
Amp Draw	10.2
Noise Level	62 DB
Mounting	Eyebolts / Optional: Wall Brackets
Manometer	Dwyer Series Mark II
Weight	230LB
Warranty	5 year – full replacement

Highlights

- ✓ 60 lb of charcoal media to eliminate heavy odors
- ✓ Eliminate odors from smoke to chemical
- ✓ Unit fully functional without charcoal filters installed

Pricing

Standard Unit	\$2,575 + shipping
---------------	--------------------

Included with purchase:

- ✓ 3000 CFM Filtration Unit
- ✓ 10' Remote corded switch
- ✓ (2) MERV 11 & 15 filters
- ✓ (2) 30 lb Re-fillable Carbon Trays
- ✓ Manometer
- ✓ Eye bolts
- ✓ Shipping pallet

Elite Manufacturing Specialists
 720 Liberty Way
 North Liberty, IA 52317
 P 319.774.5450 / 844.792.0226
 F 319.774.5498
sales@activefiltration.com
www.ActiveFiltration.com

Air purifier T600

An air purifier specially designed to remove the odors and gases of thousands of noxious chemicals including marijuana odor, carcinogens and tars contained in smoke.

Odor Control

There are a group of compounds found in marijuana called terpenes, in addition to the well-known cannabinoids. These essential oils give marijuana their signature tastes and aromas. Terpenes evaporate quickly making them VOCs (volatile organic compounds). This quick evaporation causes their aromas to disperse easily causing that skunky smell. Your best friend in neutralizing terpenes is activated carbon. An air purifier with the maximum amount of carbon that allows for maximum dwell time of the terpenes over the surface area will remove this smell from the premises.

Why this Air Purifier is considered #1:

- Powerful 26-lb carbon filter adsorbs odors from the air and is very effective in achieving odor mitigation.
- Unique TarBarrier pre-filter traps tars, completely eliminating them from air stream.
- HEPA barrier captures 95% of airborne particles, as small as 1 micron.
- 360° air distribution allows for purification for up to 2000 sq. ft with 2 air exchanges an hour (based on 8-foot ceilings).
- Sleek machine design that will blend in with all decors.
- Easy care and maintenance

Technical Specs

Manufacturer Suggested Room Size (sq.ft)	2,000 sq.ft
Ozone Emissions	No
Performance	
System Efficiency	95% of airborne particles $\geq$ 1 microns
Fan Speed	560 CFM (Free Flow)
Air Exchange per Hour	2
Filter Configuration	

Filter Configuration

Chemical gas & odor filter

3" Carbon Filter

26-lbs, Activated Carbon Filter (100% Coconut Shell)

Replace: 24 months

Upgrade Option

26-lbs, Impregnated Carbon Filter

The potassium iodide accelerates the binding of chemicals faster and thus removes them quicker
(Potassium Iodide, Coconut Shell Carbon)

Main Particle Filter

HEPA Barrier

95% of airborne particles $\geq$ 1 micron

Replace: 1 year

General Specifications	
Dimension	23" High, 15" Wide
Colors	Black, White, Beige
Housing Materials	Powder coat steel
Fan Speed	Variable
Casters	Yes
Voltage	115 or 220 volts



Retail Marijuana Store Project Description

Name of Applicant

KIND GLENWOOD LLC d/b/a THE KIND CASTLE

Hours of Operation

Monday — Sunday: OPEN 8am / CLOSED 7pm

Location & Zoning

2114 Grand Avenue, Suite B & C, Glenwood Springs, CO 81601 | M1 - Mixed Use Corridor (formerly C/1) Zoning

Description of Applicant's Services

The Applicant will provide (to end-use consumers) sales services consisting of the highest quality retail marijuana and marijuana-infused product. Products sold are organic driven. The business nature of the Applicant is a retail/recreational marijuana store and does not include medical sales, product-manufacturing or cultivation. Customers must be 21 years of age or older to enter, which will be **strictly** enforced through the Applicant's customer identification (ID) check/verification process including the first ID checkpoint upon entering into a fully secured, double-door lobby and then a second ID checkpoint at the sales counter. The Applicant will strictly enforce all of its policies and procedures, especially close oversight of its employees to screen all customers diligently for age and in-state/out-of-state residency status. The Applicant has a very strong interest in the knowledge of codes and compliance of this business and therefore the Applicant warrants that the business and its employees will at all times be in full compliance with the codes and regulations of the **City of Glenwood Springs** and the **State of Colorado's Marijuana Enforcement Division**. Furthermore, the Applicant has retained legal and consulting services to contribute to the current and future compliance of this business operation. The retail sales provided by the Applicant will solely occur at the **Applicant's physical business premises located at 2114 Grand Avenue, Suite B & C in Glenwood Springs** and the Applicant will not provide delivery service to customers. The Applicant will offer quality products in proper packaging in a safe environment with full respect to the all industry-standard practices.

Lighting Plan (See "Floor Plan")

The Applicant's lighting plan will fully address the safety/security of the public, respective to city code, in addition to enhancing the city's nighttime character yet respecting the residents' value of the local mountain setting. The internal and external areas of the premises will have sufficient lighting for the safety of the customers, business, and surrounding residents, however, the Applicant will take precautions to ensure the safety of the installation/maintenance of such lighting fixtures. The Applicant will be in full compliance with the City code including, but not limited to, parking, display, security, and general purpose lighting structures.

Storage of Products

The Applicant will securely store its products on-site in a room identified as the Product Storage Room, which will house all inventory, receipts and the safe, located in the back portion of the building. The Product Storage Room shall consist of 9" solid brick walls, double-bolt door, and secured safe. The Product Storage Room will also have its own alarm system, only accessible to management level staff. For adequate product safety and odor control, products will be stored inside a locked safe in labeled, sealed containers in a temperature-controlled environment. The Product Storage Room, in addition to the rest of the premises, will be under video surveillance at all times. For more details regarding Applicant's policies relating to Product Storage, see "Storage of Marijuana Products" section of the "Retail Marijuana Store Plan Summary" document accompanying the Retail Marijuana Application.

Security Plan Summary

The Applicant takes security and the safety of the public very seriously. Therefore, an extensive security plan beyond industry-standard practices will govern the business establishment. The Applicant's security plan consists of alarms, video surveillance, monitoring services, motion sensors, and many other components. The Applicant will install and maintain alarms systems on-site at the premises, with remote alarm system monitoring services which operate 24 hours per day, 7 days per week. The alarm systems will have functions of 24/7 remote monitoring services, motion detection devices throughout the premises (particularly at all points of entry/exit including windows), and security measures such as a silent duress alarm in the event of robbery during business hours. Codes for alarm systems will be changed frequently. Employees must complete several training protocols such as a complete security and safety training courses. The Applicant will not employ any person that does not appear to be able to enforce Applicant's security measures.

The Applicant will install and facilitate the full use of full color, high-resolution video surveillance 24 hours per day, 7 days per week. Internally, the video surveillance will sufficiently monitor and capture such recordings of all entrances/exits of the premises, windows, lobby area, restricted areas, Security/Product Storage Room/Safe(s), points of sale, and all rooms/space within. Externally, video surveillance will capture front, side and rear views of the premises in addition to the covering all entrances/exits, surrounding area in front of the establishment, and the alley driveway. See the "Retail Marijuana Store Plan Summary" for additional supporting details relating to the Applicant's security procedures. See Applicant's Floor Plans (drawn to scale) for indications of camera locations throughout the proposed licensed premises.

ID Check Points

The Applicant's strict policy on double checking the unexpired and appropriate identification from both in-state and out-of state customers for age verification ensures no underage person shall be sold any products from this establishment. Our store in the Town of Parachute has passed underage sting operation tests conducted by the State of Colorado's Marijuana Enforcement Division (see attached letter from the MED). All entrants to the premises have their ID checked once at the door and again at the sales counter. Employees undergo extensive and frequent training and compliance enforcements measures to IDs are consistently checked properly.

Ventilation & Odor Mitigation Plan

The Applicant's licensed premises shall include an aggressive plan to mitigate any odor from permeating through the exterior of the building containing the licensed premises. The plan will include utilizing an extensive, top-quality carbon filtration system to be installed in the building at 2114 Grand Avenue, Suite B & C, Glenwood Springs, CO 81601. The carbon odor filtration system implemented and installed by the Applicant at the licensed premises shall meet and exceed the odor mitigation requirements set forth in the City of Glenwood's Retail Marijuana Business Ordinance and expectations for such establishment. The carbon filtration shall effectively filter the air and ensure odor is never an issue. In our current operation the past 2 years, we have never had a complaint about odor. The licensed premises shall operate a fully functional ventilation system as desired by the City of Glenwood Springs.

Waste Disposal Plan

Please see "Plan Summary" and "Operations Manual" for all details related to the waste disposal plan.

AREA MAP

Proximity to the nearest marijuana business establishment

The following Area Map depictions below indicates the nearest distance from the nearest property line of the proposed Licensed Premises of the Applicant at 2114 Grand Avenue to the nearest property line of Green Dragon marijuana business located at 2922 S Glen Ave, Glenwood Springs, CO 81601 in accordance with the City of Glenwood Springs ordinance. As indicated below, the nearest other marijuana business is very far away from the Applicant's proposed retail marijuana store with separation distance of well over 3,000 feet.



AREA MAP – PROXIMITY TO OTHER MARIJUANA ESTABLISHMENT

MAP #2

DISTANCE TO NEAREST MARIJUANA STORE - GREEN DRAGON (GOOGLE MAP)

Distance from The Kind Castle to Green Dragon is 0.7 miles, which is three and half times (3.5x) the required setback buffer of 900 feet per the city's retail marijuana ordinance.



AREA MAP – PROXIMITY TO OTHER MARIJUANA ESTABLISHMENT

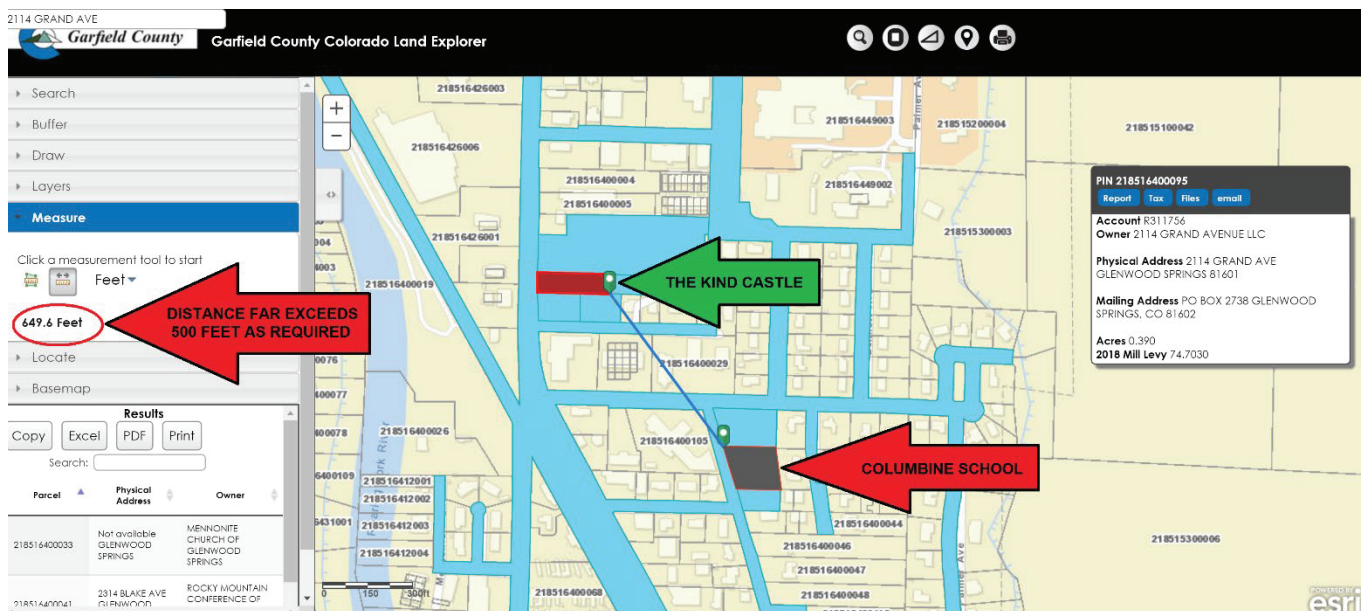
AREA MAP

Proximity to the nearest schools

The following Area Map depictions below indicates the nearest distance from the nearest property line of the proposed Licensed Premises of the Applicant at 2114 Grand Avenue to the nearest property line of Columbine School located at 2314 Blake Ave, Glenwood Springs, CO 81601 in accordance with the City of Glenwood Springs ordinance:

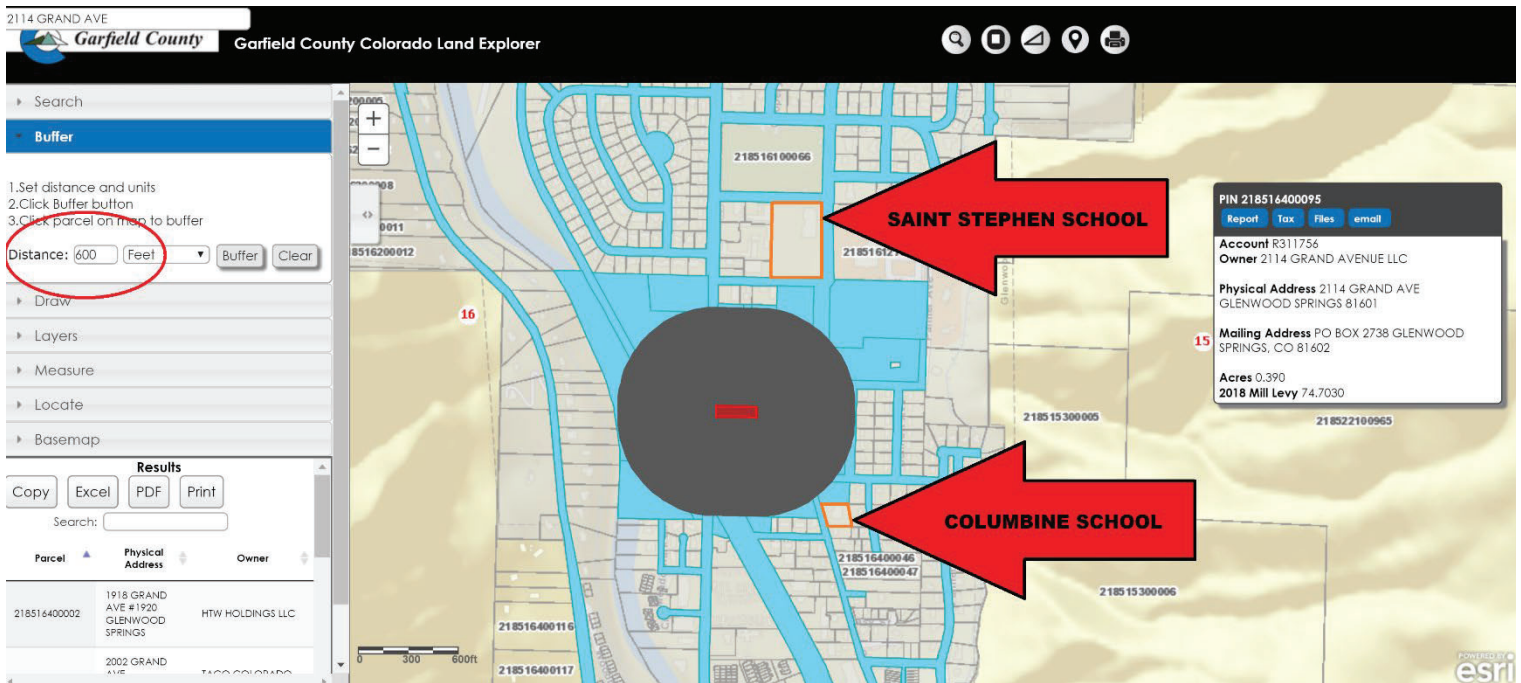
MAP 1 – DISTANCE TO COLUMBINE SCHOOL (GARFIELD COUNTY ASSESSOR)

Distance to the nearest school is approximately 650 feet distance away from Applicant's location, which significantly exceeds the city's minimum required distance of 500 feet separation. In accordance with the city's retail marijuana ordinance, this site is qualified for a retail marijuana business including the setback distance requirement to the nearest school.



MAP 2 – APPLICANT WITH A 600 FOOT BUFFER (GARFIELD COUNTY ASSESSOR)

The buffer of 600 feet was added to the Applicant's location on Garfield County Assessor's website to depict that even with a 600 foot buffer, the buffer still is far from reaching the Saint Stephen and Columbine Schools' property lines, which significantly exceeds the city's minimum required distance of 500 feet separation.



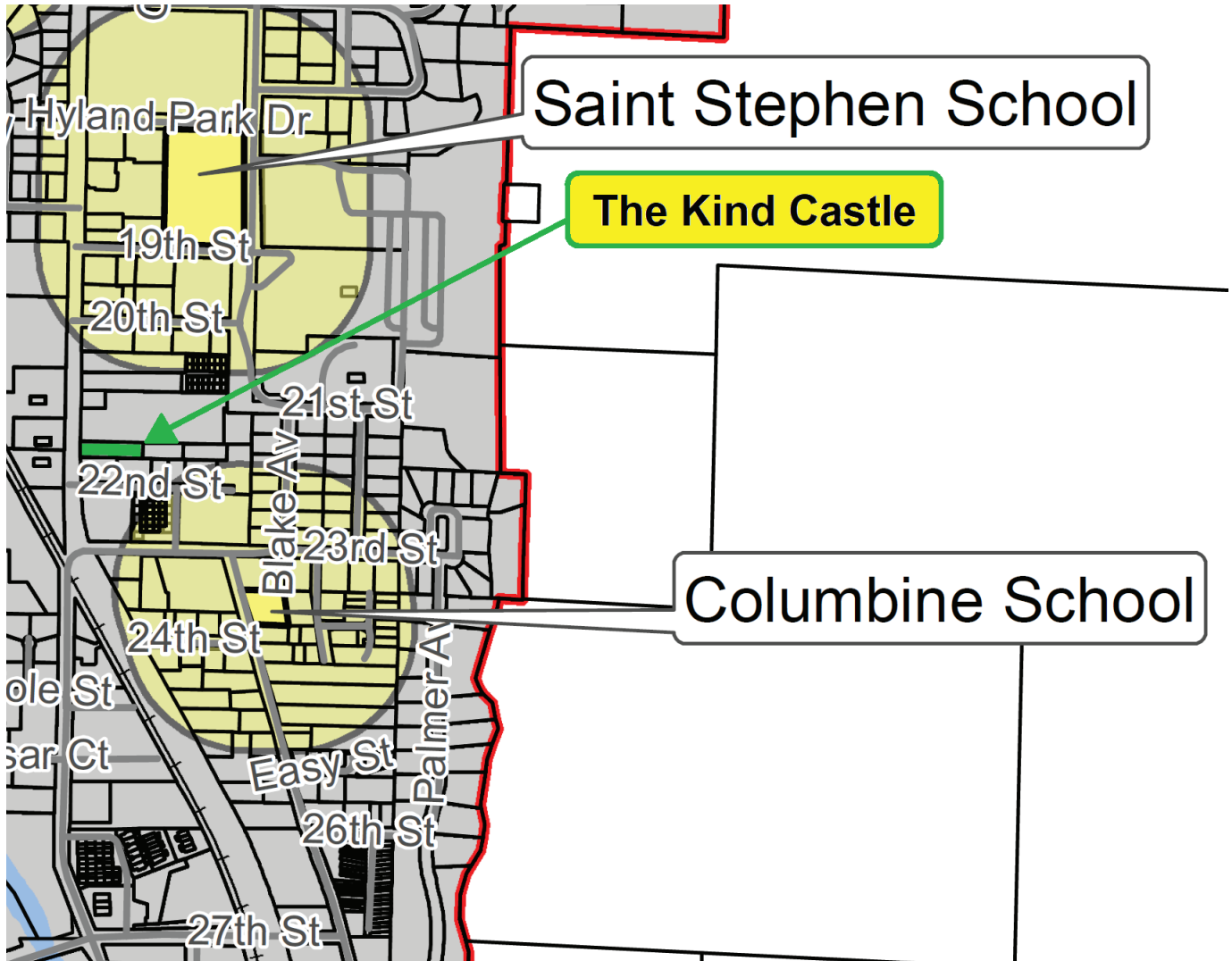
AREA MAP – Page 2 of 5

AREA MAP – PROXIMITY TO OTHER MARIJUANA ESTABLISHMENT

MAP 3 – SAINT STEPHEN/COLUMBINE SCHOOLS WITH 500 FT BUFFER (GLENWOOD SPRINGS MAP)

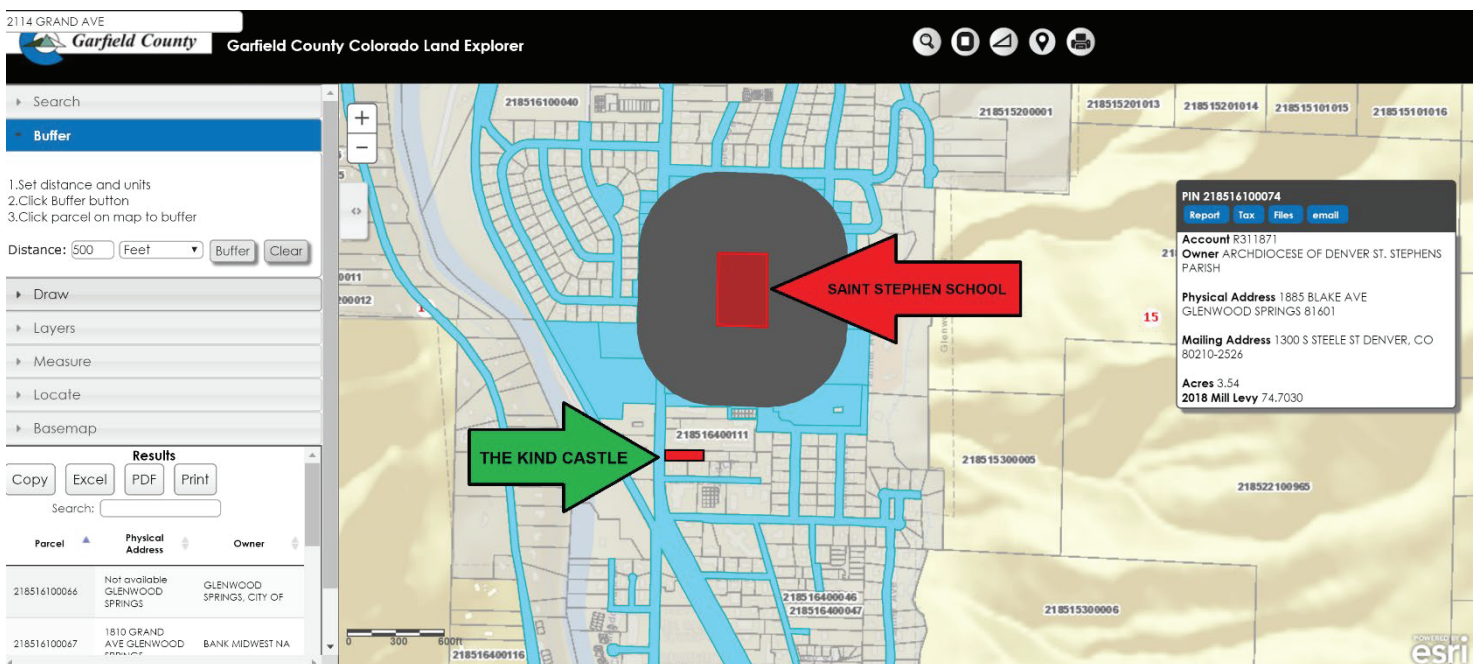
The buffer of 500 feet was added to the schools' locations created by the City of Glenwood Springs which the Applicant's indication of its location added to the map. The buffers are still far from reaching the Applicant's property lines, which significantly exceeds the city's minimum required distance of 500 feet separation.

Therefore this site is qualified per city's retail marijuana ordinance.



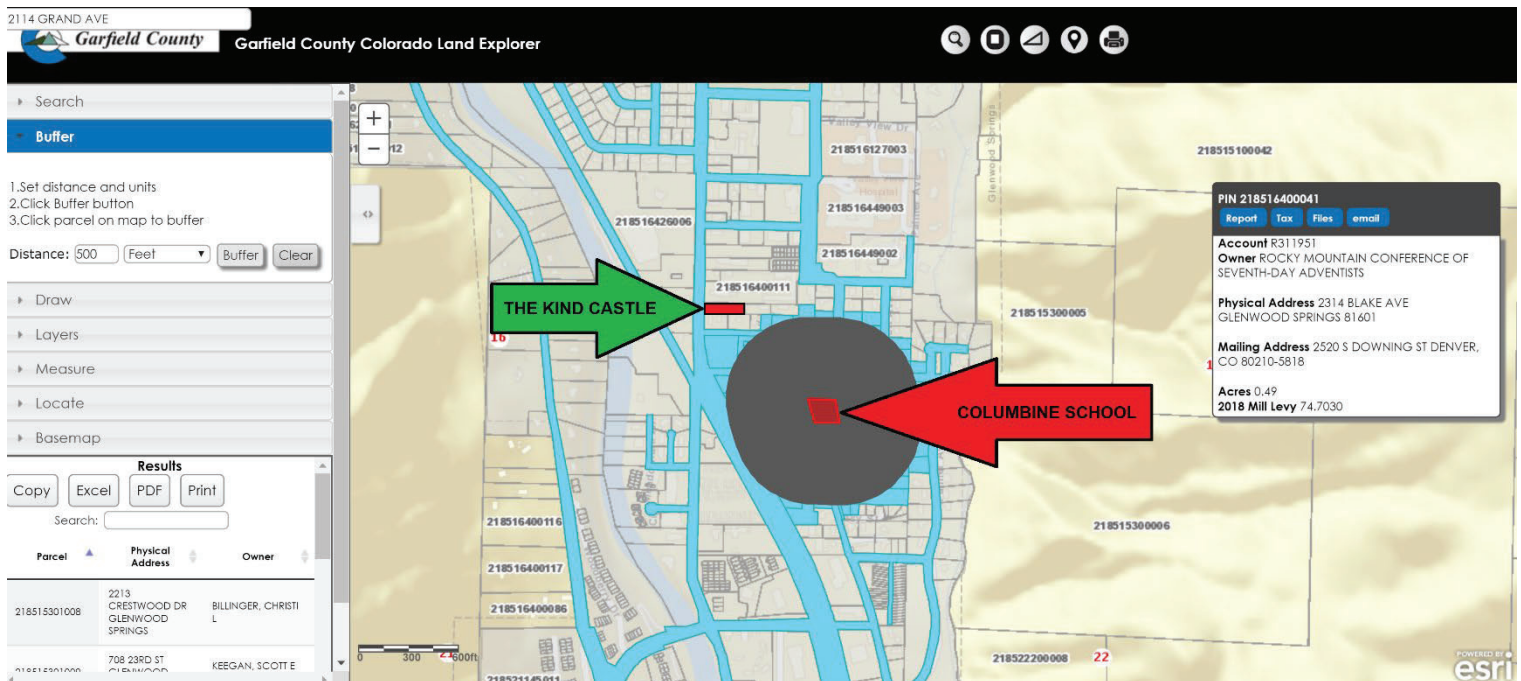
MAP 4 SAINT STEPHEN SCHOOL WITH 500 FOOT BUFFER (GARFIELD COUNTY ASSESSOR)

The buffer of 500 feet was added to Saint Stephen School on Garfield County Assessor's website to depict that with a 500 foot buffer, the buffer still is far from reaching the Applicant's property lines, which significantly exceeds the city's minimum required distance of 500 feet separation.



MAP 5 – COLUMBINE SCHOOL WITH 500 FOOT BUFFER (GARFIELD COUNTY ASSESSOR)

The buffer of 500 feet was added to Columbine School on Garfield County Assessor's website to depict that with a 500 foot buffer, the buffer still is far from reaching the Applicant's property lines, which significantly exceeds the city's minimum required distance of 500 feet separation.



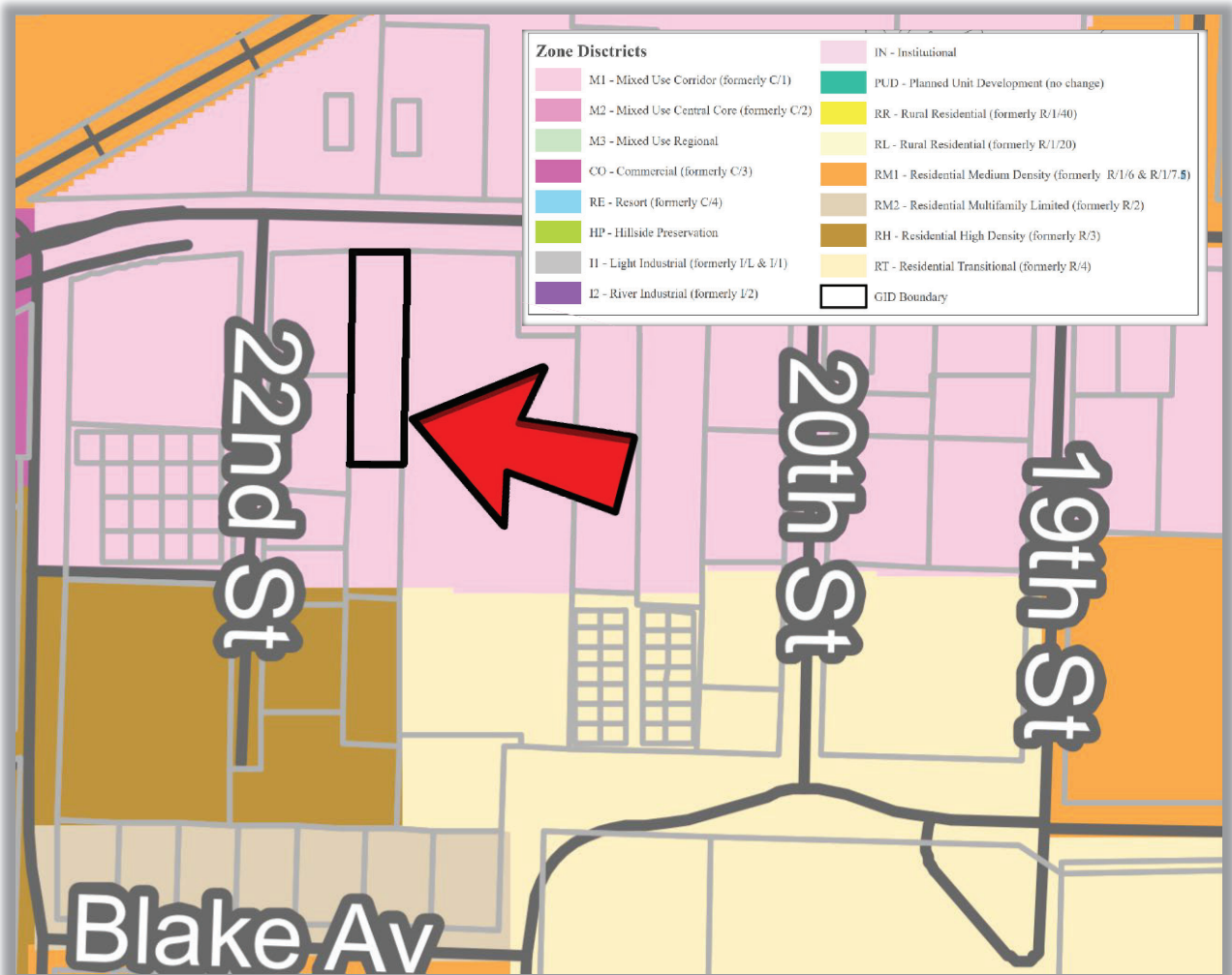
PROOF OF COMPLIANCE WITH ZONING AND LAND USE LAWS

Applicant: Kind Glenwood LLC d/b/a The Kind Castle

Property Address: 2114 Grand Avenue, Glenwood Springs

Proof that the proposed Licensed Premises will be located in a location that is compliant with the City of Glenwood Springs' zoning and land use laws.

In accordance with City of Glenwood Springs' Retail Marijuana ordinance, the following section cut from the City of Glenwood Springs zoning map provides proof that the proposed Retail Marijuana Establishment will be located in a location that is compliant with the zoning and land use laws. The proposed Retail Marijuana Establishment is located in the M1 - Mixed Use Corridor (formerly C/1) zoning area (see Legend), of which its location shall be identified in the map below as the bold black property line indicated by the **red** directional arrow in the center. As reflected below, the M1 - Mixed Use zoning is represented by the areas in **light pink** in the map below.

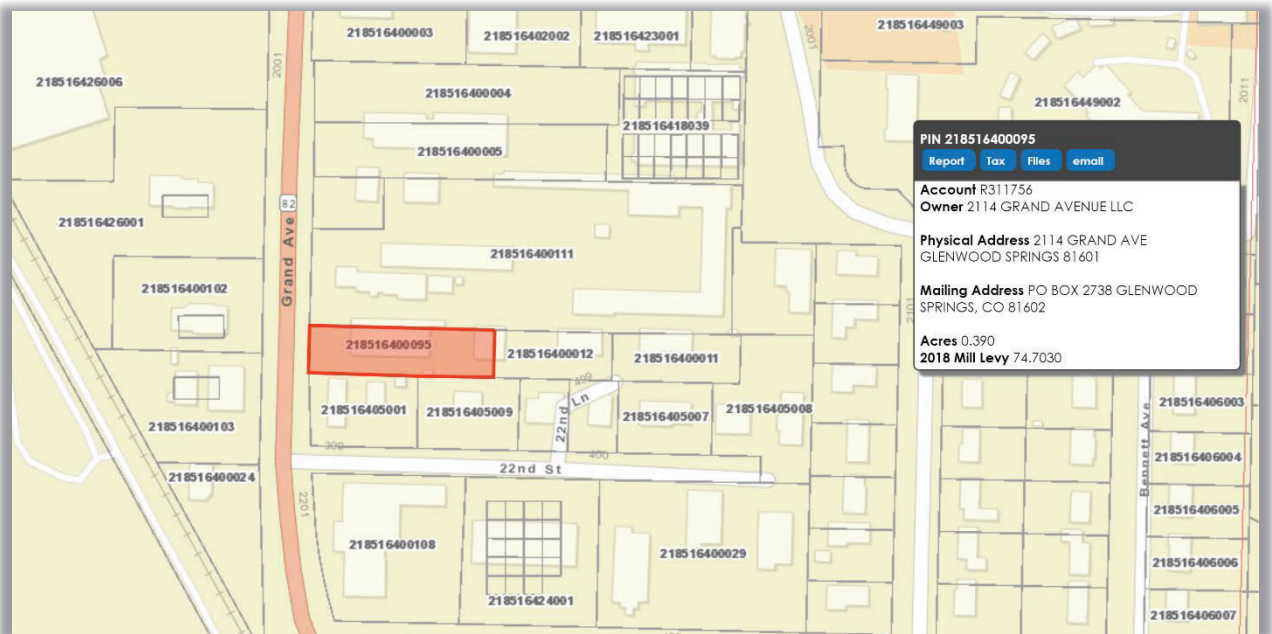


Article 1 of 2

PROOF OF COMPLIANCE WITH ZONING AND LAND USE LAWS

PROOF OF COMPLIANCE WITH ZONING AND LAND USE LAWS

The area map below, derived from the Garfield County Assessor website, displays the property lines of the proposed location outlined in blue and therefore indicates the boundaries of the property upon which the proposed Licensed Premises is located, and indicate the property is located within the city limits. There are no other Licensed Premises, or applications made thereof, within 900 feet of the applicant's proposed Licensed Premises at the time in which this application has been submitted.



Article 2 of 2

PROOF OF COMPLIANCE WITH ZONING AND LAND USE LAWS

**Engineering
Department**

**Jessica Bowser
Asst. City
Engineer**

Date: December 18, 2020

To: Community Development

Re: Kind Castle 2114 Grand Avenue

Please see the following comments from Engineering for the Special Use Review.

1. CDOT will still issue the access permit for this site, even with a proposed reduction in traffic.
2. There should be a shared access easement dedication for a shared access with the Sinclair station.
3. Parking is still a concern. The current proposal retains parking that does not meet the existing design standards with poor configuration where cars would back up into the sidewalk. Something similar to this could help protect pedestrians and lower risk to SH 82 traffic:

4. Is there an existing easement for the use of 22nd Lane?

From: [Aggen - CDOT, Kandis](#)
To: [Trent Hyatt](#)
Cc: [Brian Killian - CDOT](#)
Subject: Re: FW: 12/21 Department Review Meeting
Date: Friday, December 18, 2020 10:21:41 AM
Attachments: [image001.png](#)

Hi Trent,

Thanks for keeping us in the loop. Our previous comments still apply. They will need an access permit, proof of the shared easement with the neighboring parcel to the south and a revised traffic study. Let me know if you need any further information.

Thanks,

Kandis Aggen
Assistant Access Manager
Region 3 Traffic & Safety



P 970.683.6270 | F 970.683.6290
kandis.aggen@state.co.us | www.codot.gov
222 S. Sixth St., Rm 100, Grand Junction, CO 81501



On Wed, Dec 16, 2020 at 3:08 PM Trent Hyatt <trent.hyatt@cogs.us> wrote:

Hi Kandis,

I want to inform you of a revised yet similar application for a retail marijuana established at 2114 Grand Avenue here in the Glenwood Springs. You can find details for the application via the link provide in the attached agenda. While the agenda is for a City staff meeting, I would still like to know if CDOT has any new/revised comments. There wasn't much concern regarding the application previously and site traffic should actually reduce since the pawn shop will no longer operate there. Regardless, please let me know if you have any questions or concerns.

Best regards,

Trent L. Hyatt

970.384.6427 (p)

trent.hyatt@cogs.us

From: [Killian - CDOT, Brian](#)
To: [Trent Hyatt](#)
Cc: [Christopher Hawkins](#); [John Dyet](#); [Kandis Aggen - CDOT](#)
Subject: Re: TA Kind Castle Glenwood Dispensary2 210119 Final.pdf
Date: Tuesday, January 26, 2021 3:16:43 PM
Attachments: [image002.png](#)

Trent,

Thanks for sending this to us for review. After reviewing the traffic study, CDOT has no concerns or comments with this development.

Thanks,

Brian Killian
Region 3 Access Program Manager
Traffic & Safety



P 970-683-6284 | C 970-210-1101 | F 970-683-6290
222 S. 6th St, Room 100 Grand Junction, CO 81501
brian.killian@state.co.us | www.codot.gov | www.cotrip.org

On Tue, Jan 26, 2021 at 10:03 AM Trent Hyatt <trent.hyatt@cogs.us> wrote:

Chris,

I let you know if Engineering has any additional comments. I have copied Kandis Aggen and Brian Killian at CDOT as well in case they have any comments on the revised traffic estimate due to the removal/change of use proposed.

Thanks,

Trent L. Hyatt

970.384.6427 (p)

trent.hyatt@cogs.us

From: [Jennifer Ooton](#)
To: [Gretchen E Ricehill](#); [Trent Hyatt](#)
Cc: [Hannah Klausman](#)
Subject: FW: Online Form Submittal: General Comment Form
Date: Monday, November 2, 2020 8:15:33 AM

Morning,
For the record.
Thanks,
Jenn

From: noreply@civicplus.com <noreply@civicplus.com>
Sent: Saturday, October 31, 2020 1:18 PM
To: Public Information Officer <pio@cogs.us>
Subject: Online Form Submittal: General Comment Form

General Comment Form

First Name	Virginia
Last Name	Gera
Phone Number	9704041013
Email Address	Co89gera@comcast.net
Comment	I am writing in regards to the recent resubmission of an application for a special use permit for a marijuana dispensary on Grand Ave. During their previous application many neighbors and fellow citizens of Glenwood voiced their opposition to yet another pot shop in Glenwood Springs. Surely a town of 10,000, with only one grocery store, doesn't need more than eight marijuana shops. What was once a favorite family vacation destination will attract a very different type of tourist. There has been discussion on whether to impose an outright moratorium to limit additional shops or to increase the distances required between shops and from schools. While I agree shops shouldn't be on every street corner or next to schools, distance requirements have the unintended consequence of creating pockets of over-valued real estate. Pot shops, with their high profit margins, are able to offer property owners two to three times the going rate for rent or sale, which other businesses can't afford. Existing viable businesses, some of which are the only one of their kind in town, get kicked out. I know because it happened to my business. In the midst of the corona virus, when

we were already hurting from being closed for two months, we had to relocate on a month's notice because our landlord had "another use for the space".

How many times will Kind Kastle submit applications and city council turn them down before everyone realizes Glenwood has enough pot shops? Please impose a moratorium and stop this nonsense.

I understand city council's reluctance to interfere with a free market, but without government interference 7th Street would probably still be a red light district.

Sincerely,
Virginia Gera

Email not displaying correctly? [View it in your browser.](#)

Glenwood Springs Office
901 Grand Avenue, Suite 201
Glenwood Springs, Colorado 81601
Telephone (970) 947-1936
Facsimile (970) 947-1937

GARFIELD & HECHT, P.C.

ATTORNEYS AT LAW
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www.garfieldhecht.com

Haley M. Carmer
hcarmer@garfieldhecht.com

February 17, 2020

Via E-mail

Trent Hyatt, Senior Planner
City of Glenwood Springs
101 West 8th Street
Glenwood Springs, Colorado 81601
E-mail: trent.hyatt@cogs.us

Re: Kind Castle Special Use Permit Application

Dear Mr. Hyatt:

As you know, this law firm represents Cedar Lodge Motel, Inc. Cedar Lodge has asked us to provide this letter in opposition to the Special Use Permit application (“Application”) for a retail marijuana store submitted by Kind Glenwood, LLC, d/b/a Kind Castle (“Kind”). The proposed retail marijuana store would be located at 2114 Grand Avenue (the “Property”), which is immediately adjacent to Cedar Lodge. Kind submitted the same type of application for the same use at the same Property last spring. Due to the incompatibility of the proposed use with the surrounding area and the unmitigated negative impacts of the business on its neighbors, Kind was denied the Special Use Permit it needed to operate the retail marijuana store on the Property. With City Council’s blessing, Kind was allowed to submit its new Application on November 13, 2020, which the Planning and Zoning Commission (“Commission”) will consider at its February 23, 2021 meeting. As with its past SUP application, this Application does not meet the special use permit approval criteria set forth in Section 070.060.050(e)(3)(e)(2) of the Glenwood Springs Municipal Code (“Code”) and should be denied.

According to Kind, its pending Application is materially different from its first one because Kind will be utilizing all three of the commercial units in the building on the Property, not just two; it now has access to up to 16 parking spots instead of 4 and an easement that, someday, may provide for shared access with the adjacent gas station; Kind has beefed up its odor mitigation system; the two residents at the rear of the Property purportedly support the proposed use; and the single-tenant nature of the Property will eliminate adverse traffic impacts and signage issues. None of those factors brings the Application into compliance with the Code’s SUP approval criteria.

First, nothing has changed regarding the Application’s compliance with the first approval criterion—compatibility of the use with the surrounding area. The fact remains that a retail marijuana store would be out-of-place at the proposed location. As the Commission has already

determined, locating the store at the Property will divert business from downtown, which conflicts with the Comp Plan. A business operating within an industry notorious for odor issues is also incompatible with places where people go to seek comfort, privacy, and rest such as the residential units on the Property, the Cedar Lodge Motel next door, and the numerous multi-family residential structures to the east of the Property. It should be telling that no other marijuana establishment in the City shares a wall with a residential unit, let alone two units. While the affidavit from the current tenants states that they are not opposed to the proposed use, that may not be true for future residents of the building, and Kind has no control over who those future tenants will be. Nor is the affidavit indicative of the sentiments of the residents along 22nd Street who will be impacted by the use and possibly overflow traffic from the Property. Finally, the Property is just over 300 feet from the River Bridge Regional Center office, a facility that advocates for, regularly meets with, and supports victims of child abuse. Locating a marijuana dispensary next to those uses is not compatible and is bound to lead to user conflicts and complaints.

Second, despite Kind's claims to the contrary, the Application does not adequately minimize the impacts of its proposed use on surrounding areas or the health, safety, and welfare of its inhabitants and the City. The impacts of most concern here are parking, traffic circulation, and odor. This is especially true seeing as the marijuana-housing portion of the building has increased from the last application to the pending one. That is, having more space available for the sale of marijuana means more product being stored and displayed on the Property. More marijuana means more odor and may translate to more customers and more traffic and parking concerns due to a wider variety of offerings.

Kind claims that the now 16 parking spaces located on the Property are more than enough to satisfy its needs. As an initial matter, Kind claims that all of those parking spaces will be devoted to its use, but at least three parking spots need to be reserved for the two residential units at the back of the Property per Table 030.1 of the Code. The residents in the building shouldn't be expected to give up their parking spaces and park on 22nd Street to accommodate Kind's proposed business. Even assuming Kind could use all 16 spaces located on the Property, it is clear that that number is not enough since Kind will employ 12-15 people at its store. There is no offsite parking for those employees, so some will inevitably park on the Property, reducing spots available for customers.

The inadequacy of the parking on the Property for its retail tenants—whether three different business or one—is evidenced by the constant, unauthorized use of Cedar Lodge's property for overflow parking. Videos showing how patrons of the property regularly utilize Cedar Lodge's property can be found using this link: <https://www.dropbox.com/sh/8vjxls9r35zp78c/AADxrlvOdpSHOjNnmedXVOzCa?dl=0>. That practice is bound to continue if a busy marijuana store moves in. Indeed, due to the location of the Property, there is no viable overflow parking area for Kind's customers or employees or nearby on-street parking, so it is inevitable that customers will continue to attempt to park on Cedar Lodge's property. If the Commission is at all inclined to recommend approval of the Application, at a minimum, the Commission should include a condition requiring Kind to actively prohibit and prevent overflow parking on neighboring properties by, among other things, installing signage and fencing approved by adjacent property owners. Including such an express

condition will incentivize Kind to comply with it and give the City a viable means of enforcement if overflow parking continues to be a problem.

Even with the minimal improvements Kind is proposing to make to the parking area on the Property, the layout—which staff has acknowledged is nonconforming—is also a safety concern. The parking lot deficiencies are explained in more detail in the enclosed letter from SGM. In the past, the fire department has expressed concern about responding to an emergency at the Property due to the circulation on the lot. Those concerns are not mitigated under the current Application. And the fact that the owner of the Property has secured an easement from the adjacent gas station does nothing to mitigate the current traffic circulation issues. All it does is allow a joint access point at some time in the future when the properties are redeveloped.

In addition to addressing the Property’s parking circulation, the enclosed SGM letter includes a traffic generation analysis of the use proposed in the Application. According to SGM’s analysis, the dispensary portion of the Property (i.e. Units B and C only) is projected to generate approximately 591 weekday trips to the Property. In contrast, the prior uses of the Property combined only generated 165 weekday trips. That change is hardly insubstantial as Kind claims. Even if Grand Avenue can handle the added capacity, the Application does not address how it will mitigate the increased safety concerns for motorists and pedestrians that may result from increased traffic into and out of the Property, especially in light of the poorly designed parking area that intuitively orients customers parking in the diagonal spaces to back toward and into Grand Avenue traffic.

Finally, with respect to odor, the air filtration systems Kind says it will use and the fact that marijuana cultivation and product manufacturing will not occur on the Property do not eliminate Cedar Lodge’s concerns on this issue. Kind claims that “odor will not be an issue” and that its odor mitigation plan “will make odor impossible.” Unless Kind can make its product scentless, odor will always be a possibility when it comes to a marijuana business. Of primary concern to Cedar Lodge is the location of the odor mitigation system’s exterior vent. Depending on its location, it is certainly possible that the expelled air and associated odor—even if filtered—will waft directly into hotel rooms and Cedar Lodge’s front office, causing discomfort and annoyance to staff and guests alike. Cedar Lodge has no way to combat those impacts and, in event, that should be Kind’s obligation since it is the one bringing the nuisance to the area.

As the foregoing makes clear, the Application fails to satisfy three of the six approval criteria for a special use permit, which is reason enough to deny it. The Commission agreed before, and not enough has changed in the new Application to justify a different result. But not only is the proposed use a bad fit for the proposed location, it’s a bad fit for the City as a whole. Eight marijuana store licenses have been issued by the City; there is no need for a ninth. The promise of tax revenue cannot salvage an application that does not otherwise meet the City’s Code requirements.

Other than making the incompatible use bigger, nothing has changed between the last application and this one. The fact remains that the use itself—a retail marijuana store—is incompatible with other surrounding uses, and the impact of that use on adjacent properties has not been sufficiently mitigated. Cedar Lodge, on behalf of its owners and guests, therefore urges

the Commission to once again unanimously recommend denial of the Application to City Council. At a minimum, the Commission should include a condition of approval requiring Kind to address the overflow parking issue as described in this letter.

Very truly yours,

A handwritten signature in black ink, appearing to read "Haley Carmer". The signature is fluid and cursive, with the first name "Haley" and last name "Carmer" clearly distinguishable.

Haley M. Carmer

Search

Buffer

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Layers

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Click a measurement tool to start

320.8 Feet

Locate

Basemap

Results

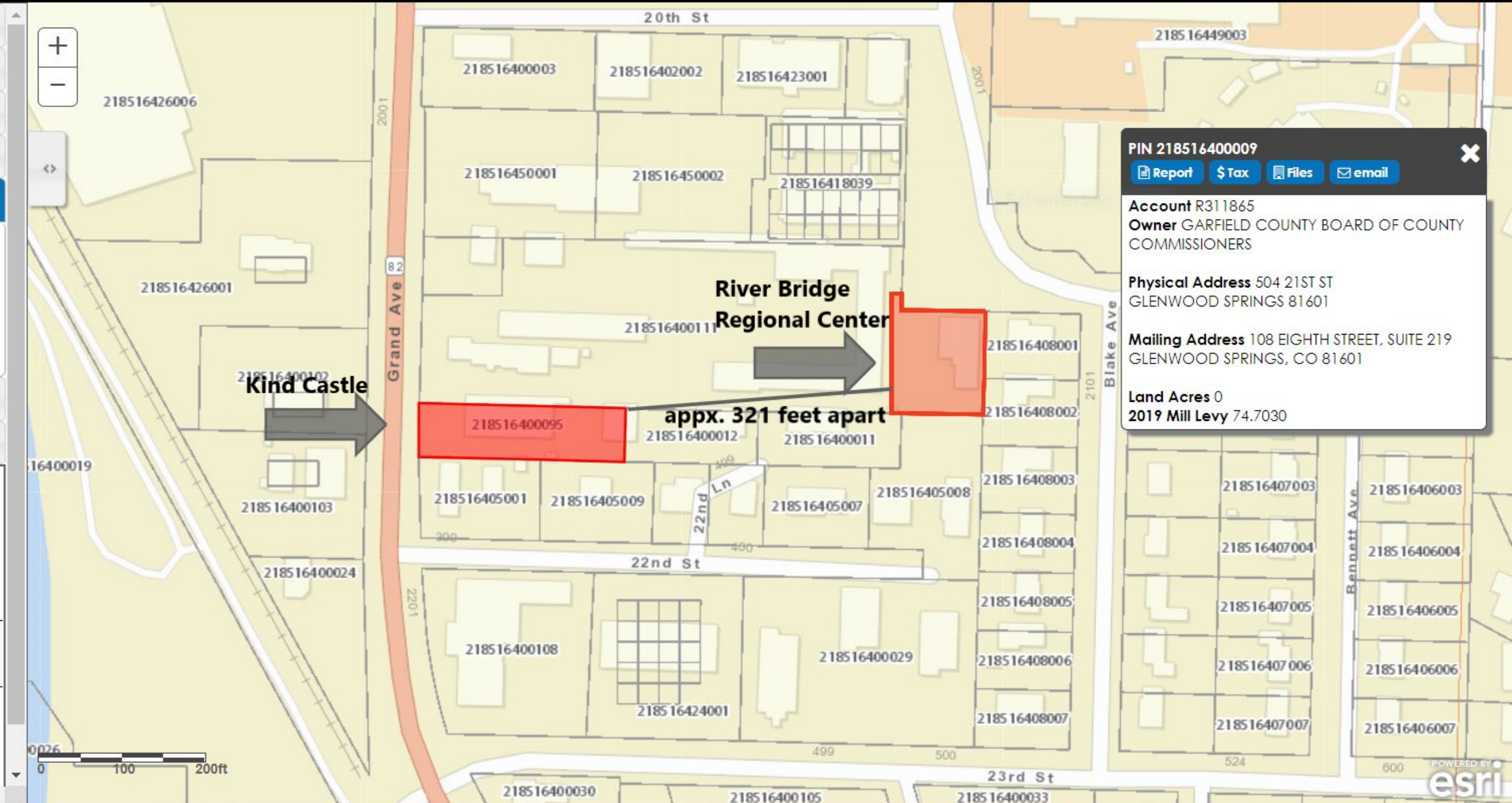
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Parcel	Physical Address	Owner
21851640009	504 21ST ST GLENWOOD SPRINGS	GARFIELD COUNTY BOARD OF COUNTY COMMISSIONERS

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Account R311865

Owner GARFIELD COUNTY BOARD OF COUNTY COMMISSIONERS

Physical Address 504 21ST ST
GLENWOOD SPRINGS 81601

Mailing Address 108 EIGHTH STREET, SUITE 219
GLENWOOD SPRINGS, CO 81601

Land Acres 0

2019 Mill Levy 74.7030

MEMORANDUM

TO: Richard Koziol

FROM: Dan Cokley, PE, PTOE 

DATE: February 12, 2021

The purpose of this memo is to provide a review of the 2114 Grand Ave Kind Glenwood LLC Special Use Permit Application with cover letter dated November 11, 2020 prepared by Alpine Planning LLC. The materials reviewed include the referenced letter, the Special Use Permit Application dated November 13, 2020, and the APEX Consulting Engineers Traffic Assessment dated March 17, 2020.

I have been a Professional Engineer in Colorado since 1994 and a Professional Traffic Operations Engineer since 2014. over the past several years I have completed several Traffic Assessments and Trip Generation related to Marijuana Dispensaries that have been accepted by CDOT and local agencies. I have reviewed the Trip Generation estimates, Parking layout and traffic circulation. It is my understanding that APEX Consulting has not prepared an updated traffic assessment for this second application at 2114 Grand Avenue.

TRIP GENERATION

The existing trip generation results are based upon the data presented in the APEX Assessment.

TABLE 1 – EXISTING BUILDING TRIP GENERATION

Land Use	Number of Units	ITE Code	Weekday Rate	Design Hour Rates			Weekday Traffic	Design Hour Traffic	
				PM Rate	PM Entering	PM Exiting		PM IN	PM OUT
Frame Shop	0.8	879	56.55	6.85	3.49	3.36	45	3	3
Barber Shop	1	*	60.00	6.00	3.06	2.94	60	3	3
Pawn Shop	1	*	60.00	6.00	3.00	3.00	60	3	3
EXISTING TRIPS:							165	9	9

The proposed trip generation is based upon the Institute of Transportation Engineer's (ITE) Trip Generation Manual 10th Edition and the building square footage provided in the updated application. In my experience, the total square footage of the building used for the Marijuana Dispensary is used in the trip generation calculation This would include the lobby, the retail area and the back-room area. The area described in the application and calculated from Exhibit A plans is 2339 sf of Retail + Lobby (Suite A + B) and an additional 650 sf of office.

TABLE 2 – PROPOSED BUILDING TRIP GENERATION

Land Use	Number of Units	ITE Code	Weekday Rate	Design Hour Rates			Weekday Traffic	Design Hour Traffic	
				PM Rate	PM Entering	PM Exiting		PM IN	PM OUT
Marijuana Dispensary	2.34	882	252.70	29.93	14.97	14.97	591	35	35
Single Tenant Office	0.65	715	11.25	1.71	0.26	1.45	7	0	1
PROPOSED TRIPS:							598	35	36

The total average weekday traffic for the proposed Marijuana Dispensary is 598 vehicles per day with a typical late afternoon peak of 71 vehicles per hour. This is a significantly higher traffic volume than the existing uses have generated historically.

PARKING

Estimated parking requirements are also provided by ITE in the Parking Generation Manual, 5th Edition. Based on 2339 sf, a Marijuana Dispensary will have an estimated need for 17 parking spaces.

Review of the site plan regarding parking, it appears there are potentially 6-8 usable spaces in the front of the building. The 6 spaces fronting the building are all compact spaces, the four spaces adjacent to Grand Avenue have the potential of two practically usable spaces. Although all are questionable due to lack of dimensioning or plan scale, Angled parking at the estimated 75 degree shown, requires 21 ft stall lines, 20 ft stall depth and 9 ft stall width. There is discussion of 6 additional parking spaces in the rear of the building.

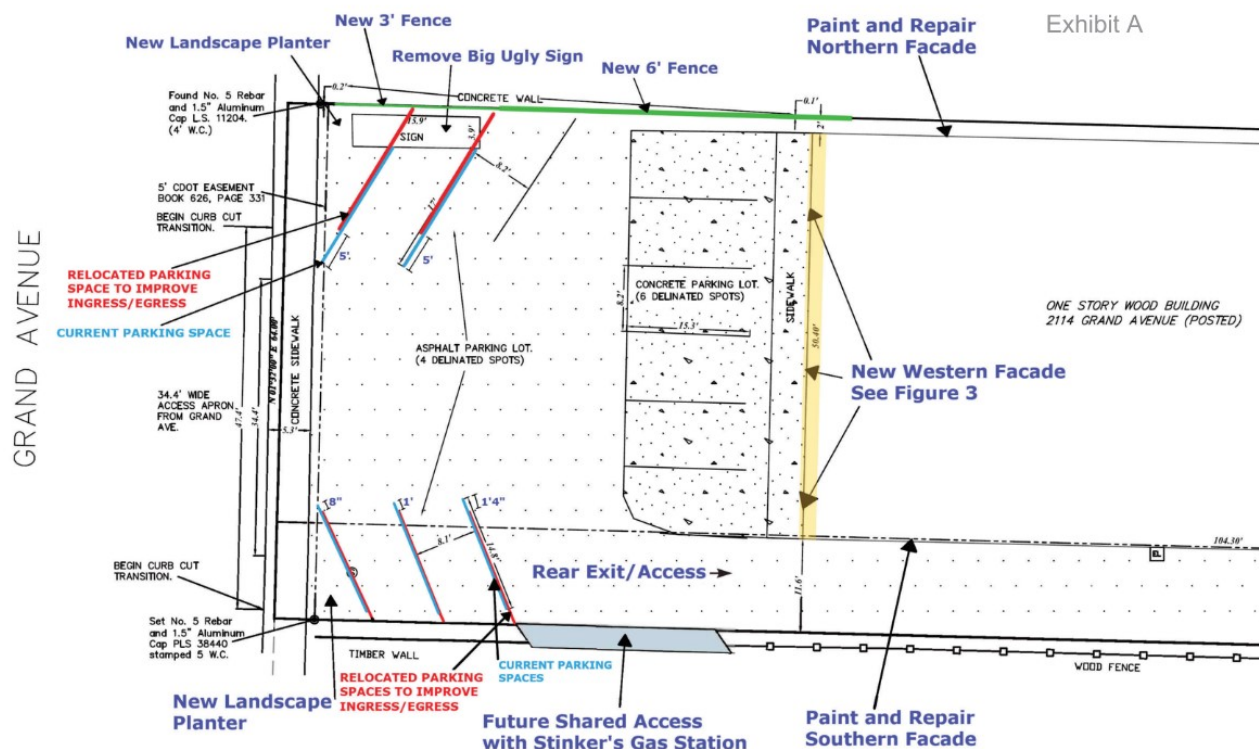


FIGURE 1 – SITE PLAN

CIRCULATION

Traffic circulation as depicted on the site plan above will be extremely difficult unless the four angled parking spaces are removed. The angled parking spaces partially block backing movements from the perpendicular front building spaces. The angled parking spaces provide backing movements that intuitively orient the driver into backing toward and into Grand Avenue traffic.

The 12 ft width one-way to access the additional parking in the rear of the building is constrained on the north by the building and to the south by fencing for over 100 ft length. Two vehicles will not be able to pass which could cause eastbound vehicles to back up into the front parking area or across the proposed Stinker's access, both which could cause chain reactions back to Grand Avenue. The situation is exacerbated by additional traffic generated by rental units at the back of the building.

In summary, the applicant needs to provide a viable plan that addresses the additional trips generated, the lack of parking and inadequate and unsafe traffic circulation.

Trip Generation

ITE Trip Generation, 10th Edition

Land Use	Number of Units	ITE Code	Design Hour Rates				Design Hour Traffic		
			Weekday Rate	PM Rate	PM Entering	PM Exiting	Weekday Traffic	PM IN	PM OUT
Frame Shop	0.8	879	56.55	6.85	3.49	3.36	45	3	3
Barber Shop	1	*	60.00	6.00	3.06	2.94	60	3	3
Pawn Shop	1	*	60.00	6.00	3.00	3.00	60	3	3
EXISTING TRIPS:							165	9	9

ITE Ttrip Generation Manual, 10th Edition	ITE Code	Basis of Rate	Time Period	PM IN	PM OUT
Marijuana Dispensary	882	Ave Rate	PM peak hour of generator	50%	50%
Single Tenant Office	715	Ave Rate	PM peak hour of generator	15%	85%
Arts and Crafts	879	Ave Rate	PM peak hour of generator	51%	49%
Barber Shop	*	Interview Owner		50%	50%
Pawn Shop	*	Assumption		50%	50%

Graph Look Up



Query Filter

DATA SOURCE:
Trip Gen Manual, 10th Ed

New data edition is available. [Click here to upgrade.](#)

SEARCH BY LAND USE CODE:
882

LAND USE GROUP:
(800-899) Retail

LAND USE :
882 - Marijuana Dispensary

LAND USE SUBCATEGORY:
All Sites

INDEPENDENT VARIABLE (IV):
1000 Sq. Ft. GFA

TIME PERIOD:
Weekday

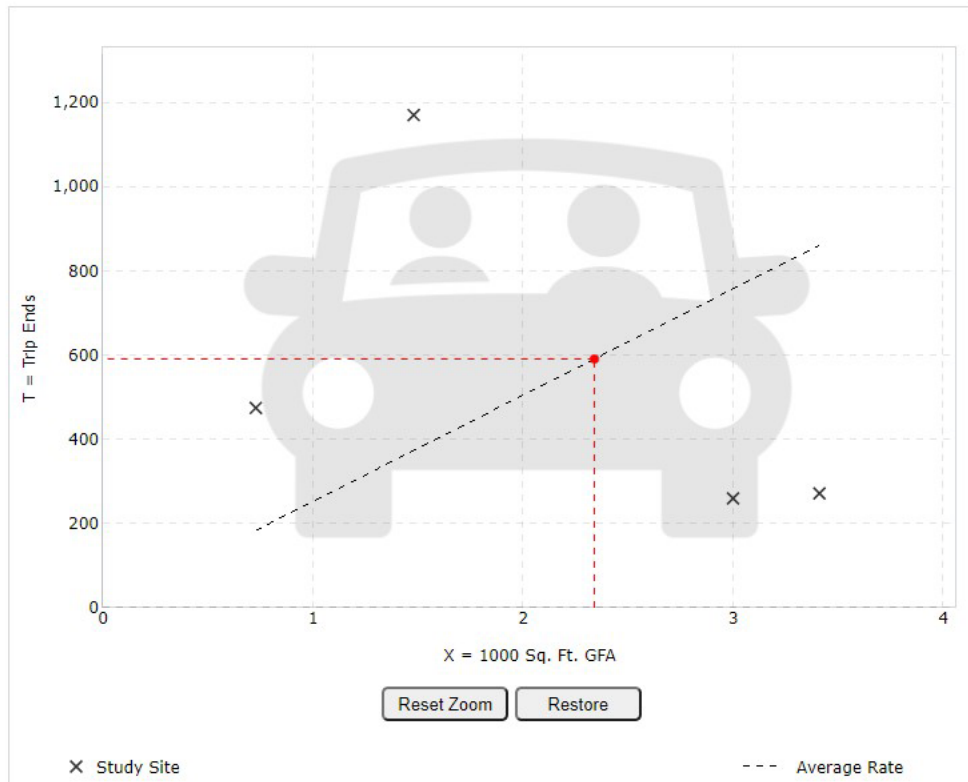
SETTING/LOCATION:
General Urban/Suburban

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
2.34 Calculate

Data Plot and Equation

Caution – Small Sample Size



Reset Zoom Restore

DATA STATISTICS

Land Use:
Marijuana Dispensary (882) [Click for more details](#)

Independent Variable:
1000 Sq. Ft. GFA

Time Period:
Weekday

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
4

Avg. 1000 Sq. Ft. GFA:
2

Average Rate:
252.70

Range of Rates:
79.74 - 791.22

Standard Deviation:
336.11

Fitted Curve Equation:
Not Given

R²:

Directional Distribution:
50% entering, 50% exiting

Calculated Trip Ends:
Average Rate: 591 (Total), 295 (Entry), 296 (Exit)

Graph Look Up



Query **Filter**

DATA SOURCE:
Trip Gen Manual, 10th Ed

New data edition is available. [Click here to upgrade.](#)

SEARCH BY LAND USE CODE:
882

LAND USE GROUP:
(800-899) Retail

LAND USE :
882 - Marijuana Dispensary

LAND USE SUBCATEGORY:
All Sites

INDEPENDENT VARIABLE (IV):
1000 Sq. Ft. GFA

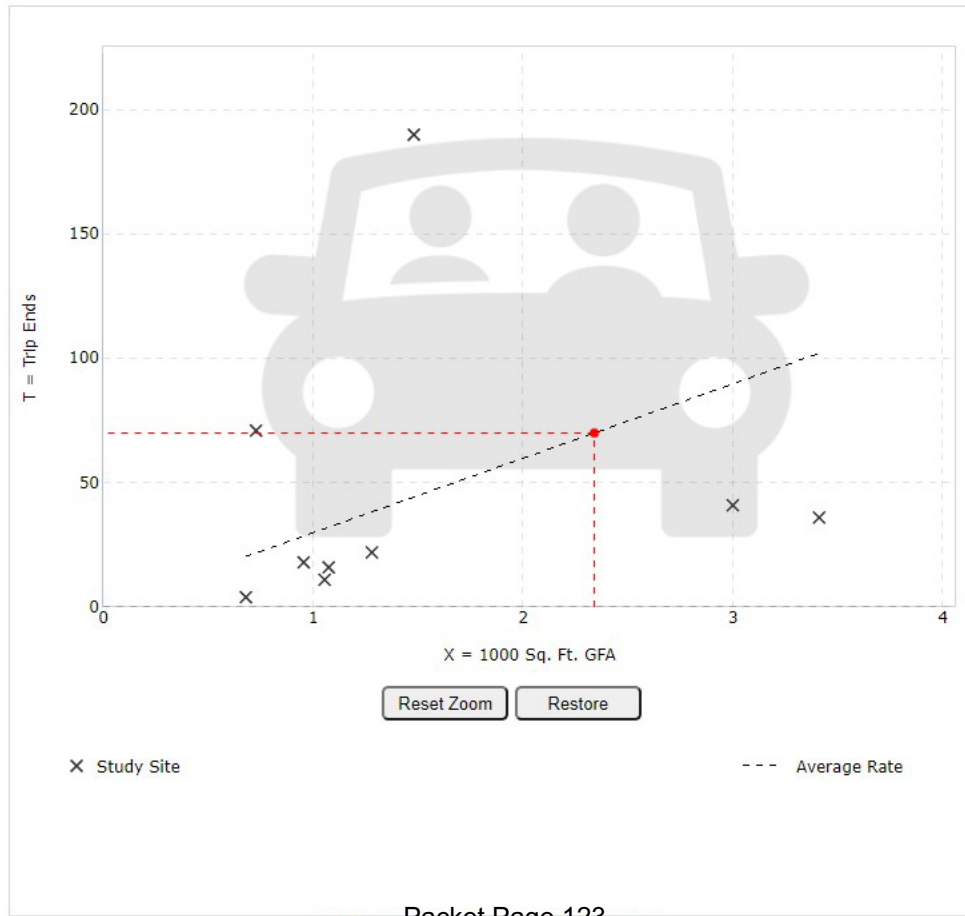
TIME PERIOD:
Weekday, PM Peak Hour of Generator

SETTING/LOCATION:
General Urban/Suburban

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
2.34 **Calculate**

Data Plot and Equation



DATA STATISTICS

Land Use:
Marijuana Dispensary (882) [Click for more details](#)

Independent Variable:
1000 Sq. Ft. GFA

Time Period:
Weekday
PM Peak Hour of Generator

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
9

Avg. 1000 Sq. Ft. GFA:
2

Average Rate:
29.93

Range of Rates:
5.88 - 128.38

Standard Deviation:
41.69

Fitted Curve Equation:
Not Given

R²:

Directional Distribution:
50% entering, 50% exiting

Calculated Trip Ends:
Average Rate: 70 (Total), 35 (Entry), 35 (Exit)



Query

Filter

DATA SOURCE:

Trip Gen Manual, 10th Ed

New data edition is available. [Click here to upgrade.](#)

SEARCH BY LAND USE CODE:

715 🔍

LAND USE GROUP:

(700-799) Office

LAND USE :

715 - Single Tenant Office Building

LAND USE SUBCATEGORY:

All Sites

INDEPENDENT VARIABLE (IV):

1000 Sq. Ft. GFA

TIME PERIOD:

Weekday

SETTING/LOCATION:

General Urban/Suburban

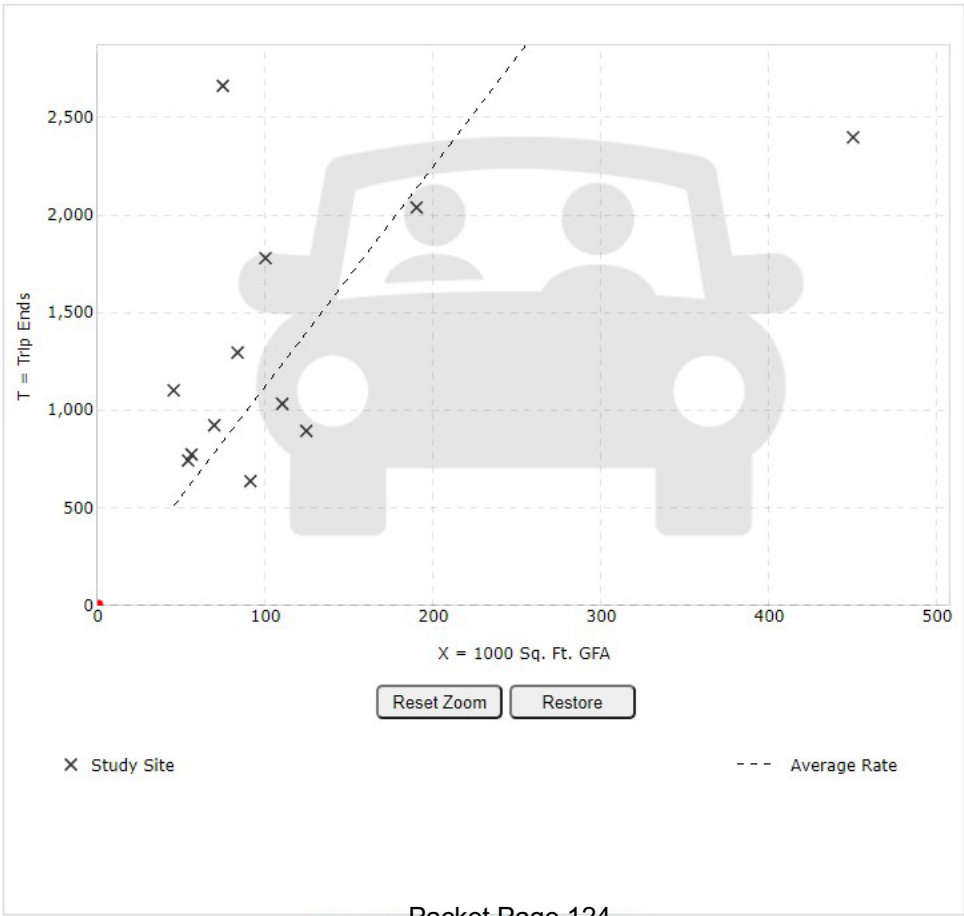
TRIP TYPE:

Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:

0.65 Calculate

Data Plot and Equation



DATA STATISTICS

Land Use:
Single Tenant Office Building (715) [Click for more details](#)

Independent Variable:
1000 Sq. Ft. GFA

Time Period:
Weekday

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
12

Avg. 1000 Sq. Ft. GFA:
121

Average Rate:
11.25

Range of Rates:
5.33 - 35.68

Standard Deviation:
7.71

Fitted Curve Equation:
Not Given

R²:

Directional Distribution:
50% entering, 50% exiting

Calculated Trip Ends:
Average Rate: 7 (Total), 3 (Entry), 4 (Exit)

Graph Look Up



Query

Filter

DATA SOURCE:

Trip Gen Manual, 10th Ed

New data edition is available. [Click here to upgrade.](#)

SEARCH BY LAND USE CODE:

715



LAND USE GROUP:

(700-799) Office

LAND USE :

715 - Single Tenant Office Building

LAND USE SUBCATEGORY:

All Sites

INDEPENDENT VARIABLE (IV):

1000 Sq. Ft. GFA

TIME PERIOD:

Weekday, PM Peak Hour of Generator

SETTING/LOCATION:

General Urban/Suburban

TRIP TYPE:

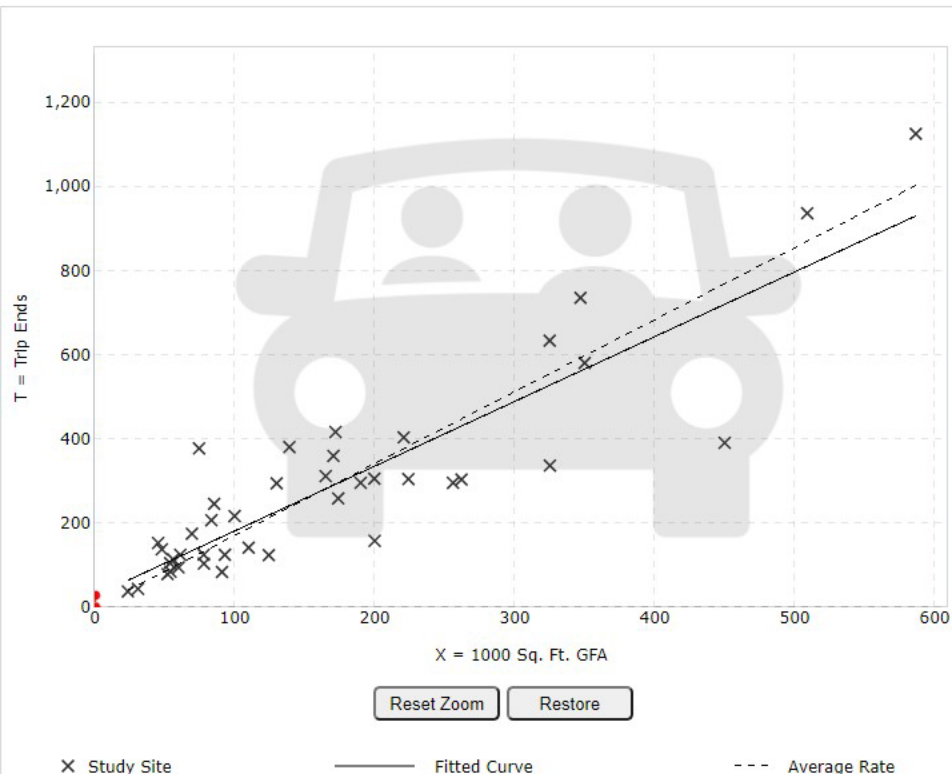
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:

0.65

Calculate

Data Plot and Equation



DATA STATISTICS

Land Use:

Single Tenant Office Building (715) [Click for more details](#)

Independent Variable:

1000 Sq. Ft. GFA

Time Period:

Weekday
PM Peak Hour of Generator

Setting/Location:

General Urban/Suburban

Trip Type:

Vehicle

Number of Studies:

41

Avg. 1000 Sq. Ft. GFA:

168

Average Rate:

1.71

Range of Rates:

0.79 - 5.07

Standard Deviation:

0.64

Fitted Curve Equation:

$T = 1.54(X) + 27.59$

R²:

0.79

Directional Distribution:

15% entering, 85% exiting

Calculated Trip Ends:

Average Rate: 1 (Total), 0 (Entry), 1 (Exit)

Fitted Curve: 29 (Total), 4 (Entry), 25 (Exit)

Graph Look Up

Query Filter

DATA SOURCE:
Parking Generation Manual, 5th Ed

SEARCH BY LAND USE CODE:
882

LAND USE GROUP:
(800-899) Retail

LAND USE:
882 - Marijuana Dispensary

LAND USE SUBCATEGORY:
All Sites

INDEPENDENT VARIABLE (IV):
1000 Sq. Ft. GFA

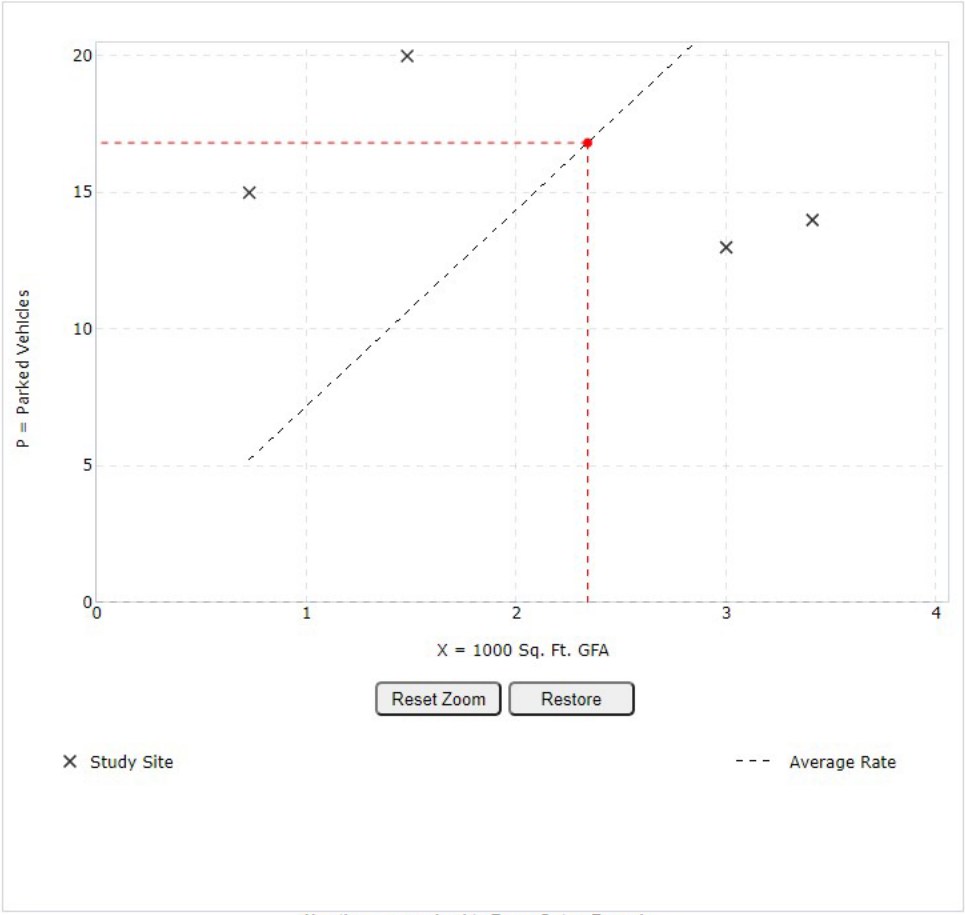
TIME PERIOD:
Weekday (Monday - Friday)

SETTING/LOCATION:
General Urban/Suburban

ENTER IV VALUE TO CALCULATE PARKING DEMAND:
2.34 Calculate

Data Plot and Equation

Caution – Small Sample Size



DATA STATISTICS

Land Use:
Marijuana Dispensary (882) [Click for more details](#)

Independent Variable:
1000 Sq. Ft. GFA

Time Period:
Weekday (Monday - Friday)

Setting/Location:
General Urban/Suburban

Peak Period of Parking Demand:
12:00 - 6:00 p.m.

Number of Studies:
4

Avg. 1000 Sq. Ft. GFA:
2.2

Average Rate:
7.19

Range of Rates:
4.10 - 20.60

33rd / 85th Percentile:
4.25 / 20.60

95% Confidence Interval:

Standard Deviation:
6.18

Coefficient of Variation:
86%

Fitted Curve Equation:

R²:

Calculated Parking Demand:
Average Rate: 17 (Total)

Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and P values.



Planning Commission Report

Date: March 23, 2021
To: Planning and Zoning Commission
From: Gretchen Ricehill, Asst. Director
Subject: #66-20 Code Text Amendments–Title 070
Glenwood Springs Municipal Code

REQUEST	Consideration of various code text amendments to Municipal Code Title 070 Sections including but not exclusive of Sections 070.030, 070.040, 070.060 and 070.070 regarding Use Regulations; Accessory Uses; Landscaping, Screening and Fencing; Off-street Parking; Signs; Administration and Procedures; and Rules of Construction and Definitions. CONTINUED From December 15, 2020; January 26, and February 23, 2021
APPLICANT	City of Glenwood Springs
OWNER	City of Glenwood Springs
LOCATION	City wide
ZONE	All

This item was continued from the December 15, 2020 meeting for additional information about certain specific recommended changes namely outdoor storage containers; signage within the RT-residential transitional zoning district; solar panel regulations; and minimum square footage requirements for location & extent reviews. The items pulled for additional consideration are highlighted in yellow. After the December meeting, the following additional code amendments have been added: 1) Corrections to a marijuana establishment reference; and 2) signage location on buildings in the downtown core. This item was continued at the January 26th and February 23rd meetings without discussion.

REQUIRED ACTION

Action 1:

Consideration of various code text amendments to Municipal Code Title 070 Sections including but not exclusive of Sections 070.030, 070.040, 070.060 and 070.070 regarding Use Regulations; Accessory Uses; Landscaping, Screening and Fencing; Off-street Parking; Signs; Administration and Procedures; and Rules of Construction and Definitions.

Staff recommends approval of amendments to Title 070 as listed on page 3-18 of this report, with findings listed on page 2.

REVIEW AUTHORITY

For actions involving amendments to the Land Use Code, the Planning & Zoning Commission is a recommending body to City Council. All Municipal Code amendments are completed by ordinance, which requires two hearings before City Council.

SUMMARY

In August 2018, the City adopted a new Land Use Development Code which updated a code that had been in place since the 1970s. As staff applies the new code, we continue to find errors that require correction and provisions that need clarification or modification. In this series of amendments, in addition to corrections and modifications, we are also recommending certain new provisions to address issues that were not contemplated under the old 1970s-era Code or the originally approved 2018 update.

In addition to correcting spelling and code reference errors, the list of amendments presented here includes more substantive changes such as

- adding design variance criteria;
- adding requirements for portable storage containers;
- correcting and clarifying sign code requirements; and
- renaming the “Construction Plans” review process

A spreadsheet which details the requested amendments is attached to and made a part of this staff report. The spreadsheet includes an explanation of the issues and the recommended corrections or additions.

For general reference, a link to the [Development Code is provided here](#).

ACTION ALTERNATIVES

Regarding the amendments, the Planning and Zoning Commission may take one of the following actions:

1. Recommend approval of some or all of the amendments;
2. Recommend denial of some or all of the amendments; or,
3. Continue the hearing with a requirement that staff submit changes or provide additional information regarding some or all the amendments.

Staff Recommendation

Staff recommends **approval** of the amendments as listed on pages 3 through 22 of this report with the following findings:

Recommended Findings:

1. Pursuant to the authority in the Glenwood Springs Municipal Charter and Colorado Revised Statutes §29-20-101 et seq., and §31-23-301 et seq., as amended the City of Glenwood Springs has the authority to plan for and regulate the use of land within the municipality and to regulate and restrict the height, number of stories, and size of buildings and other structures, the percentage of lot that may be occupied, the size of yards, courts, and other open spaces, the density of population, the height and location of trees and other vegetation, and the location and use of buildings, structures, and land for trade, industry, residence, or other purposes.
2. The proposed text amendments-
 - a. Are consistent with the Comprehensive Plan and other City policies;
 - b. Do not conflict with other provisions of this Code or other provisions in the Glenwood Springs Municipal Code;
 - c. Are necessary to address a demonstrated community need;
 - d. Are necessary to respond to substantial changes in conditions and/or policy; and
 - e. Are consistent with the general purpose and intent of this Code.

Title 070 Adoption Draft
Glenwood Springs Development Code
Errata Sheet
Post Adoption Amendments
Text being deleted is ~~stricken~~; added text is **bold and underlined**

	Code Reference	Error	Correction																													
1	General – throughout Code	Currently there are many references to “Appea”. Correct spelling of “Appeal”.	Correct spelling.																													
2	070.020.020(c) Table 020.4 Summary of Other Nonresidential Dimensional Standards	In the HP-Hillside Preservation column there is an incorrect reference to the maximum density that does not correspond to the actual Hillside Preservation zoning requirements (070.020.170)	<table><tr><td>Lot Standards</td><td>...</td><td colspan="2">HP</td></tr><tr><td>...</td><td>...</td><td colspan="2"></td></tr><tr><td>Density, maximum</td><td>...</td><td colspan="2">Areas on a lot with slopes up to 20 percent: 1 du/10,000 5,000 sf Areas on a lot with slopes greater than 20 percent: see 070.040.020(b)</td></tr><tr><td></td><td></td><td colspan="2"></td></tr></table>	Lot Standards	...	HP		...	...			Density, maximum	...	Areas on a lot with slopes up to 20 percent: 1 du/10,000 5,000 sf Areas on a lot with slopes greater than 20 percent: see 070.040.020(b)																		
Lot Standards	...	HP																														
...	...																															
Density, maximum	...	Areas on a lot with slopes up to 20 percent: 1 du/10,000 5,000 sf Areas on a lot with slopes greater than 20 percent: see 070.040.020(b)																														
			Commissioners questioned if this recommended change highlighted in yellow was correct. Staff reviewed the minimum lot size requirements in 070.020.170-Hillside Preservation District standards and found that the recommended change is correct. The dimensional standards indicate that on slopes up to 20%, 1 dwelling is allowed per 5,000 square feet of lot area.																													
3	070.030.020 Use Regulations – Table of Allowed Uses – Table 030.1	Under the Public, Institutional, and Civic Uses there is a “Civic building” use. There are several civic-related sites that do not include buildings, such as the city’s recycling center. Staff recommends changing	<table><tr><td colspan="4">Table 030.1: Table of Allowed Uses</td></tr><tr><td>Use Category</td><td>Use Type</td><td></td><td></td></tr><tr><td>...</td><td>...</td><td></td><td></td></tr><tr><td colspan="4">Public Institutional, And Civic Uses</td></tr><tr><td rowspan="3">Community and Cultural Facilities</td><td>Assembly</td><td></td><td></td></tr><tr><td>Civic building facility</td><td></td><td></td></tr><tr><td>...</td><td></td><td></td></tr></table>				Table 030.1: Table of Allowed Uses				Use Category	Use Type			...	...			Public Institutional, And Civic Uses				Community and Cultural Facilities	Assembly			Civic building facility			...		
Table 030.1: Table of Allowed Uses																																
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		the use to “Civic Facility”.	<table><tr><td>...</td><td>...</td><td></td><td></td></tr></table>	...	...																							
...	...																											
4	070.030.020 Use Regulations – Table of Allowed Uses – Table 030.1	There are several Code provisions that regulate outdoor storage and application of these regulations is confusing and uncertain. Outdoor Storage, Accessory is defined as: <i>“The incidental keeping of goods, materials, or equipment in a location not enclosed by walls and a roof.”</i> The Use Table 030.1 includes “Outdoor Storage, Accessory” as a <u>special review use</u> in most of the commercial and industrial zoning districts. The Accessory Uses and Structures section (070.030.040) states that Outdoor Storage associated with a primary use or structure is prohibited. Yet	Table 030.1: Table of Allowed Uses <table><tr><th>Use Category</th><th>Use Type</th><th>...</th><th>Use Specific Standards</th></tr><tr><td>...</td><td>...</td><td></td><td></td></tr><tr><td colspan="4">Accessory Uses</td></tr><tr><td rowspan="4"></td><td>Backyard Chickens</td><td></td><td></td></tr><tr><td>...</td><td></td><td></td></tr><tr><td>Outdoor storage, accessory</td><td></td><td></td></tr><tr><td>....</td><td></td><td></td></tr></table>	Use Category	Use Type	...	Use Specific Standards	...	...			Accessory Uses					Backyard Chickens			...			Outdoor storage, accessory					
Use Category	Use Type	...	Use Specific Standards																									
...	...																											
Accessory Uses																												
	Backyard Chickens																											
	...																											
	Outdoor storage, accessory																											
																												

		several use definitions include provisions for storage such as retail sales, maintenance and repair services, vehicle & equipment sales/service, industrial services. and manufacturing & production. And finally, the Landscaping, Screening and Fencing (Section 70.040.050(f)(1)b) requires screening of outdoor storage areas when in view of public rights-of-way by adding dense landscaping, constructing landscaped berms, or constructing a 6- foot tall screening fence. This brings up a question regarding process – Do we require a special use permit even if a business screens the storage area? Staff believes that if the outdoor storage is properly screened and otherwise meets the Code requirements, the property owner should not also have	
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		to obtain a special use permit. Staff recommends deleting “Outdoor Storage, Accessory” from the use table. If an owner does not want to provide the required screening, they have the option of applying for a variance.																																																																																																																	
5	070.030.020 Use Regulations – Table of Allowed Uses – Table 030.1	There is a related issue regarding the use of portable storage containers (shipping or Conex containers). Staff believes that these should be classified as outdoor storage, and that they be screened from view of public rights-of-way and adjacent residential uses. Staff also recommends that their use undergo an administrative review. In many cases, the impact of these containers, especially multiple containers, is no different than constructing a building. For example, city staff needs to assess – • how the placement of the container(s) affects on-site	<table><tr><th colspan="19">Table 030.1</th></tr><tr><th>Use Category</th><th>Use Type</th><th>RR</th><th>RL</th><th>RM1</th><th>RM2</th><th>RH</th><th>RT</th><th>M1</th><th>M2</th><th>M3</th><th>CO</th><th>RE</th><th>I1</th><th>I2</th><th>IN</th><th>HP</th><th>Use Specific Standards</th><th>Required Minimum Parking</th></tr><tr><td>...</td><td>...</td><td>...</td><td>...</td><td>...</td><td>...</td><td>...</td><td>...</td><td>...</td><td>...</td><td>...</td><td>...</td><td>...</td><td>...</td><td>...</td><td>...</td><td>...</td><td>...</td><td>...</td></tr><tr><td rowspan="3"></td><td>...</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Outdoor storage accessory <u>Portable storage containers</u></td><td></td><td></td><td></td><td></td><td></td><td></td><td><u>P</u></td><td></td><td><u>P</u></td><td><u>P</u></td><td><u>P</u></td><td><u>P</u></td><td><u>P</u></td><td><u>P</u></td><td></td><td><u>070.030.040(d)(4)</u></td><td></td></tr><tr><td>....</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr></table> <u>070.030.040(d) Additional Standards for Specific Accessory Uses and Structures</u> <u>(4) Portable Storage Containers</u> <u>a. Applicability</u> <u>The following requirements, standards and restrictions are in addition to the requirements of 070.030.040(c)-General Standards for Accessory Uses and Structures and shall apply to all outdoor portable storage containers.</u> <u>b. Exceptions</u> <u>Portable storage containers may be temporarily placed on construction sites for storage incidental to an active construction or remodeling</u>	Table 030.1																			Use Category	Use Type	RR	RL	RM1	RM2	RH	RT	M1	M2	M3	CO	RE	I1	I2	IN	HP	Use Specific Standards	Required Minimum Parking	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...																		Outdoor storage accessory <u>Portable storage containers</u>							<u>P</u>		<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>		<u>070.030.040(d)(4)</u>																			
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	drainage • whether the container(s) observes zone district setback requirements • if the container(s) is outside of easement areas • whether the container(s) blocks any access areas, including fire access; • if the container(s) occupies any required parking spaces; and • Establishing a limit on the number, size and/or square footage of containers on a parcel. Portable storage container shall be defined as: any temporary, transportable, movable or portable container which is delivered to and placed outdoors on private property for storage purposes. A portable storage container does not	<u>project subject to the following:</u> 1. <u>A building permit has been issued for construction on site and the permit has not expired; and</u> 2. <u>The portable storage container is removed once the construction is completed and a Certificate of Occupancy has been issued in accordance with Title 060-Construction Building Codes and Regulations, or once the building permit has expired, whichever occurs first.</u> <u>c. Where Permitted</u> <u>Portable storage containers are allowed in zoning districts according to Table 030.1, Table of Allowed Uses.</u> <u>d. Location</u> 1. <u>Portable storage containers shall be located at the rear or side of a principal building.</u> 2. <u>Portable storage containers shall not be located within circulation aisles, fire lanes, easement areas, or public rights-of-way;</u> 3. <u>Portable storage containers may be located within parking areas provided that the containers do not occupy any required parking space.</u> 4. <u>Portable storage containers shall not be located within any required landscaped or common open space areas.</u> <u>e. Number and Size</u> 1. The size of any portable storage container shall not exceed sixteen feet in length by eight feet in width by eight feet in height. 2. <u>In no case shall the total number of portable storage containers on site exceed 1,000 square feet [NOTE: THIS ALLOWS UP TO 6 -8' X 16'-SIZED CONTAINERS].</u> 3. <u>Containers shall be a single height and shall not be stacked.</u> <u>f. Screening Required</u> <u>When visible from a customer parking area or public rights-of-way; or when adjacent to lodging facility uses, or residential uses or zoning districts, portable storage containers shall be screened from view using any one or a combination of fences, walls, or berms or landscaping that is are at least six feet in height and provides a permanent opaque, year-round screen. Fences and walls shall conform to the requirements of 070.040.050(f) Screening, Fences, and Walls. All fencing, walls, or berms shall include trees, shrubs, ornamental grasses, and/or perennials that are of sufficient quantity to add visual interest and to minimize the impact of the structure when viewed from customer parking areas or public rights-of-way; or adjacent lodging facility uses, or residential uses or zoning districts.</u> At the December meeting, Commissioners suggested- • deleting the maximum 8'wide x 16' long x 8' high requirement; • adding screening requirement when adjacent to lodging uses; • requiring landscaping in addition to fence screening;
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		include a refuse container.	Additionally, staff added clarification that the containers shall not be stacked.																																																																																																																															
6	070.010.070 Nonconformities; 070.030.020 Use Regulations – Table of Allowed Uses – Table 030.1	Currently the land use code does not address small and large-scale solar energy installations. These uses are defined as: Small scale A roof, ground, or wall mounted device and/or system that collects and converts the sun’s radiant energy into thermal, chemical, mechanical, or electrical energy. Net Metered Residential solar systems are limited to an installed capacity of 10 KW. Net Metered Commercial solar systems are limited to an installed capacity of 25 KW. Large scale A roof, ground, or wall mounted device and/or system that collects and converts the sun’s radiant energy into thermal, chemical, mechanical, or electrical energy.	070.010.070 Nonconformities ... (c) Nonconforming Uses (1) Limitations on Continuation of Nonconforming Uses of Land or Structures ... b. Any existing occupied single-family residential dwelling that is deemed to be a nonconforming use may make improvements to the main and accessory structures so long as improvements do not increase the degree of nonconformity or increase the height or building footprint. <u>Roof-mounted Small Scale Solar Energy Systems may increase the height of a nonconforming structure by five feet but shall not extend above the roof peak or ridge or impact solar access to an adjacent property. Properties designated as a landmark or proposed landmark, or in a designated or proposed historic district shall first obtain a Landmark Alteration Certificate as required in 070.050.040.</u> 070.030.020 - Table 030.1 INDUSTRIAL USES <table><tr><th>Use Category</th><th>Use Type</th><th>RR</th><th>RL</th><th>RM1</th><th>RM2</th><th>RH</th><th>RT</th><th>M1</th><th>M2</th><th>M3</th><th>CO</th><th>RE</th><th>I1</th><th>I2</th><th>IN</th><th>HP</th><th>Use Specific Standards</th><th>Required Minimum Parking</th></tr><tr><td>...</td><td>...</td><td>...</td><td>...</td><td>...</td><td>...</td><td>...</td><td>...</td><td>...</td><td>...</td><td>...</td><td>...</td><td>...</td><td>...</td><td>...</td><td>...</td><td>...</td><td>...</td><td>...</td></tr><tr><td rowspan="4">Utilities</td><td>...</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Geothermal heat exchange</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td><u>Solar Energy System, Large Scale Ground Mounted</u></td><td></td><td></td><td></td><td></td><td></td><td><u>S</u></td><td><u>S</u></td><td><u>S</u></td><td><u>S</u></td><td><u>S</u></td><td><u>S</u></td><td><u>S</u></td><td><u>S</u></td><td><u>S</u></td><td><u>S</u></td><td><u>070.030.030(f)(5)</u></td><td><u>No Requirement</u></td></tr><tr><td><u>Solar</u></td><td><u>P</u></td><td><u>P</u></td><td><u>P</u></td><td><u>P</u></td><td><u>P</u></td><td><u>P</u></td><td><u>P</u></td><td><u>P</u></td><td><u>P</u></td><td><u>P</u></td><td><u>P</u></td><td><u>P</u></td><td><u>P</u></td><td><u>P</u></td><td><u>P</u></td><td><u>070.030.030(f)(5)</u></td><td><u>No</u></td></tr></table>																	Use Category	Use Type	RR	RL	RM1	RM2	RH	RT	M1	M2	M3	CO	RE	I1	I2	IN	HP	Use Specific Standards	Required Minimum Parking	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Utilities	...																		Geothermal heat exchange																		<u>Solar Energy System, Large Scale Ground Mounted</u>						<u>S</u>	<u>S</u>	<u>S</u>	<u>S</u>	<u>S</u>	<u>S</u>	<u>S</u>	<u>S</u>	<u>S</u>	<u>S</u>	<u>070.030.030(f)(5)</u>	<u>No Requirement</u>	<u>Solar</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>070.030.030(f)(5)</u>	<u>No</u>
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			Commissioners had several comments regarding the addition of small and large-scale solar regulations including- • Clarifying the nonconformity section - when exceeding the maximum roof height by 5 feet, the solar panels do not extend above the roof peak. • Ensuring that the panels do not impact solar access to neighboring properties. • Clarify that the screening requirements for large scale solar systems apply to ground-mounted equipment. • Procedurally, roof mounted large scale solar systems could be a permitted use in all zoning districts while ground mounted large scale solar remains a special review use as proposed. See also comments under definitions – Solar Energy System, Small Scale (row #22 of this spreadsheet)
7	070.030.040 Accessory Uses and Structures	(c) General Standards for Accessory Uses and Structures (4) Size of Accessory Structures Unless otherwise stated in the Code, the maximum size for an accessory structure shall be 1,000 square feet. The maximum total for all accessory structures on a lot shall be 1,000 square feet. The issue is the maximum total of 1,000 square foot limit for all accessory structures on a parcel. There are other sections of the Code that address or limit lot coverage: • Accessory	070.030.040 Accessory Uses and Structures ... (c) General Standards for Accessory Uses and Structures ... (4) Size of Accessory Structures Unless otherwise stated in this Code, the maximum size for an accessory structure shall be 1,000 square feet. The maximum for all accessory structures on a lot shall be 1,000 square feet. Note: all following paragraphs in this section will have to be renumbered.

		structures must observe zoning district setback requirements. If located in a required rear yard, accessory structures cannot cover more than 40% of that required rear yard. • Residential design standards limit total lot coverage for infill development. These standards also include design requirements for single- and multi-family detached garages. In fact, the multi-family section discusses design were banks of freestanding garages exceed 90 feet in length. Clearly this footprint would exceed the 1,000 square foot maximum. Although the Accessory Uses and Structures section includes the statement:	
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		“Unless otherwise stated in the Code”, staff recommends deleting the 1,000 square foot limitation on accessory structures.	
8	070.030.040 Accessory Uses and Structures	(c) General Standards for Accessory Uses and Structures (6) Outdoor Storage. Outdoor storage associated with any accessory use or structure is prohibited. Issue: Staff recommends deleting this provision as we are uncertain as to what it is trying to regulate. Backyard Chickens, Home Occupation, Parking Structure and Warehousing are accessory uses, as is outdoor storage.	070.030.040 Accessory Uses and Structures ... (c) General Standards for Accessory Uses and Structures ... (6) Outdoor Storage. Outdoor storage associated with any accessory use or structure is prohibited.
9	070.030.040 Accessory Uses and Structures	(d) General Standards for Accessory Uses and Structures (1)g Number and Size of Accessory Dwelling Units. Issue: There is an incorrect citation in paragraph (1)g4.	(d) General Standards for Accessory Uses and Structures (1) Accessory Dwelling Units ... g. Number and Size of Accessory Dwelling Units. Accessory dwelling units shall comply with all of the following: ... 4. Unit Size Exception. The limitations of f.3 <u>g.3</u> above shall not apply to Accessory Dwelling Units located within the footprint of an existing home as long as the Accessory Dwelling Unit is not larger than 50% of the existing structure, including the basement, up to the

			maximum allowed gross floor area in § 2-g.2. For example, if a home has a 1,000 square foot basement, an Accessory Dwelling Unit could be established in this space if the principal dwelling also contains at least 1,000 square feet.						
10	070.040.020 Sensitive Area Protection (b) Hillside Development	Hillside development standards apply when slopes exceed 20%. Table 040.1 includes density allowances based on slope categories of 20 to 25% and 25 to 30%. This correction is to clarify that the average slope is <u>in excess of 20%</u> , and <u>in excess of 25%</u> .	Table 040.1: Allowed Residential Development <table><tr><th>Average Slope of Overall Site (within LOD)</th><th>Residential Allowable Units</th></tr><tr><td><u>In excess of 20% to 25%</u></td><td>...</td></tr><tr><td><u>In excess of 25% to 30%</u></td><td>...</td></tr></table>	Average Slope of Overall Site (within LOD)	Residential Allowable Units	<u>In excess of 20% to 25%</u>	...	<u>In excess of 25% to 30%</u>	...
Average Slope of Overall Site (within LOD)	Residential Allowable Units								
<u>In excess of 20% to 25%</u>	...								
<u>In excess of 25% to 30%</u>	...								
11	070.040.020 Sensitive Area Protection (d) Development in Waterways and Areas of Special Flood Hazard	Issue: Paragraph (14)f of the Variance Procedures contains a citation from the original code.	070.040.020 Sensitive Area Protection ... (d) Development in Waterways and Areas of Special Flood Hazard ... (14) Variance Procedure ... f. Variances may be issued for new construction and substantial improvements to be erected on a lot of one-half acre or less in size contiguous to and surrounded by lots with existing structures constructed below the base flood level, provided that the requirements of 070.090.130 <u>070.040.020(d)(13)</u> have been fully considered. As the lot size increases beyond the one-half acre, the technical justifications required for issuing the variance increases.						
12	070.040.050(b) Landscaping, Screening, and Fencing -	Except for planting street trees and complying with fence requirements, single-	070.040.050 Landscaping, Screening, and Fencing .. (b) Applicability						

	Applicability	family and duplexes are not required to meet the landscaping and screening requirements. This Landscaping & Screening section of the code also includes retaining wall design requirements such as maximum wall height, terracing, articulation, type and color of materials. Staff recommends that single family and duplex homes also comply with the retaining wall design requirements which among other things addresses terracing, articulation when walls exceed 30 feet, and materials compatible with the primary building and surrounding environment.	... (2) Exemptions a. Single- and two-family residential uses except 070.040,050(d), <i>Streetscape Requirements</i> and <u>070.040.050(f)(2), <i>Fence Standards</i>, and 070.040.050(f)(3) <i>Retaining Wall Standards</i></u>.																							
13	070.040.060 Off-street Parking and Loading	This section of the code includes Table 040.9 detailing parking stall and aisle dimension requirements. Also included is Figure 40.10	Delete Table 040.9 and Figure 040-10 and renumber all subsequent tables and figures. <table><tr><th colspan="6">Table 040.9: Parking Space and Drive Aisle Layout</th></tr><tr><th>A</th><th>B</th><th>C</th><th>D</th><th>E</th><th>F</th></tr><tr><td>Parking Angle (in degrees)</td><td>Stall Width</td><td>Length of Stall to Curb</td><td>Aisle Width</td><td>Curb Length per Stall</td><td>Width of Double Row with Aisle</td></tr></table>						Table 040.9: Parking Space and Drive Aisle Layout						A	B	C	D	E	F	Parking Angle (in degrees)	Stall Width	Length of Stall to Curb	Aisle Width	Curb Length per Stall	Width of Double Row with Aisle
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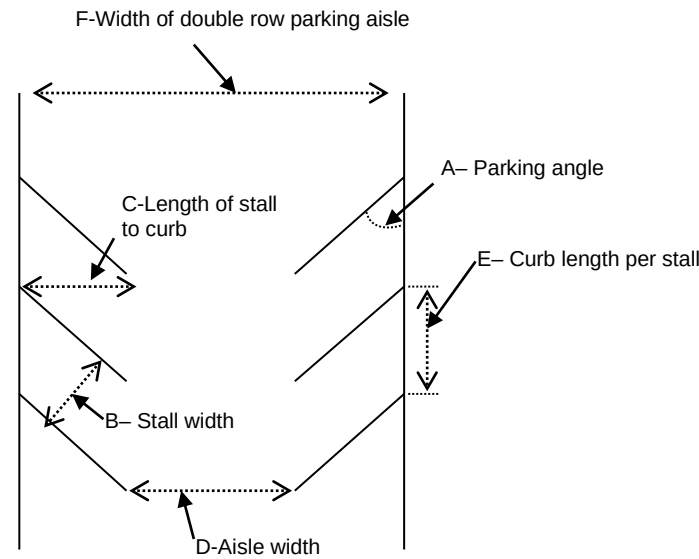
illustrating those requirements.

The related text however refers the reader to the Engineering Standards. Staff recommends deleting the table and figure to avoid duplication and possible confusion in the event the Engineering Standards are amended in the future.

This also requires renumbering of all subsequent tables and figures in Title 070.

0°	8 feet 6 inches	22 feet	12 feet	22 feet	29 feet
10°	9 feet	9 feet	12 feet	23 feet	30 feet
20°	9 feet	15 feet	11 feet	26 feet 3 inches	41 feet
30°	9 feet	17 feet 3 inches	11 feet	18 feet	45 feet 6 inches
45°	9 feet	19 feet 8 inches	13 feet	12 feet 7 inches	52 feet 5 inches
60°	9 feet	21 feet	18 feet	10 feet 4 inches	60 feet
70°	9 feet	21 feet	19 feet	9 feet 6 inches	61 feet
80°	9 feet	20 feet 3 inches	24 feet	9 feet 1 inch	64 feet 3 inches
90°	9 feet	19 feet	24 feet	9 feet	62 feet
Compact (90°)	8 feet	16 feet	24 feet	9 feet	56 feet

Figure 40-10: Parking Stall and Aisle Dimension Measurements



14	070.040.060 Off-Street Parking and Loading	(e) Parking Alternatives This section allows the Director to approve certain alternatives to providing on-site parking. The maximum allowed reduction is 30%. Issue: Since this provision was added to the code, developers have assumed that the parking reduction is automatically applied and approved. Staff recommends clarification that consideration of the reduction is not automatic.	070.040.060 ... (e) Parking Alternatives <u>The developer of a property may submit an application to the Director requesting consideration of alternatives</u> may adjust or approve alternatives to the off-street parking spaces required by Table 030:1: Table of Allowed Uses, pursuant to the following standards: ... (4) On-Street Parking The Director may approve reduced off-street parking requirements on a one-to-one basis for on-street parking spaces adjacent to a proposed development. <u>When considering the use of on-street parking, the Director shall consider existing on-street parking demands in the vicinity of the proposed development.</u> The on-street parking spaces shall be available for public use. Elimination of on-street parking for any reason may result in a requirement for the applicant to provide additional off-street parking to comply with this Code.
15	070.040.110 Signs (d) Signs Not Requiring a Permit	When adopting the new Code “window signs” were inadvertently omitted. The old code did not regulate window signs and staff recommends that this be carried forward in the new code.	070.040 Development Standards ... 070.040.110 Signs ... (d) Signs Not Requiring a Permit ... <u>(19) Window signs</u> <u>Signs displayed in or upon a window. Such displays shall not contain flashing lights visible from a public street.</u> (19) <u>(20)</u> Yard Signs ...
16	070.040.110 Signs (d) Signs Not	In the Sign Code, there is a circular issue related to the display of yard signs that	070.040 Development Standards ... 070.040.110 Signs

	Requiring a Permit And (f) Temporary Sign Standards	needs correcting. Section (d) provides a list of signs that do not require a permit. Paragraph 19 specifically addresses Yard Signs: <i>Yard signs, except for temporary yard signs, are allowed without a sign permit pursuant to...</i> The section goes on to list the size, location, and duration of display requirements. Temporary Signs in paragraph (f) specifically states that the standards <u>do not apply to temporary yard signs</u>. In short, there is no definition of, and no standards or requirements for “temporary yard signs”. Staff simply recommends deleting the reference to “temporary yard signs”. By doing so, as long as yard signs comply with the location, duration (90 days per year) and size	... (d) Signs Not Requiring a Permit ... (19) Yard Signs a. Yard signs, except for temporary yard signs, are allowed without a sign permit pursuant to the following: (f) Temporary Sign Standards ... (2) Generally a. Temporary signs, except for temporary yard signs, shall not be displayed for more than 45 days prior to the start of an event or more than 45 days after the conclusion of an event; b. Temporary signs, except for temporary yard signs, shall be limited to three times per calendar year per property for single-tenant properties and three times per calendar year per tenant for multi-tenant properties.
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		requirements, they do not require a sign permit.	
17	070.040.110 Signs (i) Summary of Permanent Sign Standards	(3) Nonresidential Uses in Residential Zone Districts. This section includes dimensional and location standards for nonresidential uses in residential zoning districts. One sign is allowed per property and limited to 10 square feet, and 42 inches in height. The issue is that this does not account for the wide variety of commercial uses allowed in the RT-residential transitional zoning district. By way of example, Valley View Hospital is located in the RT zone. Each time the hospital needs to add signage, it is required to seek a variance from the sign standards. Staff recommends exempting the RT zone from these standards which would allow all commercial uses to comply with the	070.040 Development Standards ... 070.040.110 Signs ... (i) Summary of Permanent Sign Standards ... (3) Nonresidential Uses in Residential Zone Districts. <u>Except for nonresidential uses in the RT-Residential Transitional zoning district,</u> nonresidential uses shall be allowed signage subject to the requirements of a through d below. Home occupation signs shall not be considered nonresidential uses for purposes of this subsection. - Number, Maximum. One attached or one freestanding sign shall be allowed. - Sign Area, Maximum. Ten square feet. - Sign Height, Maximum. 42 inches. - Sign Location. Detached signs shall observe a minimum five-foot setback from any property line. Commissioners requested additional information about the potential impact of this recommended sign change on all RT-Residential Transitional zoning districts throughout the city. Link to zoning map. Note that in addition to the hospital and surrounding area, the RT district roughly includes the following seven areas: 1100 – 1200 block of Grand Ave (variety of office, and residential uses) 1600 block of Grand Ave (6 properties; 3 properties are office uses; 1 residential; 1 church; 1 multifamily); - Bell Rippey property; - Terraces; - Mountain Market; 3300 block S Grand (5 properties; 4 properties are residential; 1 lot is vacant) 2225-2301 Midland Ave (3 properties. 2 properties are residential; 1 lot is vacant) The proposed change would allow nonresidential uses in the RT district to have up to 1 square foot of signage per lineal foot of qualifying building frontage. To qualify as a building frontage, there must be a customer entrance or a display window. Existing buildings in the RT zone vary widely including attached and detached dwellings some converted to commercial uses; single and multistory commercial office buildings; religious institutions; and multistory hospital.

		permanent sign standards applicable to all commercial uses across the city. Other permitted commercial uses in the RT zone include offices, banks, personal service establishments less than 1500 sf, general retail less and 1500 sf. A number of other commercial uses are allowed in the RT zone by special review.	
New Addition	070.040.110 Signs	(j) Sign District Standards (3) Additional Standards in the Downtown Core	e. Wall Sign Standards Wall signs on multi-story buildings shall be located within the traditional sign band area which is generally between the first-and second-floor windows. The Sign Code contains heightened sign design standards for buildings within the Downtown Core. Included is a requirement that wall signs are located within the traditional sign band area which is <u>generally</u> between the first and second floors. Since at least 2006, staff has interpreted standard to require that signs are located between the first and second floors. Since that time, there have been several prominent development projects that have been granted a variance from this standard, thereby allowing wall signs above the second floor near the building cornice. Buildings granted this variance include – Colorado Mountain College and Bank of Colorado. Other buildings with signs above the traditional sign band include Blue Bird Café; Hotel Denver; Glenwood Canyon Brewing; Spring Restaurant; Tamarac Building. Should this standard be eliminated? Alternatively, the standard can remain in place thus requiring developers to seek a design variance (see row #20 of this spreadsheet for proposed design variance criteria).
18	070.060.050 Administration	(c) Construction Plans	070.060 Administration and Procedures ...

	and Procedures – Development Permits	At issue is the name “Construction Plans” which causes applicant and city staff confusion. Prior to adopting the new code, applicants were required to provide nearly complete (100%) architectural and civil plans. With the adoption of the new code, fewer details are required up front. The intent is to allow a project to be reviewed in concept without the applicant having to spend a significant amount of money in design without the assurance that the project would be approved. After a project is approved but before submission of a building permit, the applicant is required to submit a Construction Plans application for staff-level review. This intermediary step is designed to ensure that the development meets the conditions of approval, in particular the Engineering Standards requirements	070.060.050 Development Permits ... (c) Construction Plans Technical Final Plans Review Additionally, staff will word search the code to remove “Construction Plans” and replace with “Technical Final Plans Review”. Commissioners commented that Technical Plans Review may cause some confusion and suggested “Final Plans Review” which is consistent with other similar terms used in the Code. To further clarify the process, staff added that the Final Plans review does not include single family and duplex projects. (c) Construction Final Plans Review ... (2) Applicability a. General <u>Except for a single-family detached, or a two-family dwelling,</u> approval of construction plans pursuant to this section is required for any type of development prior to issuance of a building permit, a grading or excavation permit, or a floodplain development permit. Approval of construction plans pursuant to this section is also required for any application that includes infrastructure or utility improvements unless such improvements are guaranteed buy a separate agreement with the City.
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		before the applicant submits a building permit. At this stage plans are approximately 80-90% complete. However, the name “Construction Plans” confuses both the applicant and the city’s reviewing departments. Some believe that the plans are building permit ready, final plans. In a few instances, applicants have completely by-passed this intermediary step and tried to submit their building permit application. Staff recommends changing the name to “Technical Plans Review”.	
19	070.060.050 Administration and Procedures – Development Permits (d) Location and Extent Review	Issue: As the code is currently written, a location and extent review application is required when any project, regardless of size, is proposed by a public entity. All location and extent applications are reviewed by the Planning and Zoning Commission.	070.060 Administration and Procedures ... 070.060.050 Development Permits ... (d) Location and Extent Review ... (3) Location and Extent Procedure a. Figure 060-10 identifies the applicable steps from the common review procedures in 070.060.030 that apply to the location and review. Additions or modifications to the common review procedures are noted below. <u>Projects that are less than 10,000 5,000 square feet gross</u>

		Staff recommends establishing an administrative review for those projects that are less than 10,000 square feet gross floor area which is consistent with the site/architectural review threshold for an administrative review.	<u>floor area are subject to staff review following procedures in 070.060,030(e)- Staff Review and Action. In reviewing the proposed location and extent application, the Director shall consider the Location and Extent Approval Criteria in 070.060.050(e)(3)e.3.</u> Staff recommended establishing an administrative review for those projects that were less than 10,000 square feet gross floor area which was consistent with the site/architectural review threshold for an administrative review. Some Commissioners suggested a 1,000 square foot threshold while others suggested 5,000 square feet. If the Commission prefers a threshold lower than 10,000 square feet, staff recommends 5,000 square feet.
20	070.060.070 Administration and Procedures – Flexibility and Relief Procedures (a) Variance	Issue: The new code was adopted with a strict set of seven variance criteria by which all variances are judged. Under the previous code there was flexibility in that design variances were held to lesser standard than deviations from zoning requirements (setback, building height, lot coverage, for example). In applying the new Code, the Commission realized that there is some benefit to having some flexibility especially when addressing variances from certain design standards. The Commission held workshops in July, August and September to	070.060.070 Flexibility and Relief Procedures (a) Variance ... (3) Variance Procedure ... e. Planning Commission Review and Decision 1. Review and Decision i. The Planning Commission shall review the variance application and shall approve, approve with conditions, or deny the variance in accordance with 070.060.030(g) and the criteria in paragraph 2 <u>or 3</u> below. The Planning Commission may also remand the application back to the Director for further consideration. ... 2. Variance Approval Criteria <u>Except as provided in paragraph 3 below, in</u> in reviewing a variance application, the Planning and Zoning Commission shall find that all of the following exist: i. The subject property has an exceptional shape, topography, building configuration or other exceptional site condition that is not a general condition throughout the zone district; ii. The strict application of the Code standards for which a variance is sought would produce undue hardship; iii. The applicant did not create the hardship by his/her own actions; iv. The variance requested does not harm the public and does not impair the intent or purposes of this Code, goals, and policies, including the specific regulation for which the variance is sought; v. The variance request demonstrates exceptional hardship not related to purposes of convenience or financial burden; vi. The variance request will not violate building or fire code requirements; and

		consider a separate set of criteria for deviations from the following design/development standards: • Residential and non-residential design standards • Parking area landscaping standards • Landscaping, screening & fencing requirements	vii. The variance is the minimum variance that will afford relief of the subject standards of the Code. 3. <u>Design Variance Approval Criteria</u> <u>In reviewing a variance application from 070.040.050, Landscaping, Screening, and Fencing; 070.040.060(h)(6), Parking Area Landscaping; 070.040.080, Residential Site and Building Design; and 070.040.090, Non-Residential and Mixed-Use Site and Building Design, the Planning and Zoning Commission shall find that the variance request meets all of the criteria listed in Section A, and at least four of the criteria listed in Section B:</u> <table><tr><td><u>Section A</u> <u>All design variances shall meet the following criteria:</u></td><td><u>AND</u></td><td><u>Section B</u> <u>At least four of the following criteria</u></td></tr><tr><td><u>The variance requested does not harm the public health, safety, or welfare; and</u></td><td></td><td><u>The variance requested advances the goals and policies of the Code or achieves the intent of the subject standard to the same or better degree than the subject standard; or</u></td></tr><tr><td><u>The variance requested is in general conformance with the Comprehensive Plan and with the stated purpose and intent of the Code including the specific regulation for which the variance is sought; and</u></td><td></td><td><u>The subject property has an exceptional shape, topography, building configuration or other exceptional site condition that is not a general condition throughout the zone district; or</u></td></tr><tr><td><u>The variance requested will not violate building or fire code requirements.</u></td><td></td><td><u>The variance requested results in benefits to the community that are equivalent to or exceed benefits associated with the subject standard; or</u></td></tr><tr><td></td><td></td><td><u>The variance is necessary and appropriate to make possible the reasonable use of the land or the structures on the property; or</u></td></tr><tr><td></td><td></td><td><u>The variance is the minimum variance that will afford relief of the subject standards of the Code; or</u></td></tr><tr><td></td><td></td><td><u>The strict application of the Code standards for which a variance is sought would produce undue hardship.</u></td></tr></table>	<u>Section A</u> <u>All design variances shall meet the following criteria:</u>	<u>AND</u>	<u>Section B</u> <u>At least four of the following criteria</u>	<u>The variance requested does not harm the public health, safety, or welfare; and</u>		<u>The variance requested advances the goals and policies of the Code or achieves the intent of the subject standard to the same or better degree than the subject standard; or</u>	<u>The variance requested is in general conformance with the Comprehensive Plan and with the stated purpose and intent of the Code including the specific regulation for which the variance is sought; and</u>		<u>The subject property has an exceptional shape, topography, building configuration or other exceptional site condition that is not a general condition throughout the zone district; or</u>	<u>The variance requested will not violate building or fire code requirements.</u>		<u>The variance requested results in benefits to the community that are equivalent to or exceed benefits associated with the subject standard; or</u>			<u>The variance is necessary and appropriate to make possible the reasonable use of the land or the structures on the property; or</u>			<u>The variance is the minimum variance that will afford relief of the subject standards of the Code; or</u>			<u>The strict application of the Code standards for which a variance is sought would produce undue hardship.</u>
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21	070.070.020 Definitions of Use Categories and Specific Use Types	In the use table, staff recommended that Civic Buildings be changed to “Civic Facilities” to address those civic-related sites that do not include buildings, such as the recycling center.	070.070.020 Definitions of Use Categories and Specific Use Types (b) Public, Institutional, and Civic Uses (1) Community and Cultural Facilities ... b. Civic Building-Facility Any noncommercial public building facility housing uses for the prepose of promoting the general health, safety, and welfare of the citizens of Glenwood Springs. Some civic buildings facilities are also considered government offices.
22	070.070.020 Definitions of Use Categories and Specific Use Types	Staff recommended adding large and small-scale solar energy systems to the Land Use Table. These terms are currently undefined.	070.070.020 Definitions of Use Categories and Specific Use Types ... (d) Industrial Uses ... (6) Utilities ... c. Wastewater Treatment Facility <u>Solar Energy System, Large-Scale</u> <u>A roof, ground, or wall mounted device and/or system that collects and converts the sun’s radiant energy into thermal, chemical, mechanical, or electrical energy.</u> d. Wind Power Generation <u>Wastewater Treatment Facility</u> ... <u>e. Wind Power Generation</u> ... (e) Accessory Uses and Structures ... e. <u>Solar Energy System, Small-Scale</u> <u>A roof, ground, or wall mounted device and/or system that collects and converts the sun’s radiant energy into thermal, chemical, mechanical, or electrical energy. Net Metered Residential solar systems are limited to an installed capacity of 10 KW. Net Metered Commercial solar systems are limited to an installed capacity of 25 KW.</u>

			At the December meeting, some Commissioners commented that the maximum 10 Kw cap for residential small scale solar is limiting. Commissioners and staff also discussed net metering which is a utility rate structure that requires the electric department and/or MEAN (the City's electric provider) to purchase the excess solar energy created by the solar panels at the full retail rate of electricity. This means that when the solar panels produce more electricity than is needed by the home, the excess power is sent to the grid. The 10 Kw is a maximum set by state law. Properties are allowed to install panels that exceed the maximum. In that case, the city and property owner enter into a non-net meter agreement.
23	070.070.020 Definitions of Use Categories and Specific Use Types	Issue: staff recommends removing “outdoor storage, accessory” from the land use table and replacing it with “portable storage containers”. The definition of outdoor storage will be moved to 070.070.030 <i>All Other Terms Defined</i> (see below).	c. Outdoor Storage, Accessory The incidental keeping of goods, materials, or equipment in a location not enclosed by walls and a roof. <u>Portable Storage Container</u> <u>Any temporary, transportable, movable or portable container which is delivered to and placed outdoors on private property for storage purposes. A portable storage container does not include a refuse container.</u>
24	070.070.030 All other Terms Defined	This recommended change to the Lot Coverage definition clarifies that ground mounted solar panels are not included in the calculation.	Lot Coverage The percentage of a lot area occupied by the ground area of principal and accessory buildings or structures <u>excepting the percentage covered by ground-mounted Small Scale Solar Energy Systems.</u>
New Addition	070.070.020 Definitions of Use Categories and Specific Use Types	Issue: recently the Planning & Zoning Commission and City Council approved code changes related to marijuana regulations including updating the terms “retail marijuana establishments” and	070.070.020 Definitions of Use Categories and Specific Use Types ... (e) Accessory Uses and Structures ... b. Home Occupation A business, occupation, or activity undertaken for compensation within a residence in a residential zoning district and that is incidental to the use of that structure as a dwelling unit. A home occupation shall not be interpreted to include the following uses: kennels, veterinary clinics, pet animal breeding operations; medical clinics, dental clinics, hospitals; restaurants, clubs, drinking establishments; motor or recreational

		“medical marijuana business” to “marijuana businesses”. This change was inadvertently omitted from the Home Occupation definition.	vehicle repair, storage, rental, painting, or wrecking; adult entertainment establishments; undertaking or funeral parlors; medical marijuana business; on-site retail sales of items made or produced off-site; or retail marijuana establishments businesses.
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Planning and Zoning Commission Report

Date: March 23, 2021
To: Planning and Zoning Commission
From: Trent Hyatt, Senior Planner
Subject: 09-20 Consideration of an Annexation and the initial zoning/Rezoning of 15.818 acres to Commercial (CO) District and Planned Unit Development (PUD) District at 214 Center Drive (PIN: 2185-061-00-042)

REQUEST	Consideration of an Annexation and the initial zoning/Rezoning of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District at 214 Center Drive (PIN: 2185-061-00-042)
APPLICANT	214 Center Drive, LLC
OWNER	Glenwood Partnership, LLLP
LOCATION	214 Center Drive (PIN: 2185-061-00-042)
ZONE	Garfield County Commercial/Limited
SURROUNDING LAND USES	North: Single-family residential South: Mixed commercial East: Institutional/automotive sales and repair West: Single-family residential
LOT SIZE	Approximately 15.818 acres

ACTION ITEMS

Action 1 - Annexation – of a 15.818 acre parcel into the municipal limits of the City of Glenwood Springs.

Action 2 - Initial Zoning/Rezoning – of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District.

BACKGROUND

Please see the attached staff report for further details.

PROJECT SUMMARY

REVIEW CRITERIA AND STAFF ANALYSIS

REVIEWING AGENCY COMMENTS

ACTION ITEMS & STAFF RECOMMENDATIONS

Suggested Findings:



Planning and Zoning Commission Report

Date: March 23, 2021
 To: Planning and Zoning Commission
 From: Trent L. Hyatt, Senior Planner
 Subject: #69-20 – 480 Donegan Annexation and Initial Zoning/Rezoning

REQUEST	Consideration of an Annexation and the initial zoning/Rezoning of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District at 214 Center Drive (PIN: 2185-061-00-042)
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ZONE	Garfield County Commercial/Limited
SURROUNDING LAND USES	North: Single-family residential South: Mixed commercial East: Institutional/automotive sales and repair West: Single-family residential
LOT SIZE	Approximately 15.818 acres

ACTION ITEM:

The Planning and Zoning Commission (Commission) is the recommending body to City Council on all annexation and related initial zoning/rezoning applications. Action items are discussed in significant detail throughout the staff report.

Action 1 - Annexation – of a 15.818 acre parcel into the municipal limits of the City of Glenwood Springs.

Staff recommendation: *Staff recommends **approval (with conditions)** of the Annexation request with the findings and conditions on page 15.*

Action 2 - Initial Zoning/Rezoning – of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District.

Staff recommendation: *Staff recommends **approval (with conditions)** of the Initial Zoning/Rezoning request with the findings and conditions on pages 15-16.*

BACKGROUND/ANALYSIS

Proposal

The applicant, 214 Center Drive, LLC, proposes the annexation of a 15.818 acre parcel located in unincorporated Garfield County in west Glenwood Springs but outside of the municipal limits of the City. The subject property is located immediately north of the Glenwood Mall and bound by

Donegan Road and the Western Hills Subdivision to the north. Two Rivers Community School and Glenwood Subaru are adjacent to the west opposite of Storm Kind Road. Single-family homes fronting Mel Ray Road are adjacent to the east. A location/vicinity map of the site is provided below which depicts the current City limits in a yellow dashed line.



Vicinity map

A large portion of the subject property (pictured below) appears vacant but is used for storage and the grazing of animals in warmer months of the year.



Southeast view from Ponderosa Circle (Google Maps)

A business park consisting of two approximately 14,000 square foot buildings constructed in 1981 and 2006 occupies 22.3 percent of the south-westernmost corner of the parcel adjacent to Storm King Road. Referred to as The Glenwood Business Center, the area contains a daycare/school, office space, contractor yards, and storage/warehousing uses. No changes to this portion of site (pictured below) are proposed or anticipated in the immediate future.



Northeast view (Google Maps)

A planned development is proposed for the remaining 12.285 acres of the site including the construction of 360 mixed residential to include one, two, and three-bedroom multi-family apartments, townhomes, and live-work studio units in eight total buildings. A portion of various housing types to be set aside for rent restricted limits based on area median income. Other significant aspects of the project include a 2,000 square foot restaurant (open to the public), 10,000 square foot clubhouse and other park spaces for tenants.



Site layout and landscaping per Sheet LA3.0

Please note, the current proposal is not a request for a development approval. Instead, it is intended to explain proposed zone district standards (height, setbacks, densities, and use) site layout, circulation, building design (general architectural style, massing), landscaping, and identify the necessary infrastructure improvements (water/sewer/electric quantities and utility upgrades, bicycle/pedestrian connections, and traffic improvements) required to serve such a proposal this scope. Any specific not addressed in application materials will be generally subject to the Glenwood Springs Municipal Code (Code). If the annexation/rezoning is approved by Council, the applicant is still required to submit and receive approval of a Major Site/Architectural Plan Review application, and other applicable permits, prior to construction.

Annexation Process

In most cases, the annexation of a property adjacent to a city's municipal limits is a voluntary process requested by a property owner. With sufficient contiguity, a property owner may petition City Council for inclusion into the City. Such a petition begins a series of analyses by the City to determine the impacts of an annexation, including both the positive benefits and potential negative impacts. Public input is solicited through the process as well. To mitigate impacts and to incentivize the annexation, both parties negotiate certain terms that are reflected in an annexation agreement. Many municipalities, including ours, require annexation as means of obtaining various services necessary to serve a development proposal (water and electric are needed in this circumstance).

The annexation process is codified in the Colorado Revised Statutes (CRS 31-12-107) and in Section 070.060.040(d) of the Code. To meet statutory qualifications, at least 1/6th of the annexing parcel's perimeter must be contiguous with existing city limits. In this case, approximately 2/6th of the parcel perimeter is contiguous with the existing city limits (see vicinity map above and attached draft annexation map for contiguous boundaries). City Council must pass a resolution determining an annexation request is in substantial compliance with CRS. Thereafter, a series of public notices and hearings are required. Staff has chosen to solicit the review and comments of the Commission regarding the proposal prior to moving forward with required City Council statutory annexation proceedings.

Annexation Review Criteria

Section 070.060.040(d)3.b of the Code guides the Commission to ensure the following: ***“The final annexation plan shall conform to applicable state statutes, shall be consistent with the Comprehensive Plan, and shall include all information required by the City to evaluate whether and to what extent the annexation impacts the city and the public health, safety, and welfare of the city.”*** The Commission should base its recommendation on the anticipated impacts upon the City and surrounding neighborhood including consideration of traffic, open space, active recreational facilities, infrastructure capacity and the compatibility of the proposed development with the City's goals and policies as adopted by ordinance or resolution. Below is a discussion regarding potential impacts staff feels are applicable to the request and an analysis of how this project meets objectives expressed in various City plans and policies.

Roads and Traffic

Traffic generation is always an important development consideration. According to the attached *Traffic Impact Study* completed by Kimley Horn, the project is expected to create 2,188 weekday daily trips (144 AM peak hour trips, 177 PM peak hour trips of these trip). Just as important as total trip generation is the distribution of these trips at access points and various roads in the neighborhood and adjacent areas.

Donegan Road, opposite Chapparral Circle, is anticipated to serve as the main full movement access to the development. An acceleration lane is needed here to accommodate traffic exiting right from the development. Full movement access to the western end of the site currently exists via Storm King Road opposite Center Drive and serves the existing business park. A four-way stop is required for the increase in use of this intersection. Finally, acceleration lanes are proposed eastbound left and westbound right turn Highway 6 and 24 from Donegan Road to accommodate anticipated traffic. Typical road cross sections and/or improvement areas are depicted below and on various attached plan sheets. It is the City's expectation the County will require a transfer of

ownership of applicable road right-of-way sections in order to make the identified improvements determined necessary for the project.



Donegan Road and Highway 6 and 24 intersection improvements

Housing and Affordability

A total of 360 dwelling units are outlined in the PUD offering a mix of housing types and densities including townhomes (20 units in four buildings along Donegan Road), multi-family apartments (327 units in buildings A.1 and A.2 B.1, B.2, C.1, C.2 and D), and 13 live/work units in building D adjacent to Center Drive). At 29.30 dwellings units per acre, the proposed density is not unique compared to recent multi-family housing development trends in the City (averaging 51.06 per acre the last over seven multi-family projects).

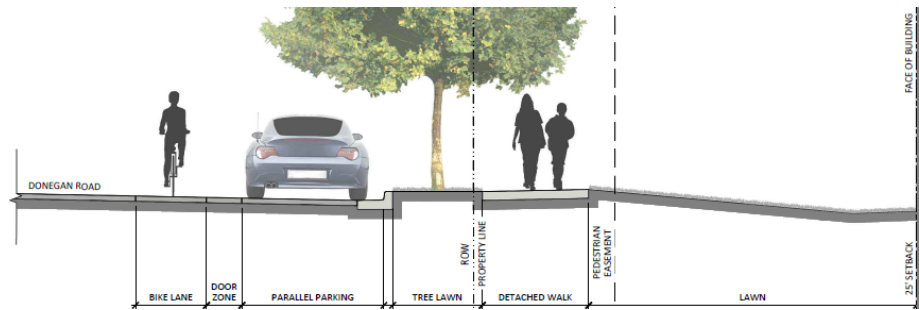
One notable aspect of the housing proposal, however, is the inclusion of affordable options in each housing type provided, excluding live/work. Currently, the applicant proposes restricting 38 (10.6 percent) to either 100 or 120 percent of area median income (AMI) as outlined in the table below.

<u>Unit Type</u>	<u>AMI Restriction</u>
Studio units (95 units)	5 units restricted to 100% AMI 6 units restricted to 120% AMI
1-Bedroom multi-family units (110 units)	6 units restricted to 100% AMI, 6 units restricted to 120% AMI
2-Bedroom multi-family units (94 units)	5 units restricted to 100% AMI, 5 units restricted to 120% AMI
3-Bedroom multi-family units (28 units)	1 unit restricted to 100% AMI 2 units restricted to 120% AMI
Townhomes (20 units)	2 units restricted to 120% AMI
TOTAL 360 units	TOTAL 38 units 17 units restricted to 100% AMI 21 units restricted to 120% AMI

Similar standards (10 percent restricted to 100% of AMI and 20 percent resident occupancy) are in the process of being codified by the City, but the applicant has been in discussions to provide an affordability facet to the project since initial meetings with staff. Staff prefers the totality of units set aside for restricted rent rates is provided at 100 percent of AMI and resident occupancy for the project is set at 20 percent, as approved by City Council at their March 18 meeting. Housing and affordability are goals outlined by City Council in their strategic planning and in the City's comprehensive plan.

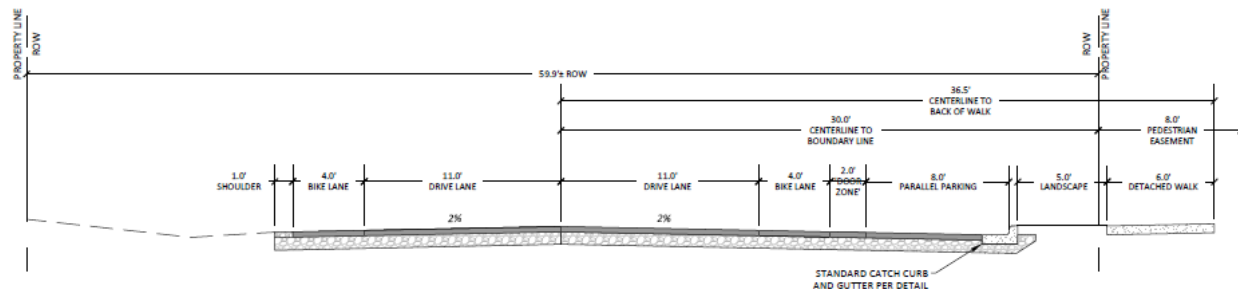
Bicycle and Pedestrian Facilities

Similar to the traffic discussion above, the proposal is anticipated to have a major increase in bicycle and pedestrian traffic in a neighborhood that is home to two schools (Two River Community School and Glenwood Springs Middle School), existing commercial activity, and significant housing. Related infrastructure surrounding and in the vicinity of the development parcel are either severely lacking (due to location, width, mode capacity, etc.) or completely nonexistent (i.e. along Donegan and Mel Ray Roads).



East of the site, bicycle lanes and sidewalks are provided within the City limits along the Donegan Road right-of-way. A connection thereto, as depicted above and below, would greatly benefit existing west Glenwood residents, especially school-aged children. Similar street sections are proposed for Storm King Road and Center Drive adjacent to the site. Additionally, staff has requested future connectivity to the Glenwood Mall is reserved in anticipation of future redevelopment there.

East of the site, bicycle lanes and sidewalks are provided within the City limits along the Donegan Road right-of-way. A connection thereto, as depicted above and below, would greatly benefit existing west Glenwood residents, especially school-aged children. Similar street sections are proposed for Storm King Road and Center Drive adjacent to the site. Additionally, staff has requested future connectivity to the Glenwood Mall is reserved in anticipation of future redevelopment there.



Proposed Donegan Road typical cross section

Infrastructure

The City's water and electric service areas already include the property. Demand loads for water and electric have been preliminarily reviewed and determined to be within the City's ability to serve. Specific comments related to these services are outlined by various reviewing agencies, many of which are necessary to address at the time of development review.

Reynolds and Cain Ditch Company water shares are currently used for irrigation of the property. Upon annexation/development of the property, the applicant will be required to transfer its ditch shares to the City and lease back the portion thereof needed for future project landscaping.

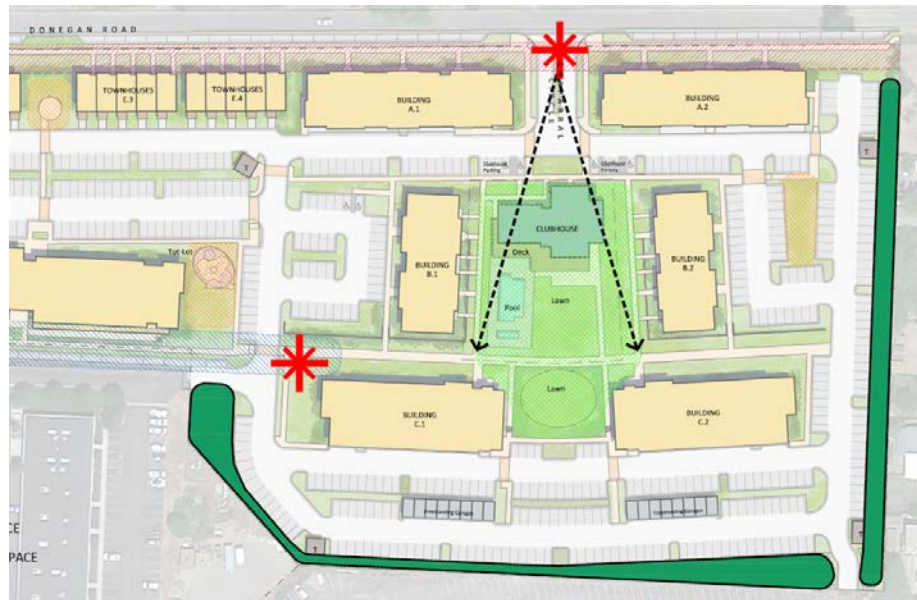
The West Glenwood Sanitation District provides sewer service to properties and uses in this area, both within and outside of the municipal limits of the City. The district has provided comments that it can serve the sanitary needs of the proposal develop.

It does not appear that offsite regional stormwater facilities have capacity to the serve the development proposal. Therefore, it is the applicant's responsibility to manage any post development increase in stormwater onsite and release it at a predevelopment rate.

Costs related to new infrastructure required to the serve the development, whether on or offsite, are the responsibility of the applicant. The City of Glenwood Springs has adequate capacity to serve this development. All onsite infrastructure is intended to remain in ownership of the applicant unless determined to be integral to the City's system.

Parks and Open Space

Residential development proposals are generally required to provide 20 percent common open space, per Section 070.040.040(c)(1) of the Code, for the use and enjoyment of residents. The proposal includes the required space in amenities across the development including a pool, 12,000 square foot clubhouse, 2,000 square foot restaurant (also serves as a public amenity), a tot lot, various lawn play areas, and certain landscape buffers (see snip of Open Space Framework sheet LA2.0 at right).



As discussed above, the applicant proposes many offsite roadway, bicycle, and pedestrian, improvements. The request has been made to allow said road improvements to serve as a portion of the parkland improvements required by Section 070.040.030(g)(2) of the Code. However, staff believes these improvements are necessary to accommodate impacts of the specific development proposal and assume all parkland fees are still applicable to address the recreation needs of residents offsite. City park space in the west Glenwood is currently limited to Gregory Park, however, other recreation space is located nearby at adjacent schools and federal lands. Required park land fees are still needed to allow the City to plan for recreation in the greater neighborhood.

Visual & Noise Impacts

Potential viewshed impacts associated with the PUD proposal are significant relative to the current seasonal grazing/agricultural use of the property. However, it does not seem appropriate to compare the built environment to what appears today as open space. To better understand the

impact, Staff requested perspective views of from varying angles and adjacent areas as depicted below and on various plan sheets.



Southeast view along Donegan Road at Storm King Road (building E.1 foreground/building D behind)

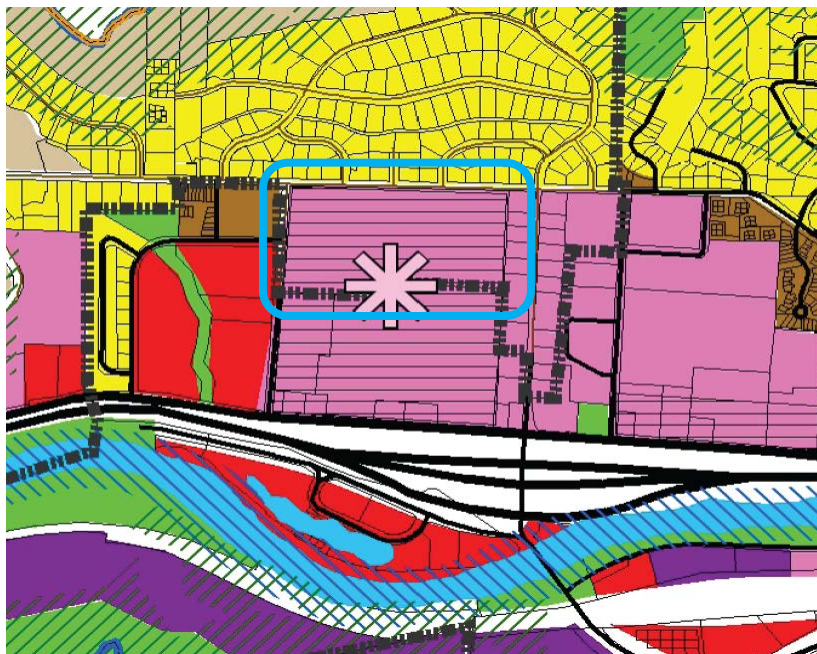
Outside of construction, the project is not anticipated to create adverse noise impacts. It is also critical to recognize that the current Garfield County Commercial/Limited zoning also allow development of the site which would have associated view and noise impacts.



Southwest view from Donegan Road (building A.2)

Comprehensive Plan

As shown at right, Map 2.1 Future Land Use – North Portion of City of the 2011 Glenwood Springs Comprehensive Plan (Comp Plan) designates the Glenwood Mall site and subject property (by way of an asterisk) as a “Secondary Commercial Center” targeted for future growth and development. Chapter 2, Page 27 of the Comp Plan states “[W]ithin these commercial nodes, the Comprehensive Plan encourages mixed-use redevelopment. The



Comprehensive Plan also recommends that the City create sub-area plans for each of these secondary centers in order to determine the mix of uses and the type of development that can be supported in each area.” Purple identifies the “Mixed Use” classification which Chapter 2, Page 29 explains as allowing “...for a variety of uses including commercial, retail, office, restaurant, entertainment and multi-family housing co-existing through design either in a horizontal or vertical fashion.”

Numerous community goals and related objectives and strategies outlined in the Executive Summary and subsequent chapters of the Comp Plan support the proposal. These goals are outlined in the following table.

<u>Comprehensive Plan Goal Supported</u>	<u>Objectives and Strategies</u>
-Promote long-term, sustainable, diverse, economic development	-Direct development into a compact form: infill and redevelopment (Chapter 3, Page 34) -Attract diverse businesses and industries (Chapter 4, Page 50) -Retain role as a regional center (Chapter 7, Page 83)
Staff Comment: The goal and related objectives/strategies above are supported by the current proposal which includes infill development, provides a public dining option to west Glenwood, and encourages sales tax revenue and the demand for existing services.	
-Maintain Glenwood Springs as the regional tourism, retail, commercial, and governmental center of Garfield County	-Attract diverse businesses and industries (Chapter 4, Page 50) -Retain role as a regional center (Chapter 7, Page 83)
Staff Comment: Additional housing and dining opportunities within the municipal limits strengthens various economic objectives/strategies in support of the City’s role as the regional commercial and governmental center.	

-Preserve small town character while maintaining the livability of Glenwood Springs and increasing the vibrancy and commercial success of the downtown	-Develop according to the vision (Chapter 4, Page 34) -Direct development into a compact form: infill and redevelopment (Chapter 3, Page 34) -Enhance pedestrian-friendliness while facilitating traffic (Chapter 3, Page 36) -Provide direction for annexation & land use in the City's area of influence (Chapter 3, Page 45) -Retain role as a regional center (Chapter 7, Page 83) -Direct growth inward (Chapter 9, Page 102)
Staff Comment: The annexation and mixed-use development of this parcel is a specific goal outlined in the Comp Plan. Infill development where services already exist helps to limit the impacts a development on City systems and makes improvements more cost effective. Pedestrian connectivity is lacking in the neighborhood and improved by features included in the request.	
-Address transportation and provide multiple convenient travel choices	-Direct development into a compact form: infill and redevelopment (Chapter 3, Page 34) -Improve interconnectivity of the road network to provide alternative routes through and around town (Chapter 5, Page 65) -Encourage reduction of single-occupant vehicles and encourage alternate travel modes through land use planning and community design (Chapter 5, Page 66) -Expand and connect the trail system and other walking and bicycling routes (Chapter 5, Page 67) -Create complete streets to encourage alternative modes of travel (Chapter 5, Page 68)
Staff Comment: The bicycle and pedestrian improvements proposed by the applicant with the annexation will have a huge impact in achieving the specific goals/objectives outlined in the Comp Plan above.	
-Direct development to locations and building forms that are cost effective to serve	-Direct development into a compact form: infill and redevelopment (Chapter 3, Page 34) -Direct growth to areas where utilities and services can be provided efficiently (Chapter 7, Page 82) -Retain role as a regional center (Chapter 7, Page 83) -Direct growth inward (Chapter 9, Page 102)
Staff Comment: The objectives/strategies outlined above are supported by the current application as it includes infill development and uses that support the City's role as a regional center.	

-Provide housing opportunities for the entire community	-Direct development into a compact form: infill and redevelopment (Chapter 3, Page 34) Increase the supply of housing that is affordable to the workforce (community housing) by implementing the Strategic Housing Plan (Chapter 6, Page 73) -Encourage greater variety in housing types and price (Chapter 6, Page 75) -Encourage housing variety and affordability throughout the community (Chapter 6, Page 75) -Require good design for mixed-use and higher density projects (Chapter 6, Page 76)
Staff Comment: This Comp Plan goal is improved upon by adding to the housing stock in a market in need of units. However, the affordability aspect of the current proposal is a direct action which addresses a specific challenge for the region's workforce. Objectives/strategies already disused above again support this goal.	
-Support social diversity	-Direct development into a compact form: infill and redevelopment (Chapter 3, Page 34) -Retain role as a regional center (Chapter 7, Page 83) -Direct growth inward (Chapter 9, Page 102)
Staff Comment: The objective/strategy outlined above are supported by the current application as it includes infill development.	
-Preserve natural resources	-Direct growth inward (Chapter 9, Page 102)

Rezoning, PUD Rezoning, and Related Approval Criteria

As outlined above, two separate initial zonings are associated with the proposal. Commercial (CO) District is requested for the 3.533-acre portion of the site to accommodate the existing developed business park parcel, whereas Planned Unit Development (PUD) District is anticipated for the 12.285 acres slated for future development. Section 070.060.040(a)(3)f.3 outlines the criteria for the review and approval of a standard Rezoning application. Section 070.060.040(b)(3)f.3 outlines additional criteria for the review and approval of a Rezoning to Planned Unit Development. Both sets of criteria and other Code language is provided in ***bold italics*** below along with supporting information from staff.

Rezoning Approval Criteria Section 070.060.040(a)(3)f.3

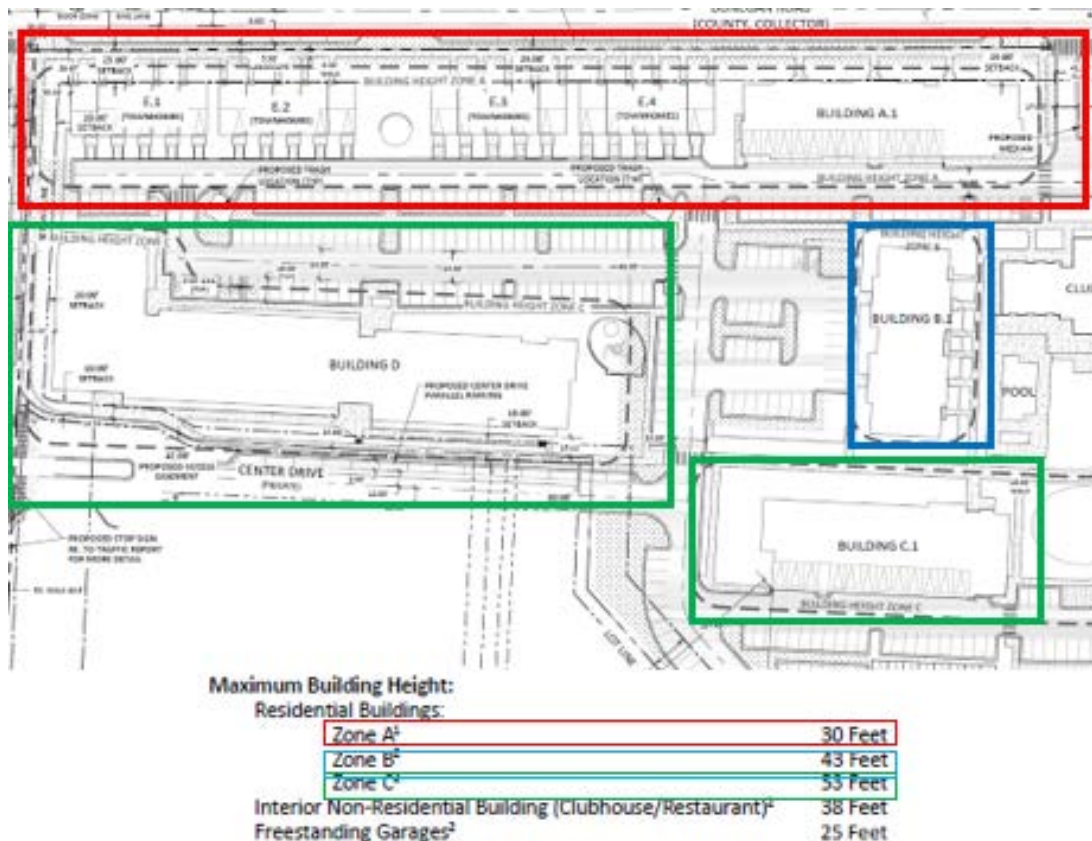
i. The rezoning is consistent with the City's comprehensive plan and the purpose of this Code;

As detailed above, the annexation and related CO and PUD initial zonings/Rezoning are clearly consistent with the future land use designation of the property and numerous goals and objections addressed in the Comp Plan. The propose of this Code as stated in Section 070.010.030 “***...is to protect the public health, safety, and welfare of the city and to implement the policies, goals, and strategies adopted by the City of Glenwood Springs, including those set forth in the Glenwood Springs Comprehensive Plan.***” Annexation allows the City to be directly involved with the implementation of various goals and policies at the site and in the greater west Glenwood neighborhood.

- ii. ***The rezoning is consistent with the proposed purpose statement of the proposed zoning district;***

As per Section 070.020.120(a), “[T]he CO district is intended to accommodate general commercial uses with some limited residential uses. The CO district provides a transition between mixed-use and/or residential districts and more intense industrial districts and allows some typically auto-oriented or major corridor uses.” The CO district accommodates the existing business park uses while providing a smooth transition to the anticipated future residential development and other adjacent uses. Proposed higher intensity uses allowed in the CO district (i.e. fabrication/manufacturing, retail shopping center, gas station, drive-thru restaurant, carwash, etc.) require special review in order to safeguard against and consider the impacts of potential noise, odor, and/or traffic.

Section 070.020.180 of the Code explains, “[P]lanned unit developments (PUDs) are intended to allow for greater flexibility in the application of zoning and development standards than would otherwise be achieved through a base zoning district in exchange for greater benefit to the City of Glenwood Springs.” A PUD allows certain benefits to the City not permitted by other zone districts. Both residential and commercial uses are an integral component of the Mixed-use designation of property per the Comp Plan. However, the City must recognize that well established neighborhoods exist in the area such as Western Hills to the north and single-family homes along Mel Ray Road to the east. Therefore, significant commercial development herein will not necessarily provide a good transition from existing development patterns to more intense development to the west (multiple auto sales and service centers) and south (large regional retail shopping center anticipated for significant redevelopment).



Additionally, the applicant is requesting varying site-specific building types, heights, and setbacks (see graphics above and below) as requested by City staff. Three separate contextual height zones are requested to account for adjacent uses. Townhomes and apartment buildings along Donegan Road are limited to two stories along the street. Internal buildings are taller and incorporate the existing grade which slopes to south towards more intense uses. Increase building setbacks along the project exterior allow for on street parking, improved transportation infrastructure, and landscaping buffering of the project. Exact PUD zone district standards are outlined on sheet C-1.2 of the plan set attached. Included concept renderings help visualize these transitions in various places throughout the development.



Southeast view at Donegan Road project entrance opposite Chapparral Road (buildings A.1 and A.2)

iii. ***Substantial changes in the subject area warrant a zoning change; and/or***

While this criterion is not entirely applicable to an initial zoning, the annexation of the property and future potential development is certainly a substantial change to the subject property and surrounding neighborhood. The proposed CO zone district is quite similar to the current Commercial/Limited County zoning of the entirety of the property. However, the PUD proposed zoning is warranted to help manage the anticipated substantial change.

iv. ***The intensity of development in the new zoning district is not expected to create significantly adverse impacts to surrounding properties or the neighborhood.***

Again, no additional development is expected with the proposed CO initial zoning/rezoning as it simply accommodates the existing business park located at the site. However, significant impacts are anticipated with the development of the PUD as addressed above. The City has outlined corresponding design standards (location of specific housing types, height zones, setbacks) and on and offsite improvements (road construction, bicycle and pedestrian accommodations and connections, parking, increased stormwater capacity, utility extensions) necessary to account for and limit the impacts of the development from having an adverse effect on the neighborhood.

PUD Approval Criteria 070.060.040(b)(3)f.3

i. Meets the approval criteria for rezonings, per 070.060.040(a)(3)f.3;

Please see staff commentary above.

ii. Addresses a unique situation, provides substantial benefit to the City, or incorporates innovative design, layout, or configuration resulting in quality over what could have been accomplished through strict application of a base zoning district or other standards of this Code;

As already addressed in various sections of this report, the proposed PUD will provide for an innovative design that acknowledges and transitions from the existing developed neighborhood. A mix of housing at this location will compliment and encourage the redevelopment of the Glenwood Mall site. PUD zoning allows a better means of accomplishing the development of site and greater ability to achieve the City's goal in this area.

iii. Meets all applicable standards of this Code not expressly modified by the PUD application; and

Any and all development standards not specifically addressed by the proposed PUD are subject to applicable City Code standards.

iv. If the PUD provides residential uses, includes varied types of housing and densities.

A mix of housing types and densities is proposed with the PUD including townhomes, multifamily apartments, and live/work units. Affordable components are included for each housing type proposed, excluding live/work.

Reviewing Agency Comments

Comments have been received from the referral agencies outlined in the below and are attached for review.

<u>Referral Agencies</u>	
Community Development/Housing-City	Engineering Department-City
Colorado Department of Transportation	Garfield County Community Development
Garfield County Road and Bridge	Public Works-City
Transit Planning and Development Lead-City	West Glenwood Sanitation District

Adjacent Property Owner/Public Comments

Comments have been received from adjacent property owners/neighbors/members of the public as outlined in the table below. These comments are also attached for review.

<u>Public Comments</u>		
Lee Bowles	Nancy Brooks	Michael Hoban
Randy and Annie Stephens	Lacy King	Bobbie Meriwether
Tim Porter		

<u>Pre-Application Public Comments</u>		
Ty Sparks	Bobbie Meriwether	Randy & Annie Stephens
Laurie Raymond	Troy Gordon	Leon and Rachel Garot

Jessi Hastings	Lynette Brickell	Krista Thormann
Valorie Guanella Erion	Lacy King	Lori Welch
Katie Mosquera	Lisa Orosz	Stephanie Lemkau
Jacque McMillan	Scott Black	

Staff will forward additional comments to the Commission as they become available, if applicable.

ACTION ALTERNATIVES AND STAFF RECOMMENDATION:

Section 070.060.030(g)(1)d outlines the review and decision procedures for applications being considered by the Commission and/or City Council stating, “[T]he applicable review body shall approve, approve with conditions, or deny the application based on the applicable approval criteria listed in the application-specific procedures. The body may also continue the hearing...”

Action 1 - Annexation – of a 15.818 acre parcel into the municipal limits of the City of Glenwood Springs.

Staff recommendation: Staff recommends **approval (with conditions)** of the Annexation request with the findings and conditions below:

Recommended Findings:

1. The annexation conforms to applicable state statutes.
2. The annexation is consistent with the Comprehensive Plan; and
3. The annexation minimizes potential adverse impacts to the City and does not negatively impact the City’s public health, safety, and welfare.

Recommended Conditions:

1. The applicant shall comply with/address all City staff comments related to the proposal prior to submittal of any future development permit application.
2. Future development shall comply with the various requirements outlined in the PUD, where applicable. The *Glenwood Springs Municipal Code* is otherwise applicable to any standards not addressed therein.
3. The applicant shall comply with all verbal representations made in the public hearings, as outlined in all application materials, and/or as revised per conditions herein and approved by the Community Development Director.
4. Prior to approval of any future development review application, the applicant shall apply for and receive the approval of a CDOT access permit, where applicable.

Action 2 - Initial Zoning/Rezoning – of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District.

Staff recommendation: Staff recommends **approval (with conditions)** of the Initial Zoning/Rezoning request with the findings and conditions below:

Recommended Findings:

1. The rezonings are consistent with the City's comprehensive plan and the purpose of the *Glenwood Springs Municipal Code*;

2. The rezonings are consistent with the purpose statements of the Commercial (CO) and Planned Unit Development (PUD) zoning districts;
3. Substantial changes in the area warrant a zoning change;
4. The intensity of existing and proposed development in the new zoning districts is not expected to create significantly adverse impacts to surrounding properties or the neighborhood.
5. The PUD rezoning will meet any and all applicable standards of this Code not expressly modified by the PUD application; and
6. The PUD provides multiple, varied residential housing types and densities.

Recommended Conditions:

1. The applicant shall submit a Minor Subdivision application to create the two lots outlined in the request.
2. Future development shall comply with the various requirements outlined in the PUD, where applicable. The *Glenwood Springs Municipal Code* is otherwise applicable to any aspect not addressed therein.
3. The applicant shall comply with all verbal representations made in the public hearings, as outlined in all application materials, and/or as revised per conditions herein and approved by the Community Development Director.

ANNEXATION AND ZONING SUBMISSION CIVIL PLANS: 03/12/2021



GARFIELD & HECHT, P.C.
ATTORNEY
901 GRAND AVENUE, SUITE 201
GLENWOOD SPRINGS, CO 81601

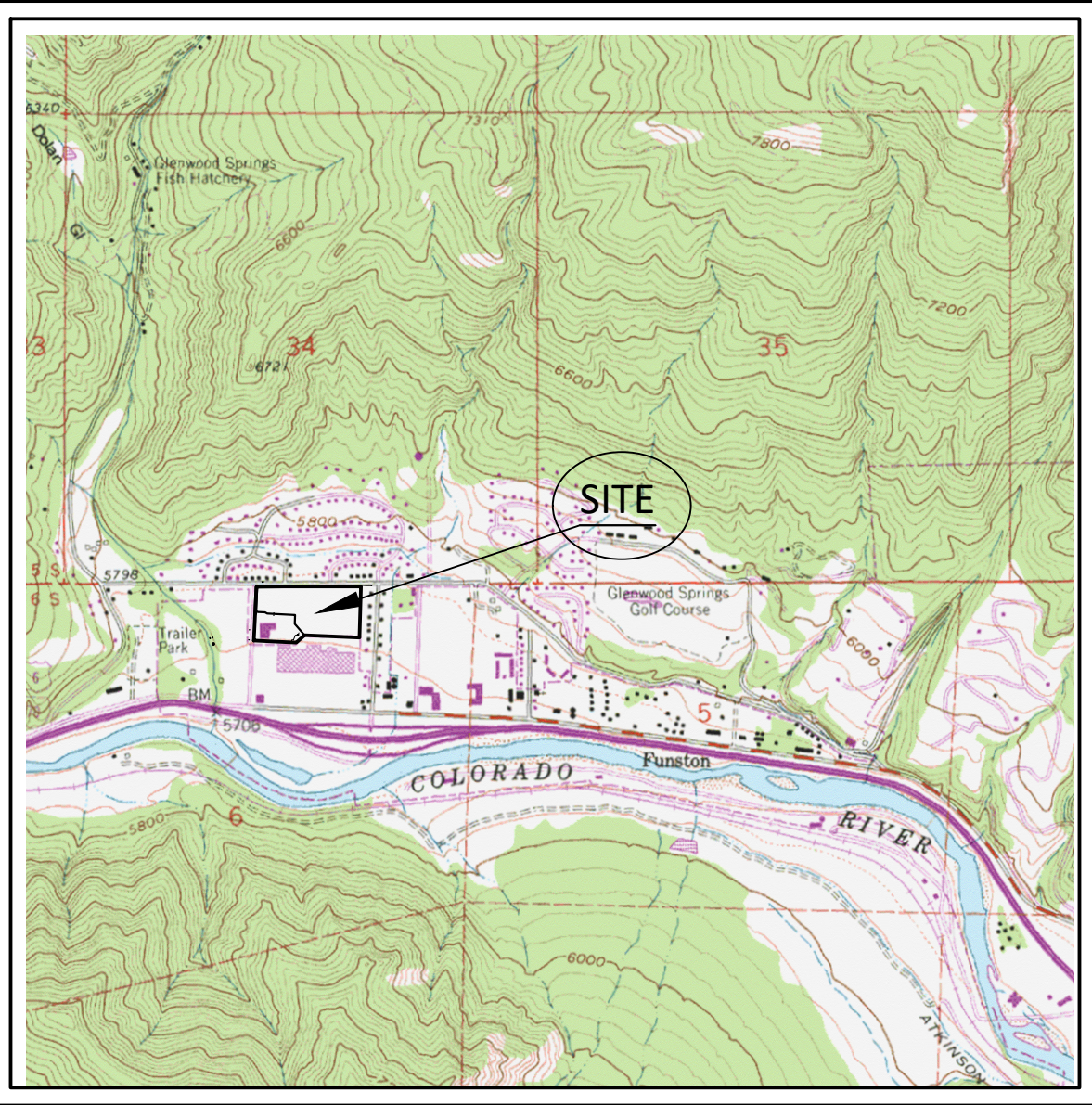
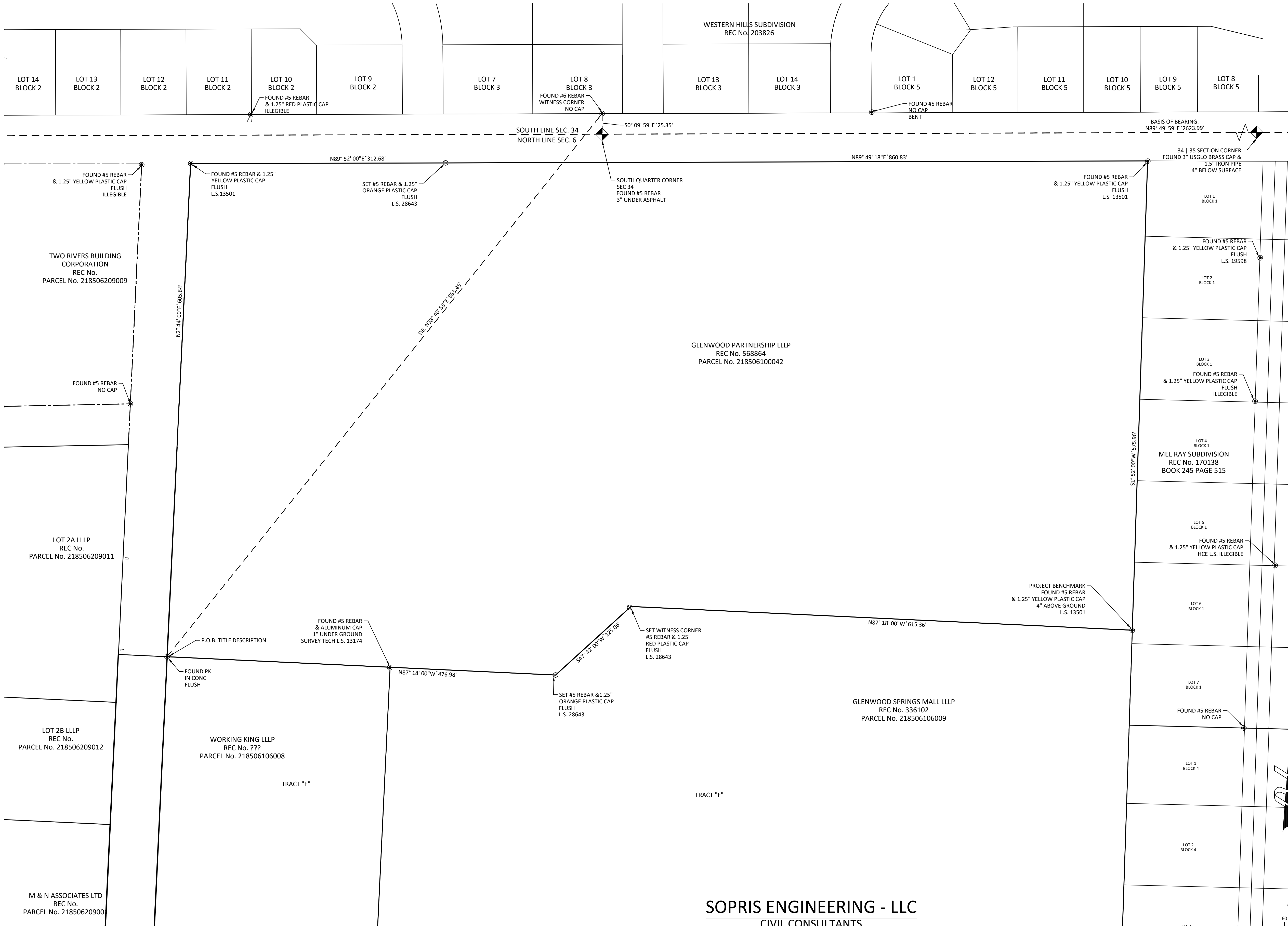


- C0.0 - COVER SHEET
- C0.1 - IMPROVEMENT SURVEY PLAT 1
- C0.2 - IMPROVEMENT SURVEY PLAT 2
- C1.1 - LOT 1 PROPOSED ZONING
- C1.2 - LOT 2 PUD PLAN
- C1.3 - CONCEPTUAL PLAT
- C2.0 - CONCEPTUAL UTILITY PLAN
- C3.0 - CONCEPTUAL GRADING PLAN
- C3.1 - OFFSITE DONEGAN ROAD IMPROVEMENTS
- C4.0 - OFFSITE DRAINAGE PLAN
- C4.1 - CONCEPTUAL ONSITE DRAINAGE PLAN
- LA1.0 - ILLUSTRATIVE CONCEPT PLAN AND SITE MASSING
- LA2.0 - OPEN SPACE AND LANDSCAPE FRAMEWORK PLAN
- LA3.0 - ILLUSTRATIVE LANDSCAPE PLAN
- LA4.0 - SITE CROSS SECTIONS
- LA5.0 - POTENTIAL PLANT PALETTE
- LA5.1 - POTENTIAL PLANT PALETTE
- A1.0 - ARCHITECTURAL PRECEDENT
- A1.1 - ARCHITECTURAL PRECEDENT
- A2.0 - CONCEPT RENDERINGS
- A2.1 - CONCEPT RENDERINGS
- A2.2 - CONCEPT RENDERINGS
- A2.3 - CONCEPT RENDERINGS

1. SITE HAZARDS: A CONCEPTUAL REVIEW OF SITE HAZARDS NOTES DEBRIS FLOW AND HYDRO COMPACTION MAY IMPACT THIS SITE BASED ON STUDIES PERFORMED BY THE COLORADO GEOLOGICAL SURVEY. A FINAL GEOLOGIC HAZARD REPORT WILL BE SUBMITTED UPON APPLICATION OF A DEVELOPMENT PERMIT.
2. FEMA FLOODPLAIN STATEMENT: THE SUBJECT PROPERTY FALLS WITHIN ZONE C ON FEMA FLOOD INSURANCE RATE MAP PANEL NUMBER 0802051043B WITH AN EFFECTIVE DATE OF JANUARY 3, 1986, WHICH ARE AREAS OF MINIMAL FLOODING.
3. THE APPLICANT ACKNOWLEDGES THE PUBLIC FACILITY INSTALLATION, CONSTRUCTION AND/OR CONTRIBUTION REQUIREMENTS AS FURTHER DETAILED IN THE ANNEXATION AGREEMENT.

IMPROVEMENT SURVEY PLAT OF
480 DONEGAN
BEING SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH,
RANGE 89 WEST OF THE 6TH P.M.
CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, STATE OF COLORADO.

SHEET 1 OF 2



VICINITY MAP
SCALE: 1" = 2000'

NOTES

- 1) Date of Survey: October 7-28, December 15-18, 2020 & January 5, 8, 14, 2021
- 2) Date of Preparation: October - December 2020 & January 2021.
- 3) Basis of Bearing: A bearing of N 89° 49' 59" E along the south east section line of Section 34, established by the found monuments.
- 4) This survey does not constitute a title search by Sopris Engineering, LLC (SE) to determine ownership or easements of record. For all information regarding easements, rights of way and/or title of record, SE relied upon the Title Report prepared by Land Title Guarantee Company, Order No. AB563014094-2, Effective Date, January 10, 2020 and documents and plats of record as shown in the Source Documents, hereon.
- 5) Basis of elevation: Project based on Global Position System (GPS) observations from the Continuous Operating Reference Station (CORS) GSC1 utilizing the Continental United States 2012 geoid model (GEOID 12A) CONUS and based the 1988 North American Vertical Datum (NAVD88) and a vertical shift of -4.22 feet as calculated by the North American Vertical Datum Conversion (VERTCON) an online service provided by a subsidy of the National Oceanic Atmospheric Administration (NOAA). Which established all elevations shown heron. Placement benchmarks to be set as requested.
- 6) The linear unit used in the preparation of this plat is the U.S. survey foot as defined by the United States Department of Commerce, National Institute of Standards and Technology.

TITLE DESCRIPTION (THIS SURVEY EDITS/ADDITIONS)

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE 51/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 89° 13' 08" E 866.63 FEET (N 38° 40' 53" E 853.45 FEET FIELD) SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER; THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 605.64 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 130; THENCE ALONG SAID RIGHT-OF-WAY N 89° 52' 00" E 312.68 FEET; THENCE (CONTINUING ALONG SAID RIGHT-OF-WAY) N 89° 49' 18" E 860.83 FEET TO THE WEST LINE OF THE MEL-RAY SUBDIVISION; THENCE ALONG SAID WEST LINE S 1° 52' 00" W 575.96 FEET; THENCE DEPARTING SAID EAST (WEST) LINE AND ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL N 87° 18' 00" W 615.36 FEET; THENCE (CONTINUING ALONG SAID NORTH LINE) S 47° 42' 00" W 125.06 FEET; THENCE (CONTINUING ALONG SAID NORTH LINE) N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

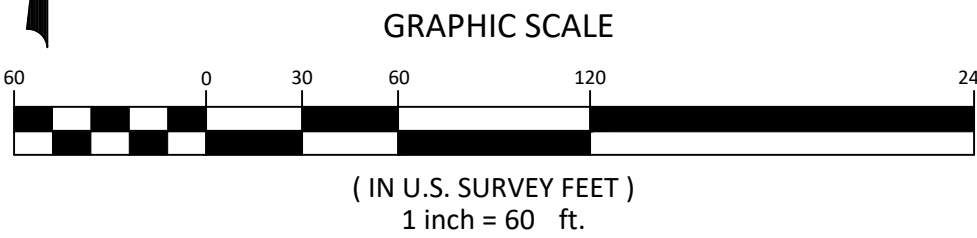
COUNTY OF GARFIELD
STATE OF COLORADO.

IMPROVEMENT SURVEY PLAT

I, MARK S. BECKLER, HEREBY CERTIFY TO COMMERCIAL DEVELOPMENT SERVICES GROUP, LLC, THAT THIS IS AN "IMPROVEMENT SURVEY PLAT" AS DEFINED BY C.R.S. § 38-51-102(9), AND THAT IT IS A MONUMENTED LAND SURVEY SHOWING THE CURRENT LOCATION OF ALL STRUCTURES, WATER COURSES, WATER FEATURES AND/OR BODIES OF WATER, VISIBLE ROADS, UTILITIES, FENCES, OR WALLS SITUATED ON THE DESCRIBED PARCEL AND WITHIN FIVE FEET OF ALL BOUNDARIES OF SUCH PARCEL, ANY CONFLICTING BOUNDARY EVIDENCE OR VISIBLE ENCROACHMENTS, AND ALL EASEMENTS AND RIGHTS OF WAY OF A PUBLIC OR PRIVATE NATURE THAT ARE VISIBLE, OR APPARENT, OR OF RECORD AND UNDERGROUND UTILITIES DESCRIBED IN LAND TITLE GUARANTEE COMPANY FILE NO. AB563014094-2, OR OTHER SOURCES AS SPECIFIED ON THE IMPROVEMENT SURVEY PLAT.



MARK S. BECKLER L.S. #28643



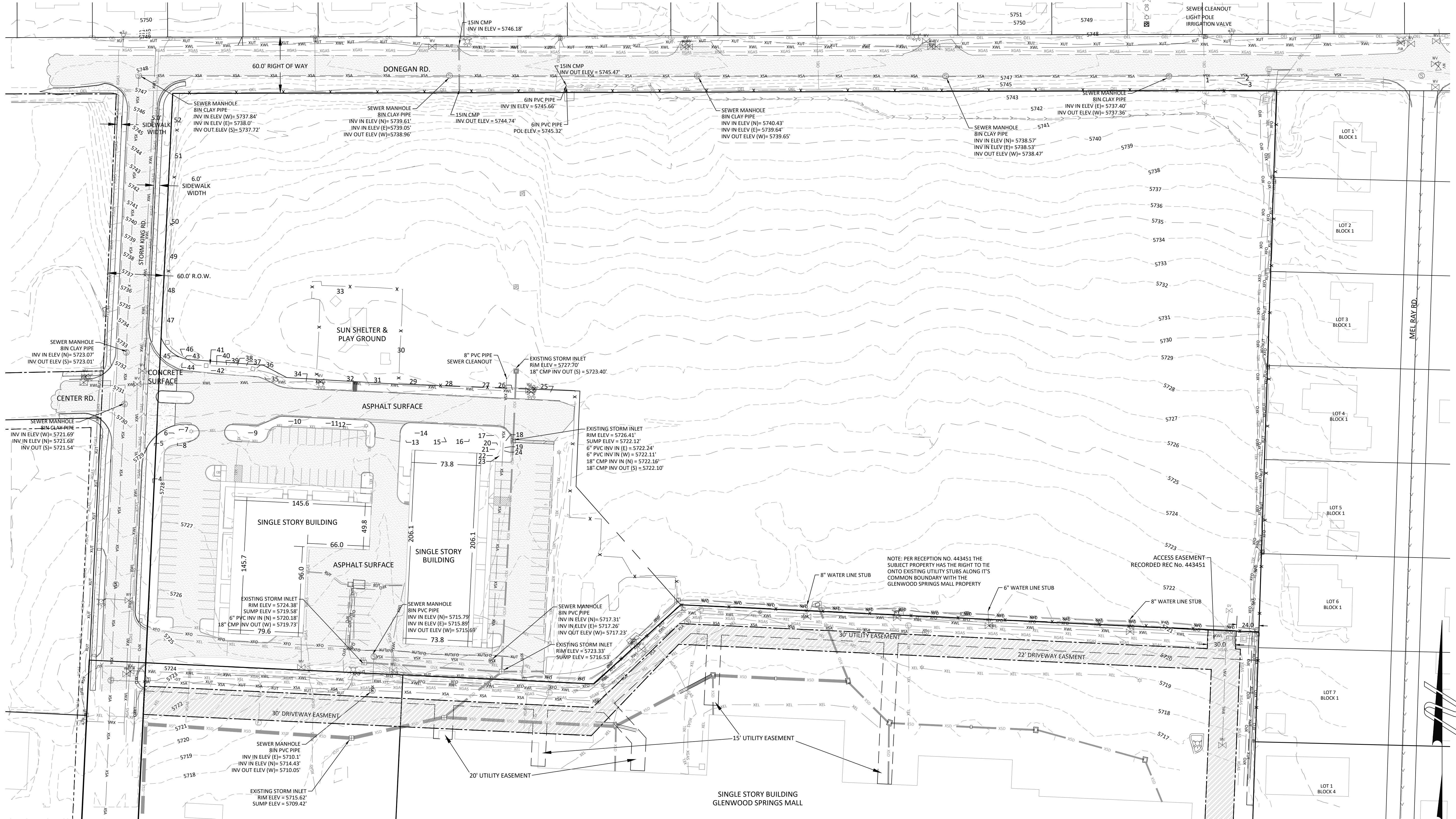
C-0.1

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

SOPRIS ENGINEERING - LLC
CIVIL CONSULTANTS
502 MAIN STREET, SUITE A3
CARBONDALE, COLORADO 81623
(970) 704-0311 SOPRISENG@SOPRISENG.COM

IMPROVEMENT SURVEY PLAT OF
480 DONEGAN
BEING SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH,
RANGE 89 WEST OF THE 6TH P.M.
CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, STATE OF COLORADO.
SHEET 2 OF 2

EXISTING CONDITIONS LEGEND	
	SIGN
	PVC PIPE
	GAS METER
	CATV PEDESTAL
	TELEPHONE PEDESTAL
	ELECTRIC METER
	ELECTRIC TRANSFORMER
	DRAINAGE DRY-WELL
	SEWER MANHOLE
	GUY WIRE
	POWER POLE
	FIRE HYDRANT
	WATER VALVE
	WATER SHUTOFF
	GAS METER
	SEWER CLEANOUT
	LIGHT POLE
	IRRIGATION VALVE
	EXISTING WIRE FENCE
	EXISTING WOODEN FENCE
	EXISTING CONTOUR
	EXISTING CONTOUR INTERVAL
	EXISTING GAS
	EXISTING TELEPHONE
	EXISTING UNDERGROUD ELECTRIC
	EXISTING CABLE
	EXISTING FIBER OPTIC
	EXISTING 8" WATER MAIN
	EXISTING 8" SANITARY SEWER MAIN
	EXISTING SWALE OR DITCH
	EXISTING STORM SEWER
	DECIDUOUS TREE
	CONIFEROUS TREE

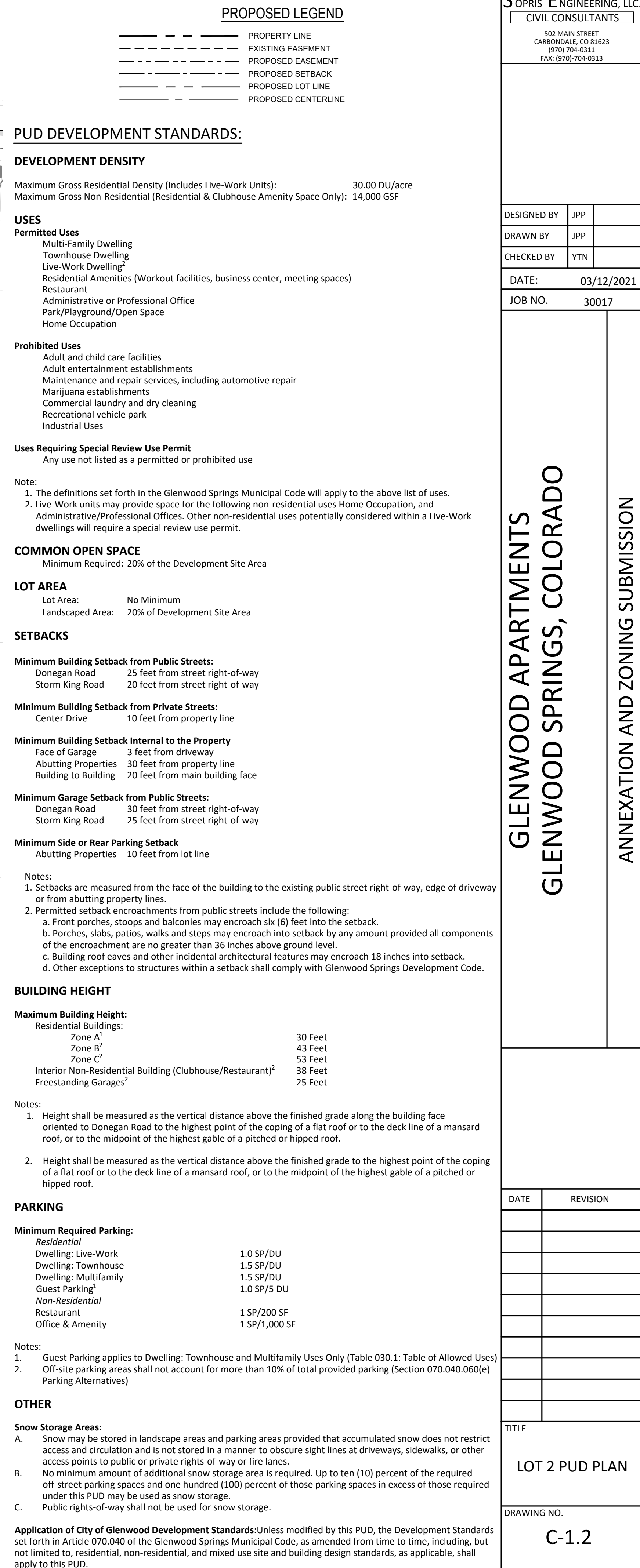


GENERAL UTILITY NOTES:

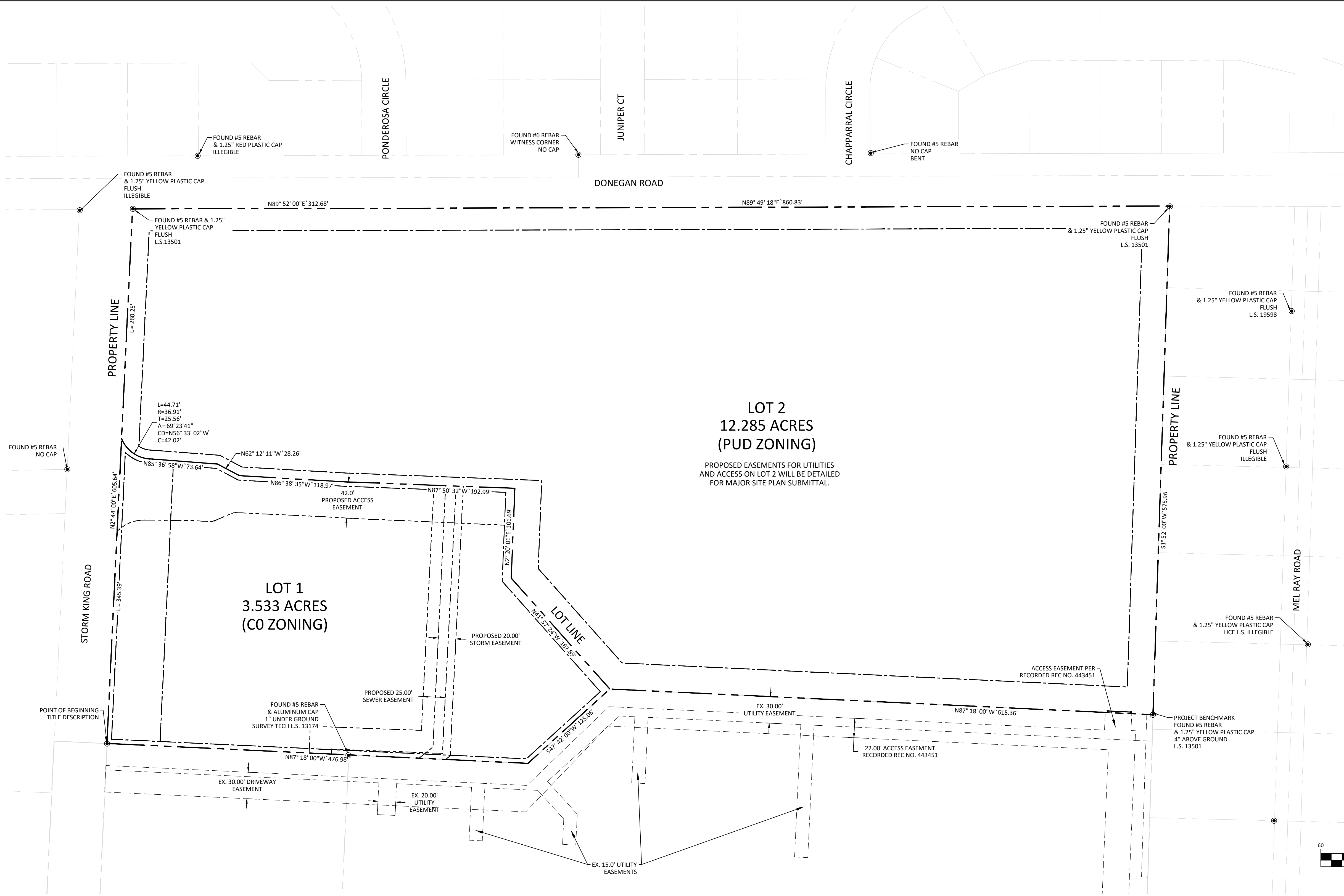
The locations of underground utilities have been plotted based on utility maps, construction/design plans, other information provided by utility companies and actual field locations in some instances. These utilities, as shown, may not represent actual field conditions. It is the responsibility of the contractor to contact all utility companies for field location of utilities prior to construction.

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

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(970) 704-0311 SOPRIENG@SOPRIENG.COM



G:\2020\3007\CONV\CIVIL\DWGS\SPLOT\SHEET\3007.2 CONCEPTUAL PLAT.DWG - Aug. 12, 2024 - 8:55am



GENERAL PLAN NOTES:

TITLE DESCRIPTION (THIS SURVEY EDITS/ADDITIONS)

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 89° 13' 08" E 866.63 FEET (N 38°40'53" E 853.45 FEET FIELD) SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER; THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 605.64 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 130; THENCE ALONG SAID RIGHT-OF-WAY N 89° 52' 00" E 312.68 FEET; THENCE (CONTINUING ALONG SAID RIGHT-OF-WAY) N 89° 49' 18" E 860.83 FEET TO THE WEST LINE OF THE MEL-RAY SUBDIVISION; THENCE ALONG SAID WEST LINE S 1° 52' 00" W 575.96 FEET; THENCE DEPARTING SAID EAST (WEST) LINE AND ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL N 87° 18' 00" W 615.36 FEET; THENCE (CONTINUING ALONG SAID NORTH LINE) S 47° 42' 00" W 125.06 FEET; THENCE (CONTINUING ALONG SAID NORTH LINE) N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

COUNTY OF GARFIELD
STATE OF COLORADO.

THE SITE IS WITHIN ZONE 'C' OF FEMA FIRM 0800711043C WHICH ARE 'AREAS OF MINIMAL FLOODING'.

LOT 1 DESCRIPTION:

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SAID LOT 1 CONTAINING 3.533 ACRES, MORE OR LESS

COUNTY OF GARFIELD
STATE OF COLORADO

LOT 2 DESCRIPTION:

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 38°40'53" E 853.45 FEET SAID POINT ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER; THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 345.39 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 260.25 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 130; THENCE ALONG SAID RIGHT-OF-WAY N 89° 52' 00" E 312.68 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY N 89° 49' 18" E 860.83 FEET TO THE WEST LINE OF THE MEL-RAY SUBDIVISION; THENCE ALONG SAID WEST LINE S 1° 52' 00" W 575.96 FEET; THENCE DEPARTING SAID WEST LINE AND ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL N 87° 18' 00" W 615.36 FEET; THENCE DEPARTING SAID NORTH PARCEL LINE N 41° 37' 24" W 167.89 FEET; THENCE N 2° 20' 01" E 101.69 FEET; THENCE N 87° 50' 32" W 192.99 FEET; THENCE N 86° 38' 35" W 118.97 FEET; THENCE N 62° 12' 11" W 28.26 FEET; THENCE N 85° 36' 58" W 73.64 FEET; THENCE ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADUIS OF 36.91 FEET AND A CENTRAL ANGLE OF 69° 23' 41", A DISTANCE OF 44.71 FEET (CHORD BEARS N 56° 33' 02" W 42.02 FEET) TO THE POINT OF BEGINNING.

SAID LOT 2 CONTAINING 12.285 ACRES, MORE OR LESS

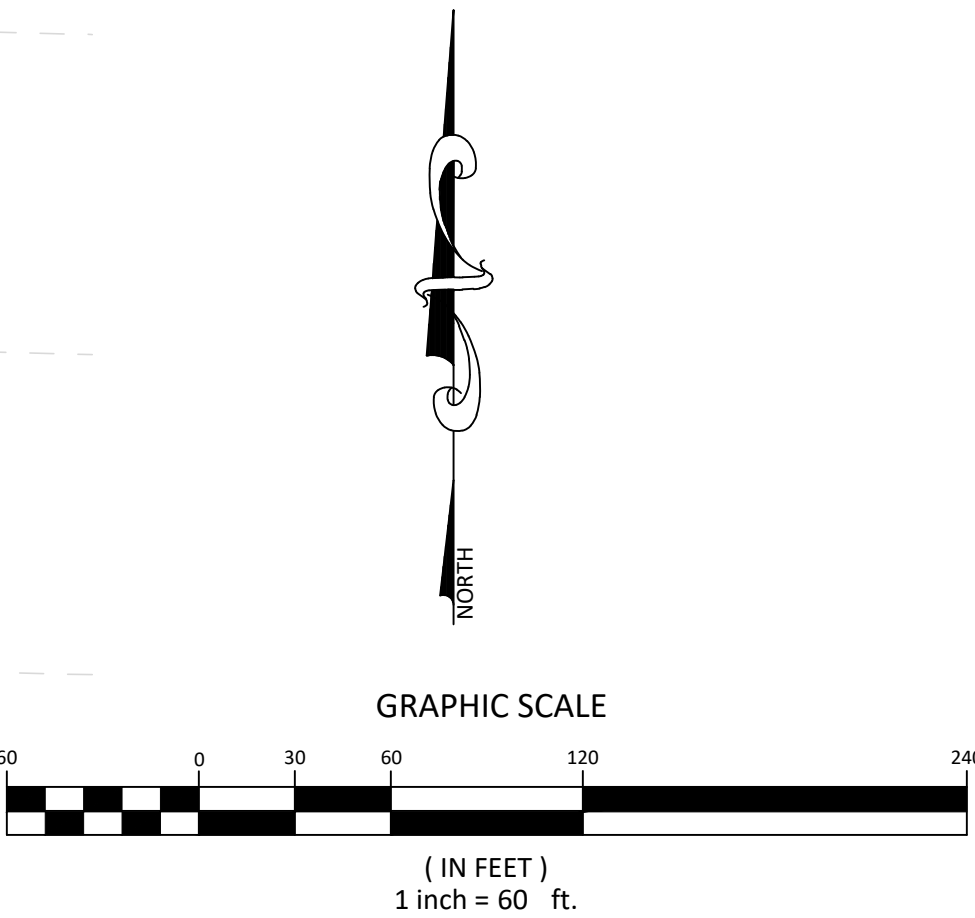
COUNTY OF GARFIELD
STATE OF COLORADO.

PROPOSED LEGEND

- PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- PROPOSED SETBACK
- PROPOSED LOT LINE
- PROPOSED CENTERLINE

NOTES

- 1) Date of Survey: October 7-28, December 15-18, 2020 & January 5, 8, 14, 2021
- 2) Date of Preparation: October - December 2020 & January 2021.
- 3) Basis of Bearing: A bearing of N 89 49'59" E along the south east section line of Section 34, established by the found monuments.
- 4) This survey does not constitute a title search by Sopris Engineering, LLC (SE) to determine ownership or easements of record. For all information regarding easements, rights of way and/or title of record, SE relied upon the Title Report prepared by Land Title Guarantee Company, Order No. AB563014094-2, Effective Date, January 10, 2020 and documents and plats of record as shown in the Source Documents, herein.
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SOPRIS ENGINEERING, LLC.
CIVIL CONSULTANTS
502 MAIN STREET
CARBONDALE, CO 81623
(970) 704-0311
FAX: (970) 704-0313

DESIGNED BY	JPP
DRAWN BY	JPP
CHECKED BY	YTN

DATE:	03/12/2021
JOB NO.	30017

480 DONEGAN
GLENWOOD SPRINGS, COLORADO
ANNEXATION AND ZONING SUBMISSION

DATE	REVISION

TITLE
CONCEPTUAL
PLAT

DRAWING NO.
C-1.3

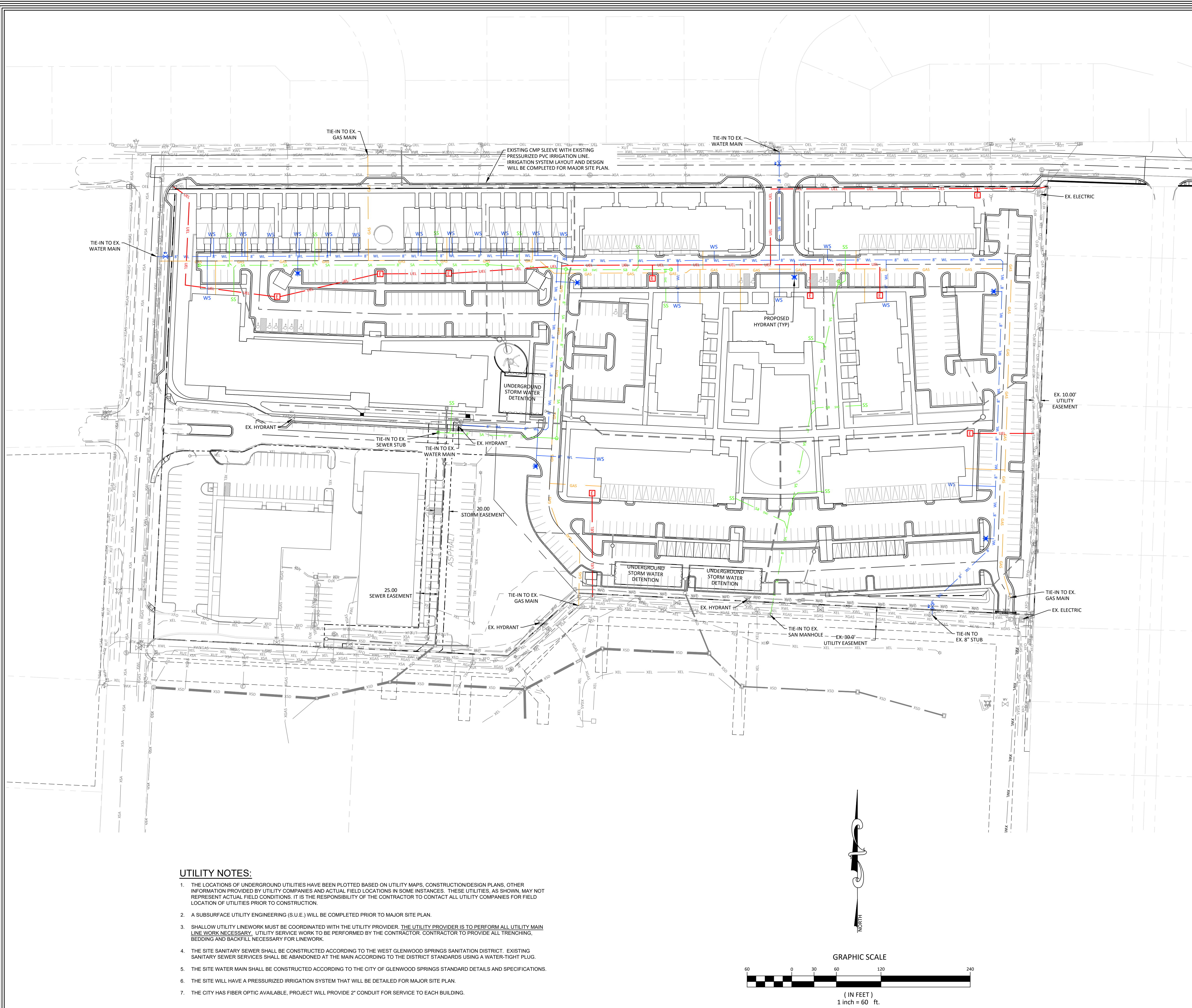
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DRAWN BY	JPP	
CHECKED BY	YTN	
DATE: 03/12/2021		
JOB NO. 30017		

GLENWOOD APARTMENTS
GLENWOOD SPRINGS, COLORADO

ANNEXATION AND ZONING SUBMISSION

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DRAWING NO.	C-2.0

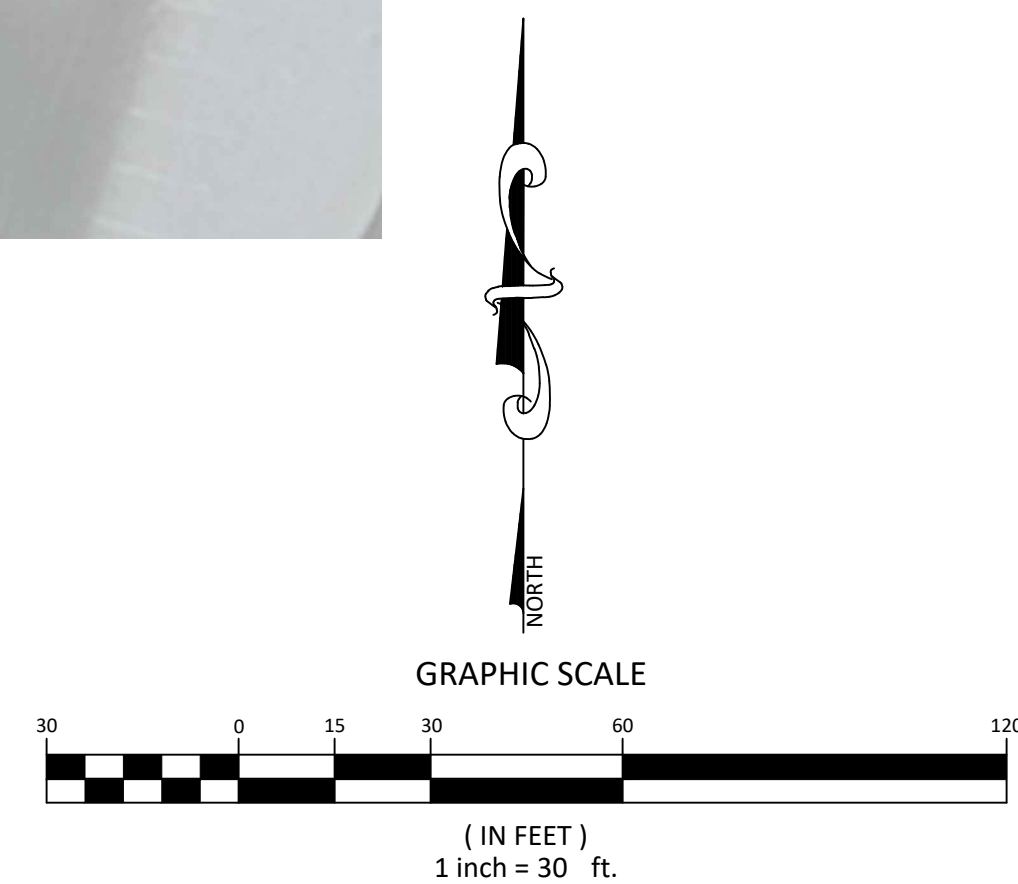
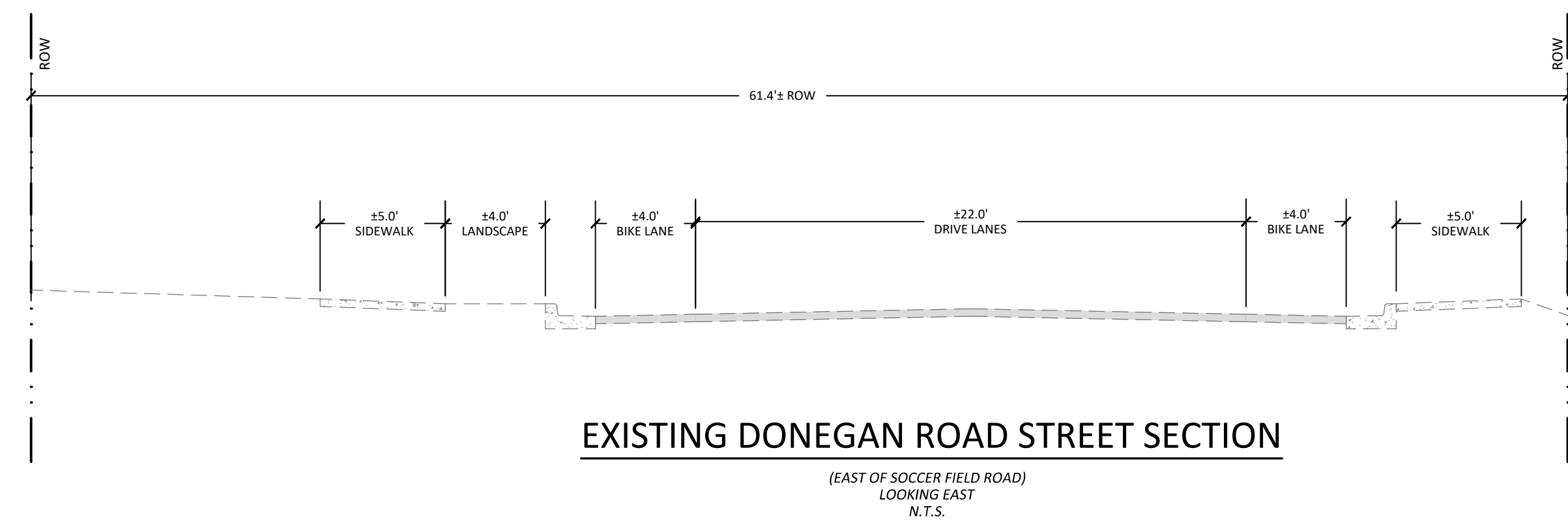
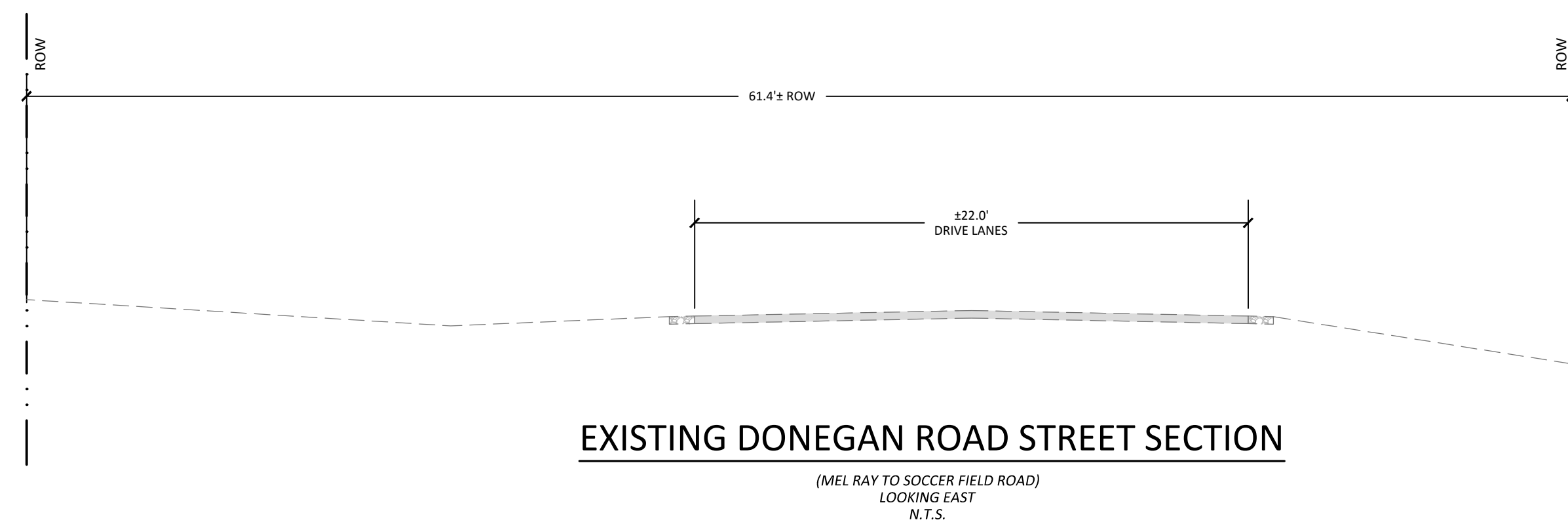
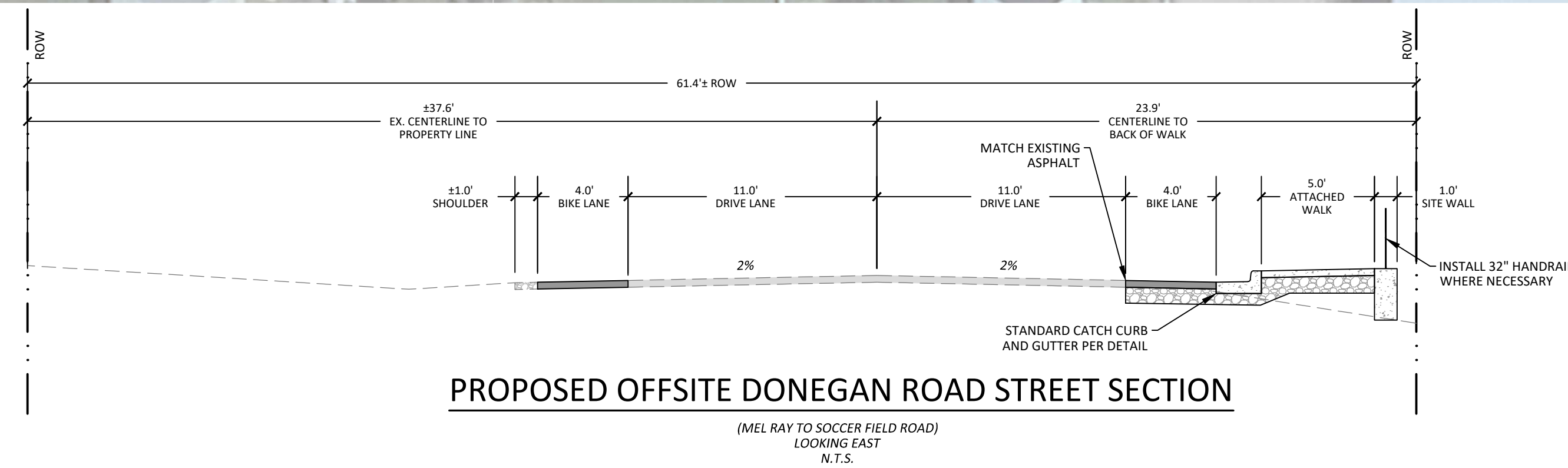


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GLENWOOD SPRINGS, COLORADO

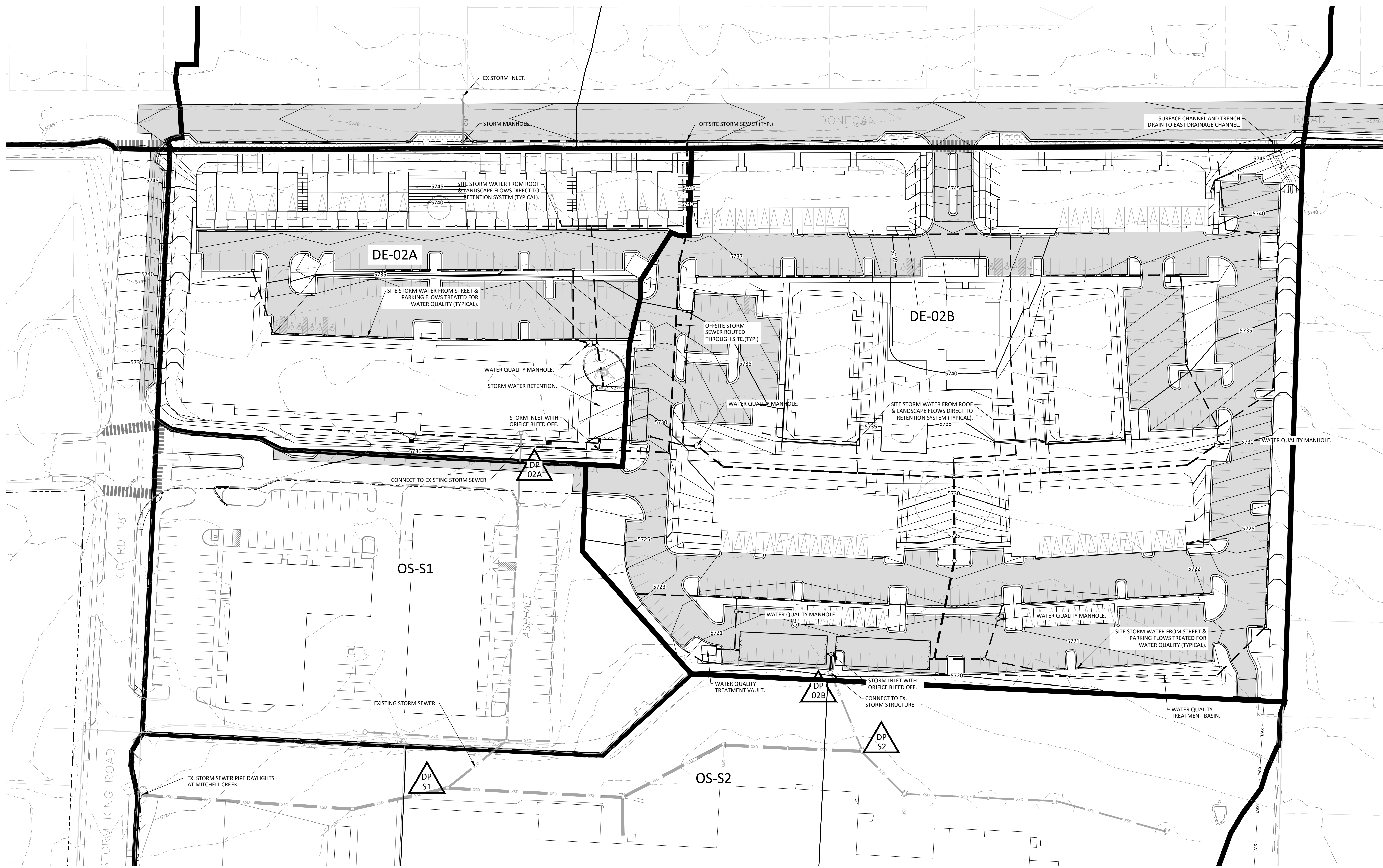
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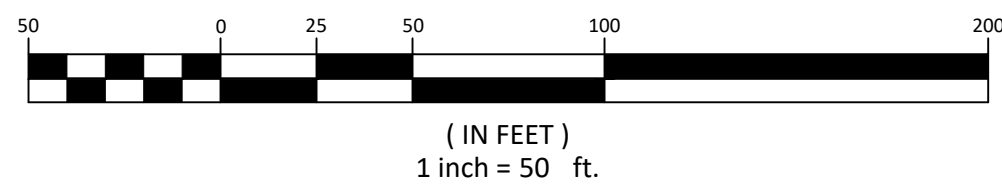
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DRAINAGE LEGEND

- EXISTING CONTOUR
- EXISTING CONTOUR INTERVAL
- PROPOSED CONTOUR
- EXISTING CONTOUR INTERVAL
- POST DEVELOPMENT DRAINAGE BASIN
- DESIGN POINT

GRAPHIC SCALE



Know what's below.
Call before you dig.
CALL 2 BUSINESS DAYS IN ADVANCE
BEFORE YOU DIG, GRADE, OR EXCAVATE
FOR THE MARKING OF UNDERGROUND
MEMBER UTILITIES

SOPRIS ENGINEERING, LLC.
CIVIL CONSULTANTS

502 MAIN STREET
CARBONDALE, CO 81623
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GLENWOOD SPRINGS, COLORADO
ANNEXATION AND ZONING SUBMISSION

DATE	REVISION

TITLE
**CONCEPTUAL
ONSITE
DRAINAGE
PLAN**
DRAWING NO.
C-4.1

LANDSCAPE REQUIREMENTS

Landscape Area Required (Article 070.020.020, Glenwood Springs Development Code)		
	Land Area	
Total Land Area	12.29	Acres
Landscape Area Required	2.458	Acres
Landscape Area Provided	~2.50	Acres

Minimum Plant Material Required (Article 070.040.050, Glenwood Springs Development Code)		
		Quantity
Trees Required	1 per 400 SF Landscape Area	272
	+ 1 per 8 Parking Spaces	78
	Total	350
Trees Provided		*272
Shrubs Required	1 per 100 SF Landscape Area	1,089
	*10 per 1 tree deficit	730
	Total	1,819
Shrubs Provided		
Perennials Required	1 per 50 SF Landscape Area	2,178
Perennials Provided		2,178

*SHRUBS BEING PROVIDED TO ACCOUNT FOR DEFICIT IN
TREES PROVIDED AT RATE OF 10 SHRUBS PER 1 TREE

Streetscape Elements Required (Article 070.040.050, Glenwood Springs Development Code)		
		Quantity
Street Trees Required	1 per 50 FT Street Frontage	40
Planting Strip Provided		49
Planting Strip Required	Min. 5 FT Wide From Back of Curb	
Planting Strip Provided	Min. 5 FT Wide From Back of Curb	PROVIDED

Parking Area Landscape Required (Article 070.040.060, Glenwood Springs Development Code)		
	Parking Area	
Total Surface Parking Area	182,548	SF
Parking Area Designated for Landscaping Required (20%)	36,510	SF
Parking Area Designated for Landscaping Provided (20%)	36,510	SF
Interior Parking Area Designated for Landscaping Required (10 SF Per Parking Space)	6,250	SF
Interior Parking Area Designated for Landscaping Provided	~23,000	SF

NOTE:
1. THE FINAL PLANT QUANTITIES NEEDED TO MEET THE CITY OF GLENWOOD SPRINGS LANDSCAPE REQUIREMENTS AND THE FINAL PLANTING DESIGN TO BE FINALIZED AT THE TIME OF THE MAJOR SITE/ARCHITECTURAL PLAN REVIEW PROCESS.

LEGEND

	PROPERTY LINE		DECIDUOUS TREE
	EXISTING EASEMENT		EXISTING TREE TO REMAIN
	PROPOSED SETBACK		EVERGREEN TREE
	PROPOSED LOT LINE		BUFFER LANDSCAPE
	EXISTING CONTOUR		LANDSCAPE AREA
	PROPOSED CONTOUR		
	PROPOSED 6' HT FENCE		
	PROPOSED 4' HT FENCE		



1 ILLUSTRATIVE LANDSCAPE PLAN

SCALE: 1" = 50'-0"

0' 25' 50' 100' 150'

NOT FOR CONSTRUCTION

APPLICANT
214 Center Drive, LLC
 PO Box 9833 Cincinnati, OH 45209
 p. 513. 479. 4396

**ARCHITECTURE / PLANNING / LANDSCAPE
ARCHITECTURE**
Hord Coplan Macht, Inc.
1800 Wazee Street, Suite 450 Denver, CO 80202
p. 303.222.2151

CIVIL ENGINEER
Sopris Engineering, LLC.
 502 Main Street Carbondale, CO 81623
 p. 970. 704. 0311 f. 970. 704. 0313

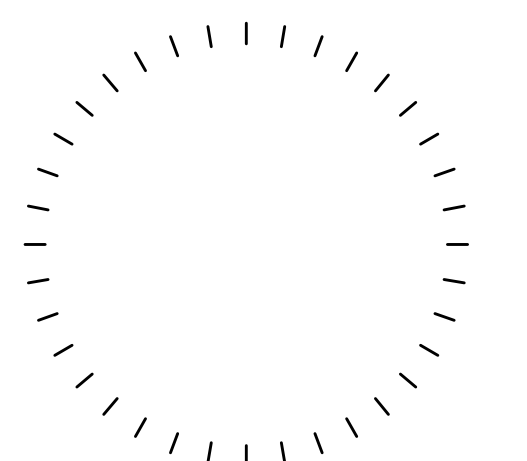
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Garfield & Hecht, P.C.
901 Grand Avenue
Glenwood Springs, CO 81601
p. 970. 947. 1936

480 DONEGAN

GLENWOOD SPRINGS, COLORADO

hord | coplan | macht

ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN

[illegible]

Project Name
480 DONEGAN

Project Number
22023.00

Date
03/12/2021

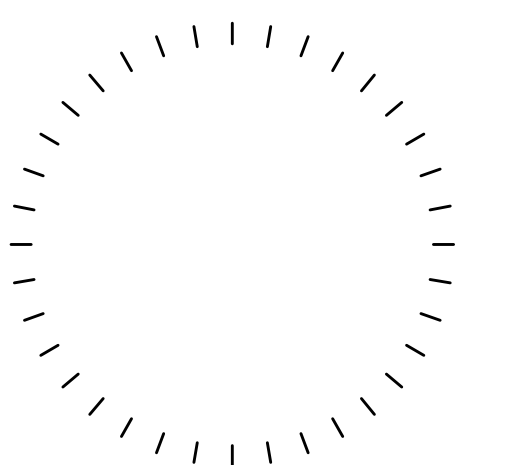
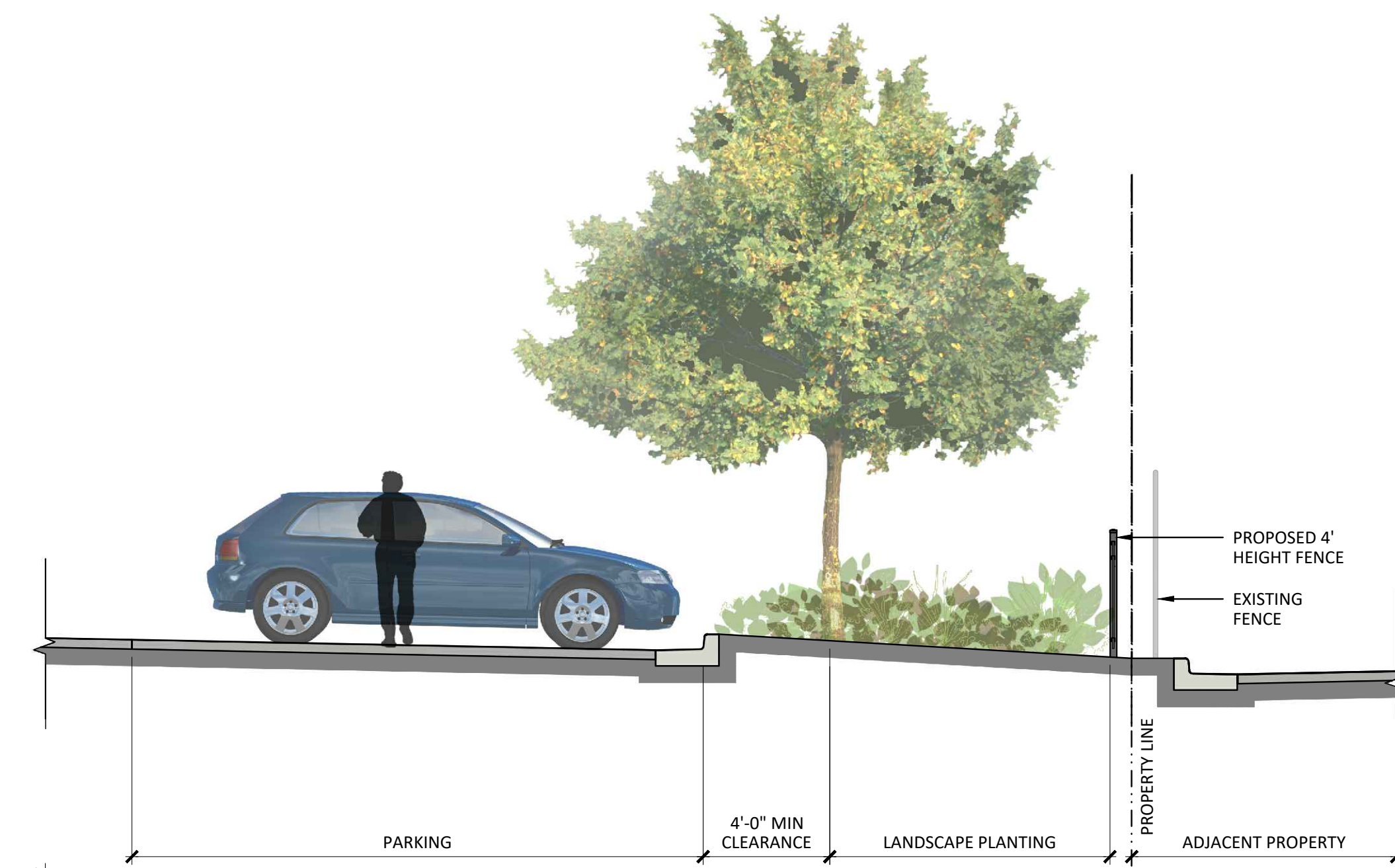
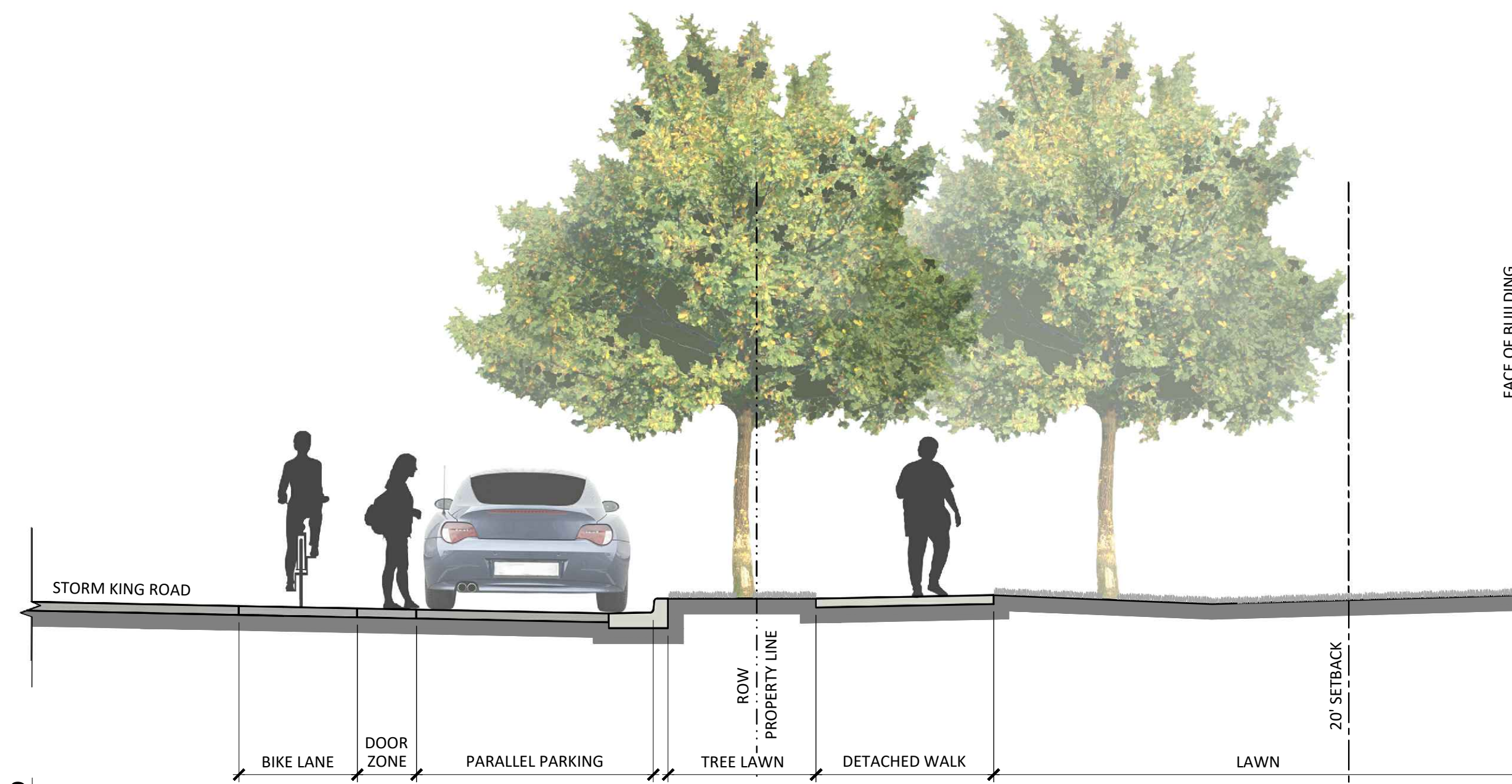
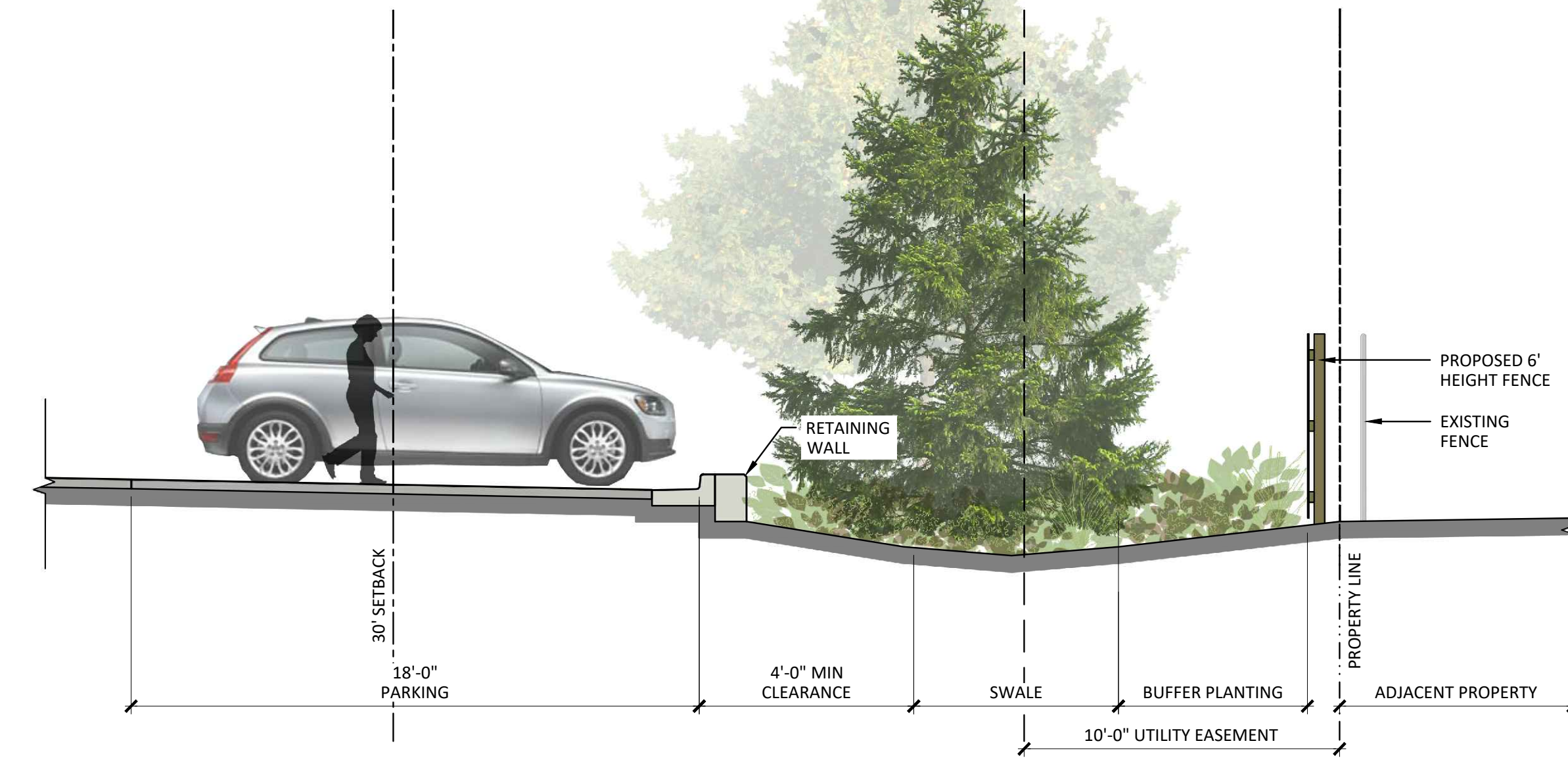
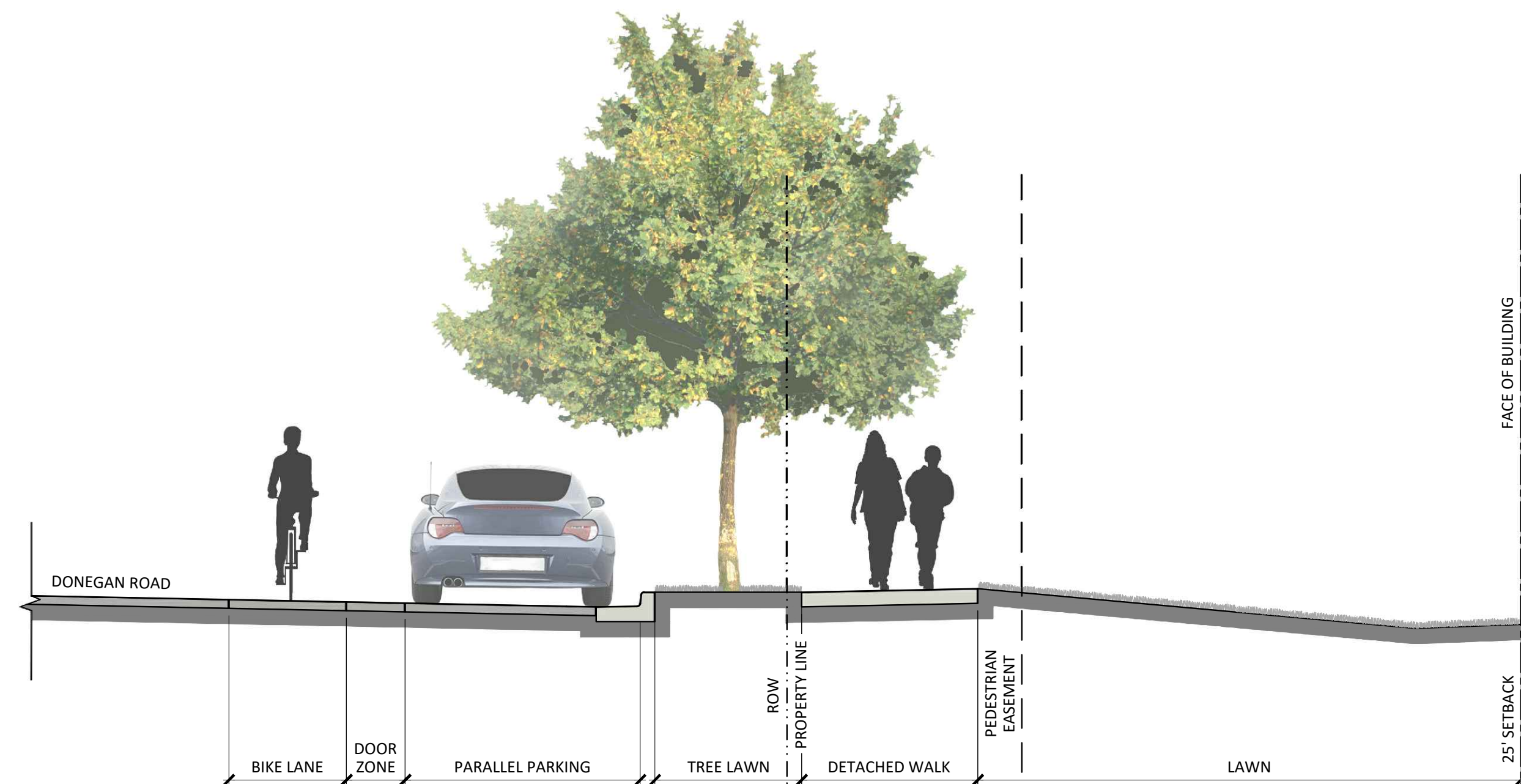
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ILLUSTRATIVE
LANDSCAPE PLAN

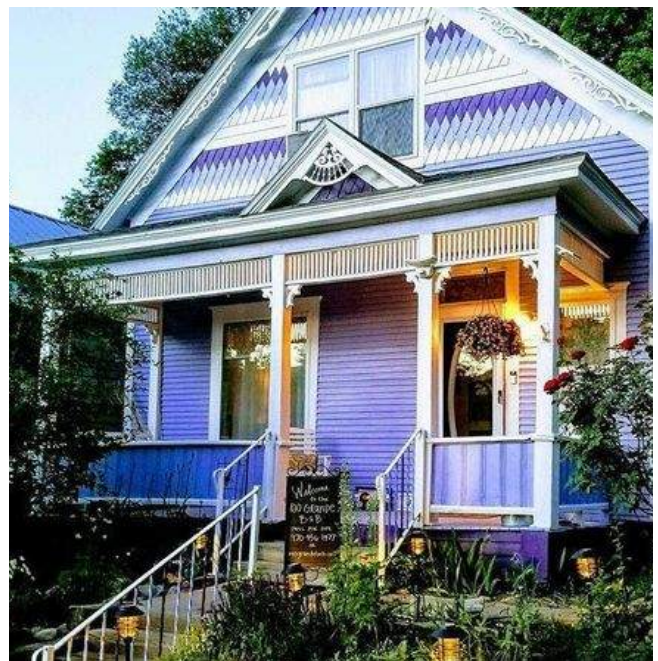
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ANNEXATION AND ZONING SUBMISSION





A photograph of a historic brick building in downtown St. Louis. The building features a mix of brick and stone masonry, with arched windows and a dark awning over the entrance. A large tree is in the foreground, and a car is parked on the street.



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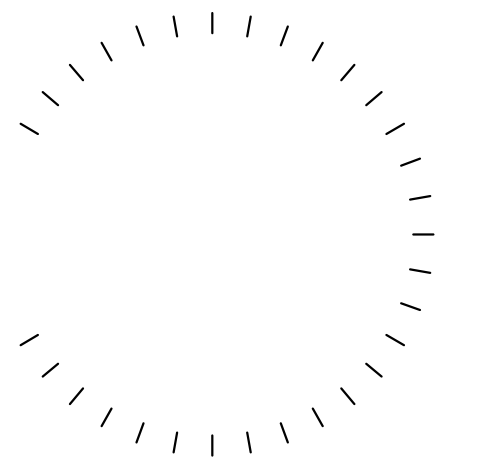
CIVIL ENGINEER
Sopris Engineering, LLC.
502 Main Street Carbondale, CO 81623
p. 970. 704. 0311 f. 970. 704. 0313

LEGAL
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901 Grand Avenue Glenwood Springs, CO 81601
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LANDSCAPE ARCHITECTURE
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Project Name 480 DONEGAN

Project Number
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Scale _____
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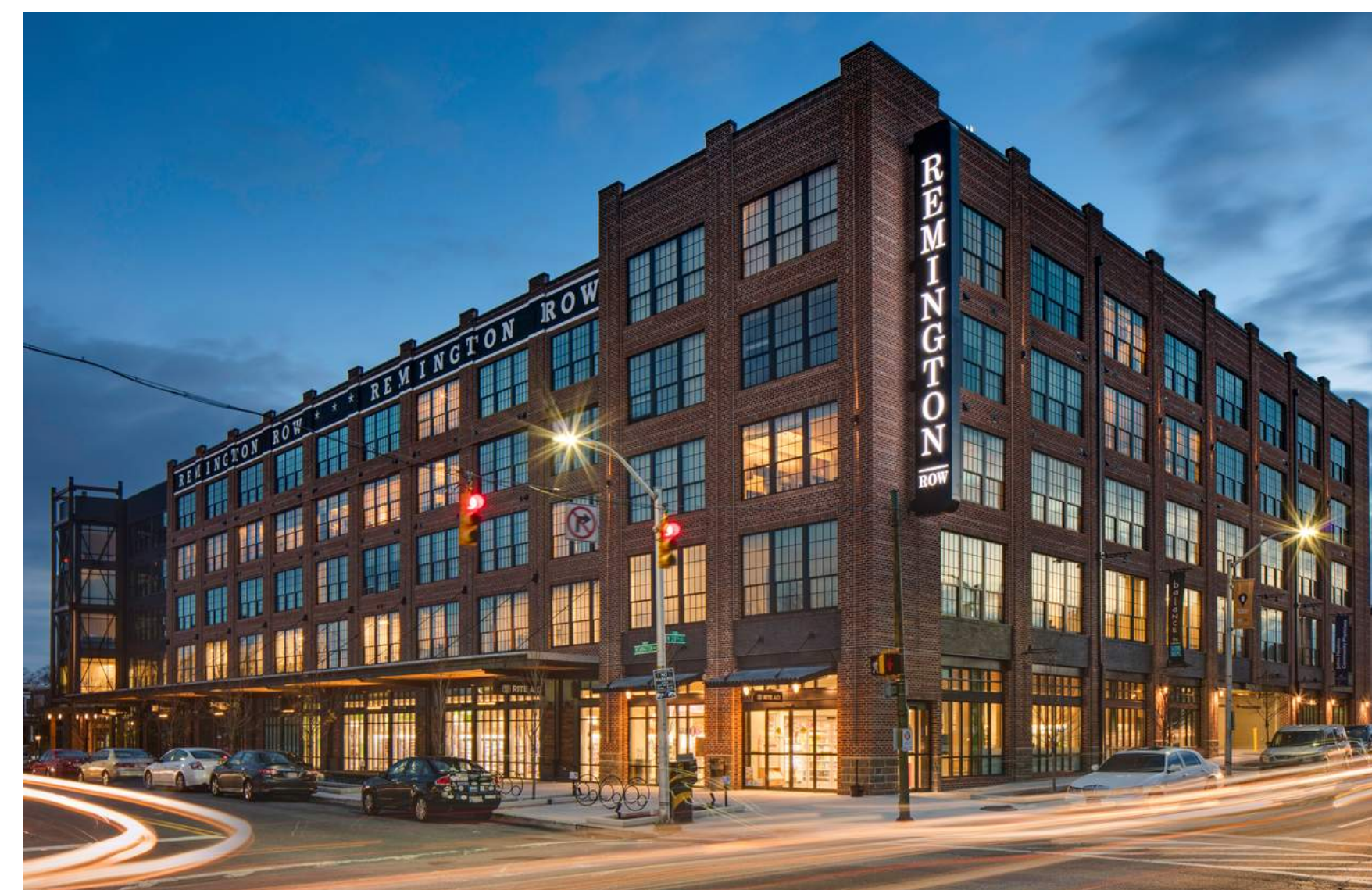
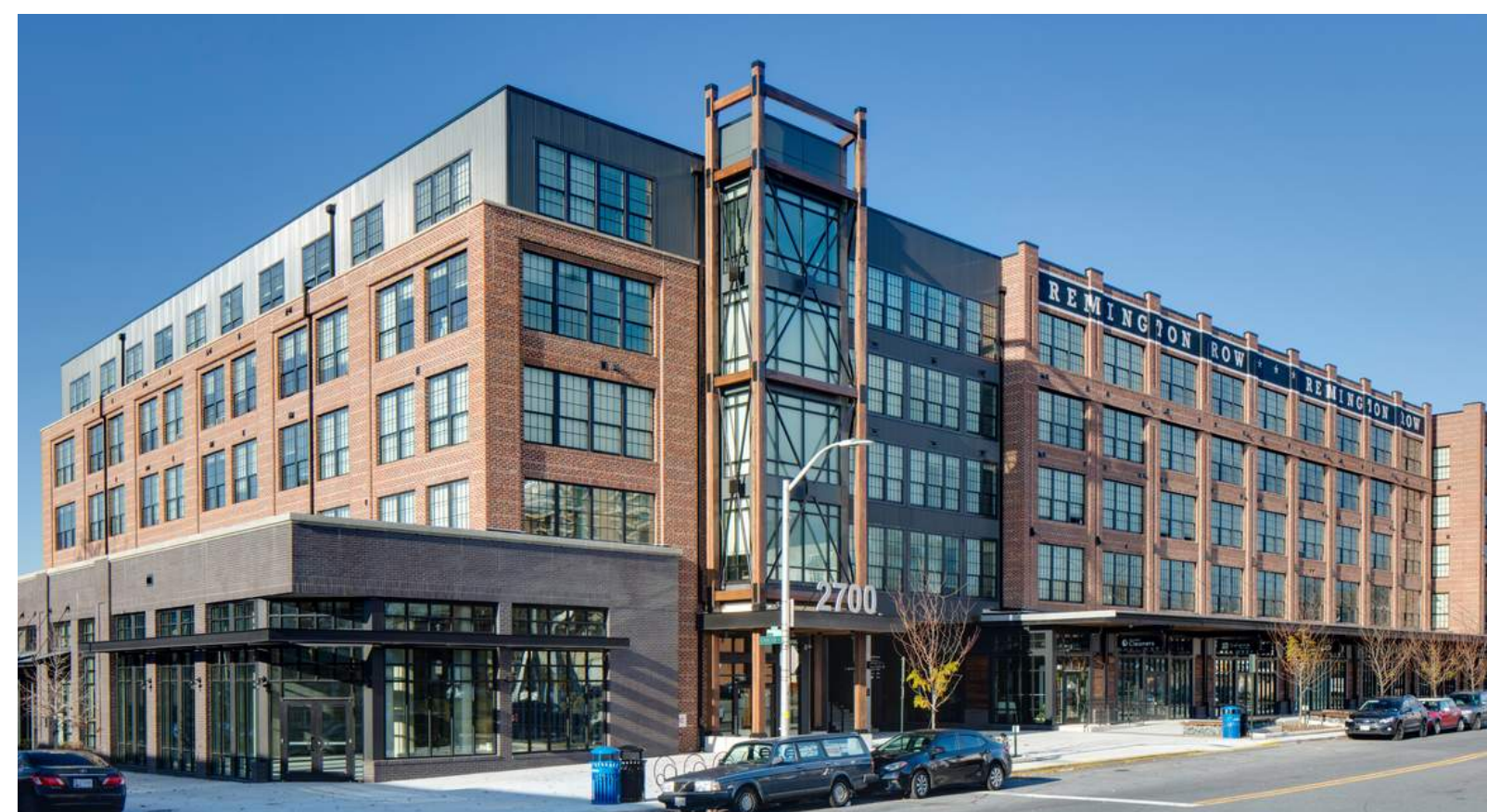
ARCHITECTURAL PRECEDENT

ANNEXATION AND ZONING SUBMISSION

A row of four modern townhomes with gabled roofs and large windows, set against a backdrop of greenery and a golf course. The townhomes feature a mix of light grey, white, and dark red brick siding. Each unit has a prominent front entrance and large windows, some with black frames. The scene is captured during the day, with a clear sky and lush green trees in the background.



A large, multi-story brick building with many windows, illuminated at night, likely a hotel or commercial building. The building has a classic industrial aesthetic with red brick and numerous multi-paned windows. The ground floor features large glass storefronts. The scene is captured at dusk, with warm interior lights and streetlights illuminating the building and the surrounding urban environment.



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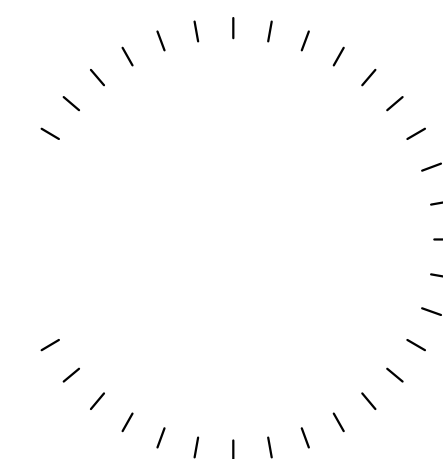
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480 DONEGAN

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ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN

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ARCHITECTURAL PRECEDENT

A1.1

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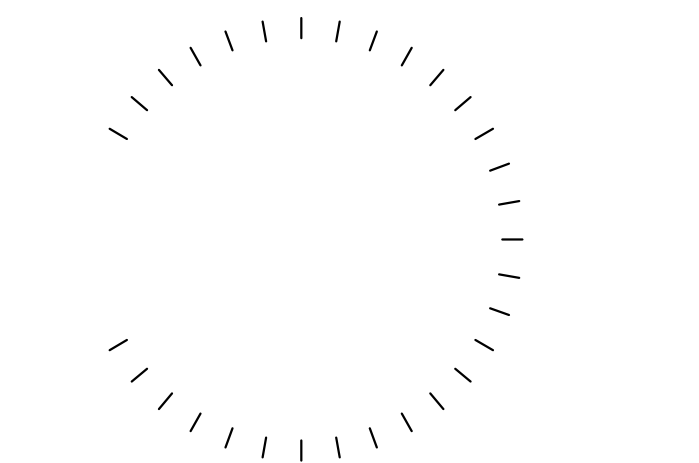
GLENWOOD SPRINGS, COLORADO

ARCHITECTURE

LANDSCAPE ARCHITECTURE

PLANNING

INTERIOR DESIGN

[illegible]

Drawing

CONCEPT RENDERING

ANNEXATION AND ZONING
SUBMISSION

KEY PLAN

PROPOSED MATERIAL LEGEND

- ① FIBER CEMENT SIDING
 - ② BRICK MASONRY CLADDING
 - ③ METAL SUNSHADE
 - ④ METAL & WOOD DECK
 - ⑤ STANDING SEAM METAL ROOFING
 - ⑥ METAL COPING

LEGAL
Garfield & Hecht, P.C.
901 Grand Avenue
Glenwood Springs, CO 81601
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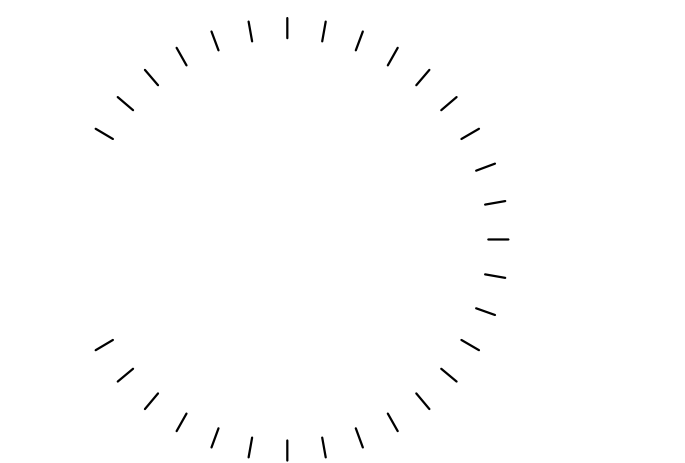
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ARCHITECTURE

LANDSCAPE ARCHITECTURE

PLANNING

INTERIOR DESIGN

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480 DONEGAN

Project Number
22023.00

Date _____
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Scale _____
AS NOTED

CONCEPT RENDERING

ANNEXATION AND ZONING
SUBMISSION

CONCEPT RENDERING - VIEW LOOKING SOUTH AT THE ENTRANCE FROM DONEGAN RD.

③ METAL SUNSHADE

⑥ METAL COPING



KEY PLAN

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p. 970. 947. 1936

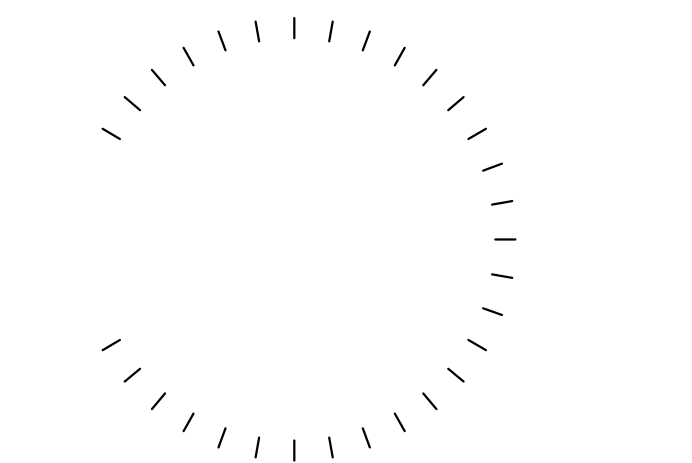
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ARCHITECTURE

LANDSCAPE ARCHITECTURE

PLANNING

INTERIOR DESIGN

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Project Name _____
480 DONEGAN

Project Number
22023.00

Date _____
03/12/2021

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AS NOTED

Drawing

CONCEPT RENDERING

A2.2

ANNEXATION AND ZONING
SUBMISSION

CONCEPT RENDERING - VIEW LOOKING SOUTHWEST FROM DONEGAN RD.

③ METAL SUNSHADE

⑥ METAL COPING



KEY PLAN

LEGAL
Garfield & Hecht, P.C.
901 Grand Avenue
Glenwood Springs, CO 81601
p. 970. 947. 1936

ANNEXATION AND ZONING
SUBMISSION

⑥ METAL COPING





Traffic Impact Study

480 Donegan Glenwood Springs, Colorado

Prepared for:
Sopris Engineering, LLC

Kimley»Horn

T R A F F I C I M P A C T S T U D Y

480 Donegan

Glenwood Springs, Colorado

Prepared for
Sopris Engineering LLC
502 Main Street, Suite A-3
Carbondale, CO 81623

Prepared by
Kimley-Horn and Associates, Inc.
Curtis D. Rowe, P.E., PTOE
4582 South Ulster Street
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(303) 228-2300



March 2021

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1.0 EXECUTIVE SUMMARY

A new residential project named 480 Donegan is proposed to be located on the southeast corner of the intersection of Donegan Road and Storm King Road in Glenwood Springs, Colorado. The 480 Donegan development is anticipated to include 360 multifamily dwelling units and a 2,000 square foot restaurant. The 360 multifamily residences are planned as 20 townhouses, 13 live-work units, and 327 apartments. The live-work units typically cause a reduction in traffic generation by providing a place of employment within the residence. However, no reduction to the traffic volumes were applied for these units. The proposed restaurant is anticipated to primarily be an amenity internal to the site; however, was included for evaluation to provide a conservative analysis. Of note, based on other developments, approximately 80 percent of the business for the restaurant comes from the residents of the property. It is expected that the project will be completed within the next couple of years; therefore, analysis was completed for the 2022 short term and 2040 long term horizons.

The purpose of this study is to identify project traffic generation characteristics, to identify potential project traffic related impacts on the local street system, and to develop mitigation measures required for identified impacts. The following intersections were incorporated into this traffic study in accordance with the City of Glenwood Springs and State of Colorado Department of Transportation (CDOT) standards and requirements:

- Donegan Road and Chapparral Circle
- Donegan Road and Mel Ray Road
- State Highway 6 (SH-6) and Donegan Road
- Center Drive and Storm King Road
- State Highway 6 (SH-6) and Storm King Road
- State Highway 6 (SH-6) and Mel Ray Road
- Donegan Road and Storm King Road

In addition, one full movement project access along the east side of Storm King Road as well as one full movement access along the south side of Donegan Road were also evaluated.

Regional access to the project will be provided by Interstate 70 (I-70), State Highway 82 (SH-82), and State Highway 6 (SH-6). Primary access will be provided by Donegan Road, Storm

King Road and Mel Ray Road. Direct access to the site will be provided by one full movement project access along the east side of Storm King Road as well as one full movement access along the south side of Donegan Road. The access along Donegan Road is proposed to align with Chapparal Circle while the south access along Storm King Road is proposed to align with Center Drive.

480 Donegan is expected to generate approximately 2,188 weekday daily trips, with 144 of these trips occurring during the morning peak hour and 177 of these trips occurring during the afternoon peak hour.

Distribution of project traffic on the street system was based on the area street system characteristics, existing traffic patterns and volumes, demographic information, and the proposed access system for the project. Assignment of project traffic was based upon the trip generation described previously and the distributions developed.

Based on the analysis presented in this report, Kimley-Horn believes 480 Donegan will be successfully incorporated into the existing and future roadway network. The proposed project development resulted in the following recommendations and conclusions:

- Access to the site will be provided by two proposed full movement driveways. One access is proposed on the south side of Donegan Road to align with Chapparal Circle and the other access is proposed along the east side of Storm King Road to align with Center Drive. It is recommended that the access aligning with Chapparal Circle have a single exiting lane to Donegan Road and operate with stop control with a R1-1 "STOP" sign installed for the northbound exiting driveway approach.
- It is recommended that all-way stop control be provided at the intersection of Center Drive/Access and Storm King Road with development of the project. New R1-1 "STOP" signs should be installed on the northbound and southbound Storm King Road approaches of this intersection. Further, R1-3P "ALL WAY" plaques should be placed below the stop signs on all four approaches. It is recommended that orange flags be temporarily affixed to the new STOP signs on northbound and southbound Storm King Road to warn drivers of the change in traffic control.

- The threshold for requiring an access permit along CDOT roadways occurs when project traffic is anticipated to increase the existing access traffic volumes by more than 20 percent. Based on traffic projections, the addition of project traffic on the north leg of the SH-6 and Mel Ray Road intersection is anticipated to increase existing access traffic volumes by more than 20 percent during the peak hour; therefore, it is believed that an access permit will be required by CDOT for this approach at the Mel Ray Road and SH-6 intersection in association with this project. Access permit are not anticipated to be required at the SH-6/Storm King Road or SH-6/Donegan Road intersections based on the traffic volume threshold; although, if improvements are constructed at SH-6/Donegan Road as recommended for the future to include an eastbound left turn lane and an eastbound acceleration lane from the southbound left turn, a CDOT Access Permit will likely be needed.
- Based on an operational need in 2040 with or without the addition of project traffic, it is recommended that an eastbound left turn lane and an eastbound acceleration lane from the southbound left turn be constructed at the State Highway 6 and Donegan Road intersection. Based on CDOT Access Code standards, the eastbound left turn lane should provide a length of 50 feet plus a 145-foot taper while the left turn acceleration lane should provide a length of 235 feet plus a 145-foot taper. The through lane transitions around this new left turn lane should be 320 feet long based on the 40-mph speed limit and a 12-foot wide lane.
- Any on-site improvements should be incorporated into the Civil Drawings and conform to the standards of the City of Glenwood Springs, CDOT, and the Manual on Uniform Traffic Control Devices (MUTCD) – 2009 Edition.

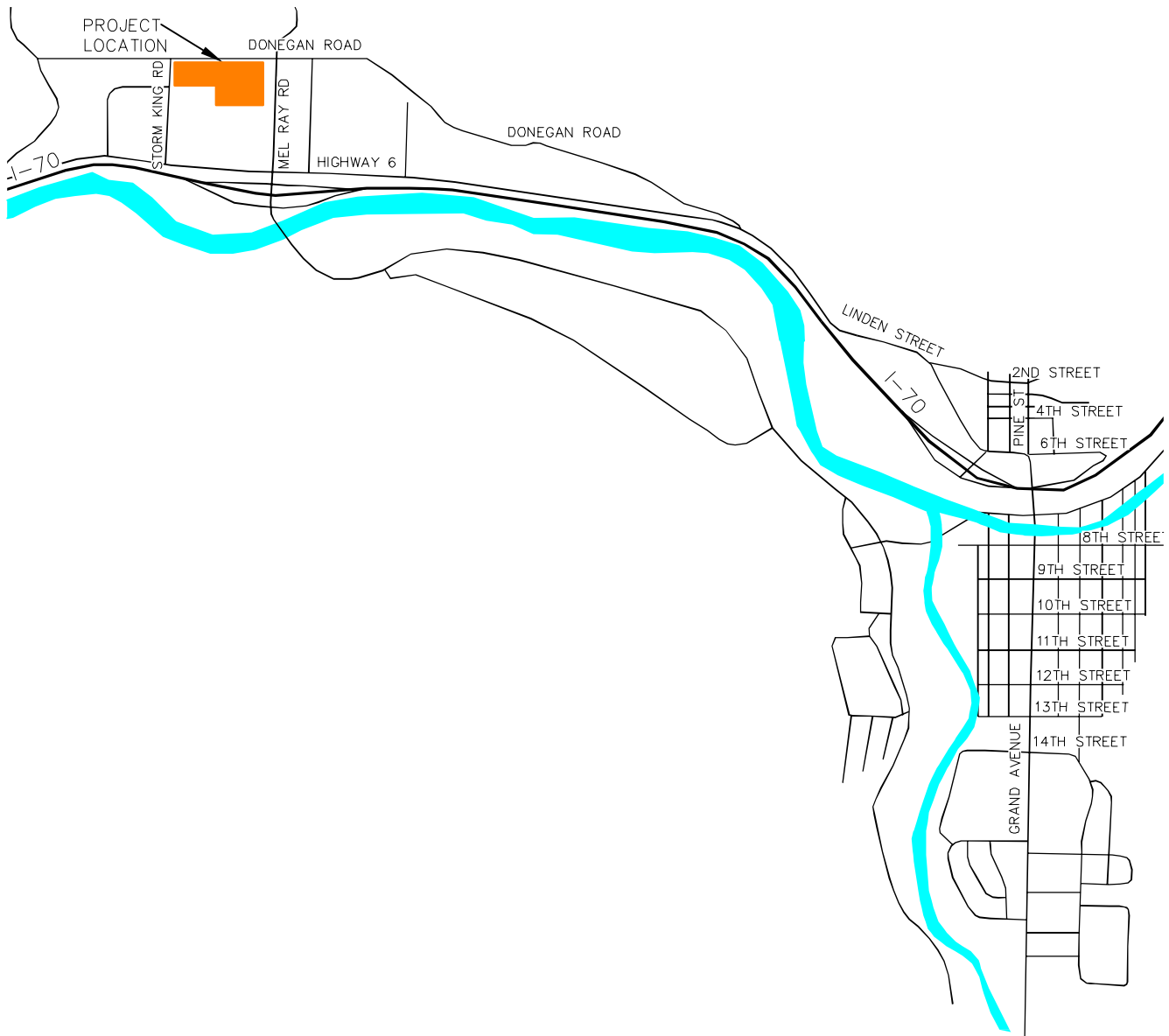
2.0 INTRODUCTION

Kimley-Horn and Associates, Inc. has prepared this report to document the results of a Traffic Impact Study of future traffic conditions associated with a new residential project named 480 Donegan that is proposed to be located on the southeast corner of the intersection of Donegan Road and Storm King Road in Glenwood Springs, Colorado. A vicinity map illustrating the project site location is shown in **Figure 1**. The 360 multifamily residences are planned as 20 townhouses, 13 live-work units, and 327 apartments. The live-work units typically cause a reduction in traffic generation by providing a place of employment within the residence. However, no reduction to the traffic volumes were applied for these units. The proposed restaurant is anticipated to primarily be an amenity internal to the site; however, was included for evaluation to provide a conservative analysis. Of note, based on other developments, approximately 80 percent of the business for the restaurant comes from the residents of the property. A conceptual site plan illustrating the project and access locations is shown in **Appendix E**. It is expected that the project will be completed within the next couple of years; therefore, analysis was completed for the 2022 short term and 2040 long term horizons.

The purpose of this study is to identify project traffic generation characteristics, to identify potential project traffic related impacts on the local street system, and to develop mitigation measures required for identified impacts. The following intersections were incorporated into this traffic study in accordance with the City of Glenwood Springs and CDOT standards:

- Donegan Road and Chapparal Circle
- Donegan Road and Mel Ray Road
- State Highway 6 (SH-6) and Donegan Road
- Center Drive and Storm King Road
- State Highway 6 (SH-6) and Storm King Road
- State Highway 6 (SH-6) and Mel Ray Road
- Donegan Road and Storm King Road

In addition, one full movement project access along the east side of Storm King Road as well as one full movement access along the south side of Donegan Road were also evaluated.



480 DONEGAN
 GLENWOOD SPRINGS, COLORADO
 VICINITY MAP

FIGURE 1

3.0 EXISTING AND FUTURE CONDITIONS

3.1 Existing Study Area

The existing site is currently vacant land. To the east of the site are existing residences, a church, and Glenwood Springs Middle School. To the west of the site are existing residences, auto dealerships, and Two Rivers Community School. The area to the north of the project is primarily residential. To the south of the project is the Glenwood Springs Mall. The land uses and roadway network surrounding the site within the study area are shown in the aerial of **Figure 2**.

3.2 Existing Roadway Network and Future Access

Donegan Road is a two-lane roadway with one through lane in each direction, eastbound and westbound within the project limits. The roadway has a posted speed limit of 25 miles per hour in the vicinity of the site. Storm King Road and Mel Ray Road are both two-lane roadways with one through lane in each direction, northbound and southbound, within the project limits. These roadways have a posted speed limit of 25 miles per hour in the vicinity of the site. SH-6 is a two-lane roadway with one through lane in each direction, eastbound and westbound, within the project limits. The roadway has a posted speed limit of 40 miles per hour in the project study area.

The intersection of Donegan Road and Chapparral Circle is an unsignalized three-leg T-intersection with stop control on the southbound Chapparral Circle approach. This intersection currently has one lane for shared movements on all approaches. With construction of this project, a full access is proposed to align with Chapparral Circle.

The intersection of Donegan Road and Mel Ray Road is a four-leg all-way stop controlled intersection. This intersection currently has one lane for all movements at each approach.

The intersection of SH-6 and Donegan Road (approximately 1.2 miles east of the site) is an unsignalized three-leg T-intersection with stop control on the southbound approach. The westbound approach of SH-6 contains a right turn slip lane for traffic continuing west on Donegan Road. All approaches at this intersection have a single lane for shared movements.



480 DONEGAN
GLENWOOD SPRINGS, COLORADO
SITE AREA

FIGURE 2

The intersection of Center Drive and Storm King Road is an unsignalized four-leg intersection with stop control on the eastbound and westbound approaches. This intersection currently has a single lane for shared movements at all approaches. With construction of this project, the east leg will also provide shared access to this development area.

The intersection of SH-6 and Storm King Road is an unsignalized three-leg intersection with stop control on the southbound approach. The westbound approach consists of a through lane and a right turn lane. The eastbound and southbound approaches consist of a single lane for shared movements.

The roundabout of SH-6 and Mel Ray Road is a six-leg two-lane roundabout that provides access to SH-6, Mel Ray Road, and the I-70 Westbound Ramps. All legs of this roundabout provide two-lane approaches except for the southbound approach on Mel Ray Road which provides a single lane.

The existing T-intersection of Donegan Road and Storm King Road is unsignalized with stop control on the northbound approach. The three approaches of this intersection all provide a single lane for shared movements. The intersection lane configuration and control for the study area intersections are shown in **Figure 3**.

Regional access to the project will be provided by Interstate 70 (I-70), State Highway 82 (SH-82), and State Highway 6 (SH-6). Primary access will be provided by Donegan Road, Storm King Road and Mel Ray Road. Direct access to the site will be provided by one full movement project access along the east side of Storm King Road as well as one full movement access along the south side of Donegan Road. The access along Donegan Road is proposed to align with Chapparral Circle while the south access along Storm King Road is proposed to align with Center Drive.

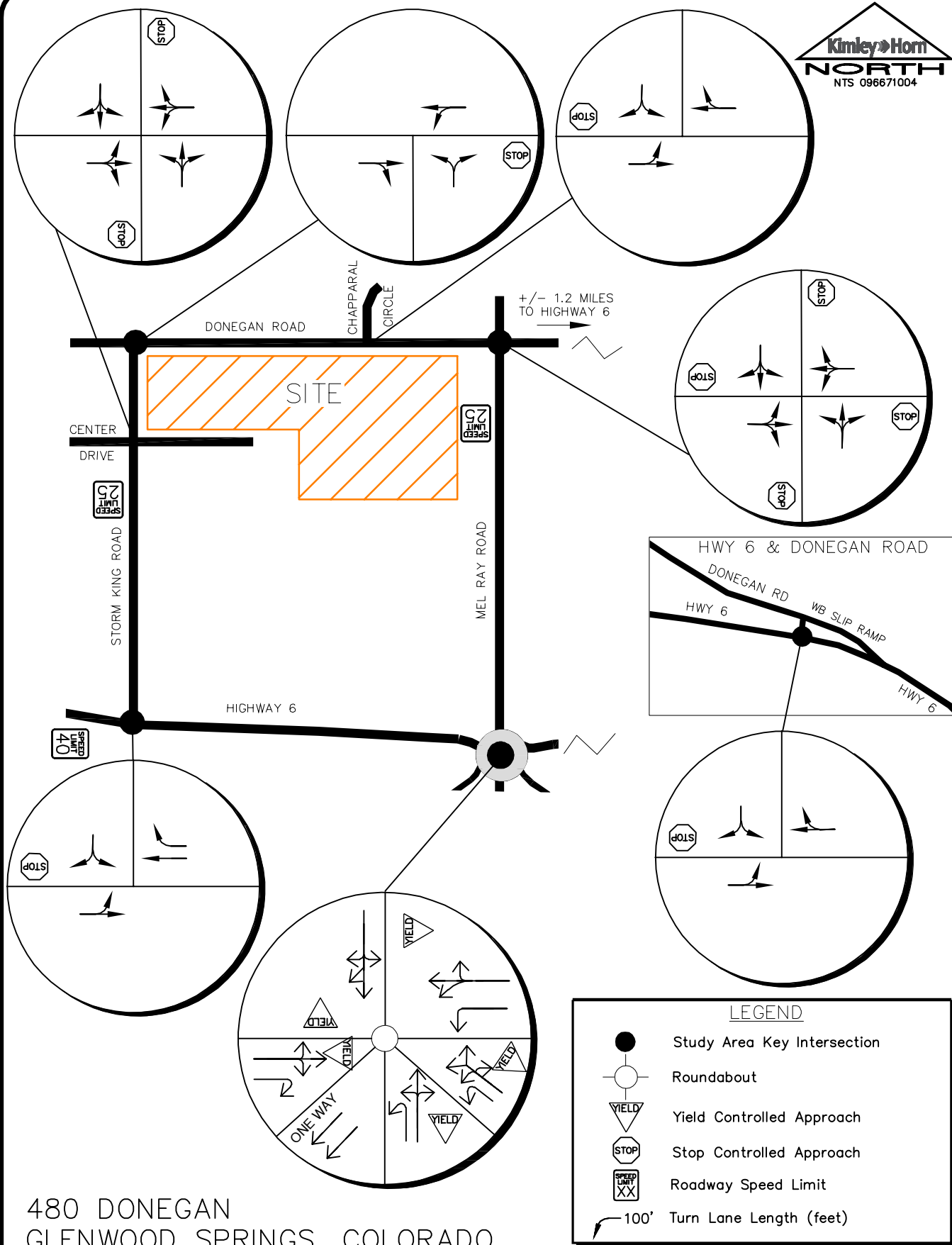


FIGURE 3

3.3 Existing Traffic Volumes

Existing peak hour turning movement vehicle, pedestrian, and bicycle counts were conducted at key study area intersections on Wednesday, March 3, 2021. The counts were conducted during the morning and afternoon peak hours of adjacent street traffic in 15-minute intervals from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM. The intersection of Donegan Road and Chapparral Circle turning movement volumes were derived from the trip generation potential of the surrounding area and the counts derived from the counted intersections due to the current COVID conditions. The existing intersection vehicle traffic volumes are shown in **Figure 4** while existing pedestrian and bicycle counts are illustrated in **Figure 5**. Traffic count sheets are provided in **Appendix A**.

The existing turning movement counts collected on SH-6 for this project from March 2021 were compared with daily traffic volume counts conducted by CDOT in 2018 on SH-6 west of SH-82 to determine an applicable COVID-19 adjustment. The 2018 volumes were grown by 0.13 percent per year based on the CDOT Online Transportation Information System (OTIS) growth rate to reflect 2021 volumes. This roadway segment was chosen to provide a comparison to determine an appropriate COVID-19 adjustment factor since it is near this project study area and the most applicable data available. Based on comparison of the data, the counts conducted in March of 2021 needed to be increased by 35 percent during the morning and afternoon peak hours to represent normal traffic conditions to account for COVID-19. These adjusted turning movement counts are shown in **Figure 6** with COVID-19 calculations located in **Appendix B**.

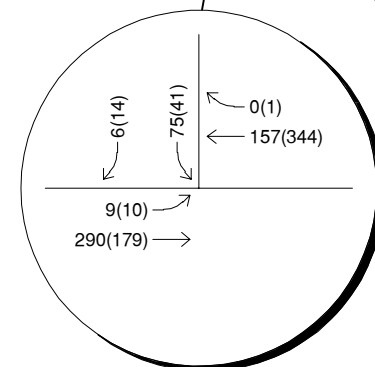
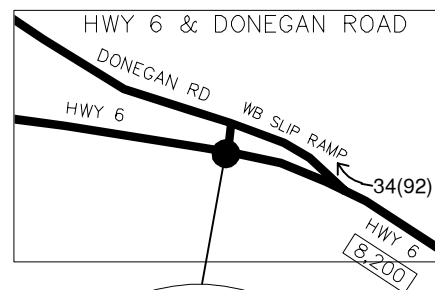
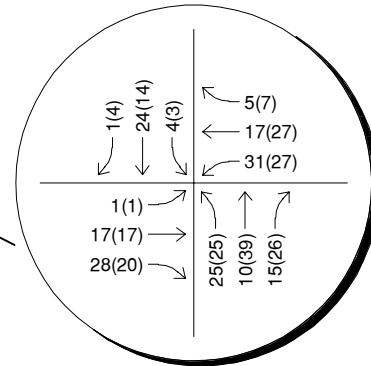
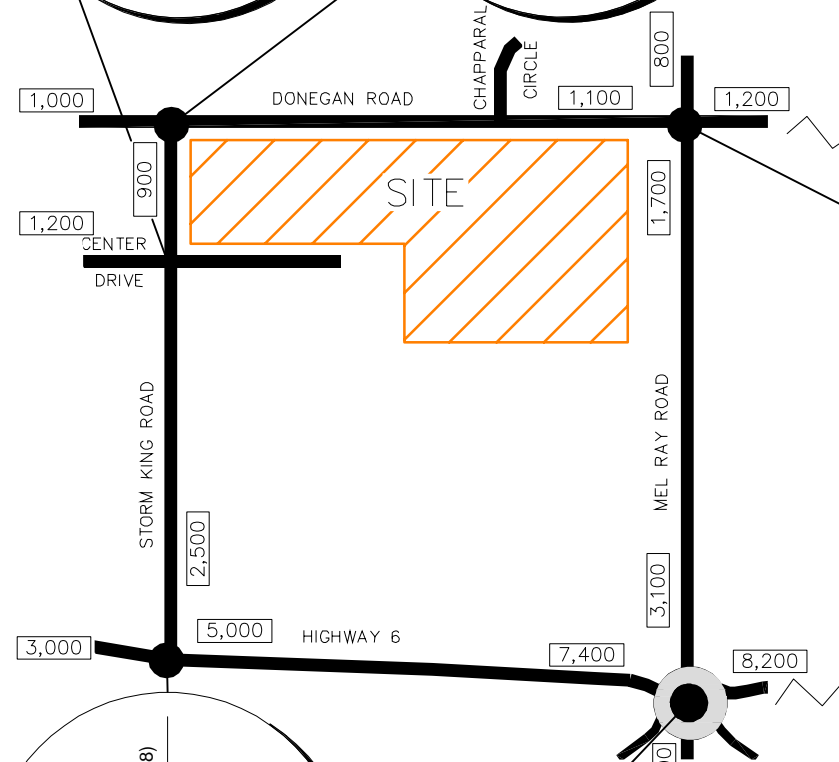
3.4 Unspecified Development Traffic Growth

According to traffic projections provided by CDOT OTIS, SH-6 is expected to have a 20-year growth factor of 1.03. This equates to an annual growth rate of approximately 0.13 percent. To be conservative, an annual growth rate of 0.5 percent was used to calculate short term 2022 and long term 2040 background traffic projections for the key intersections and roadways in the study area. Since the retail center to the south of the project was operating at a reduced capacity at the time of the traffic counts, trip estimates for this retail center were also assigned and included as background traffic in 2022 and 2040. CDOT OTIS traffic information is included in **Appendix B**. Background traffic volumes for 2022 and 2040 are shown in **Figure 7** and **Figure 8**, respectively.

Wednesday, March 3, 2021 7: 45-8: 45AM (2: 00-3: 00PM) Wednesday, March 3, 2021 7: 30-8: 30AM (3: 00-4: 00PM)

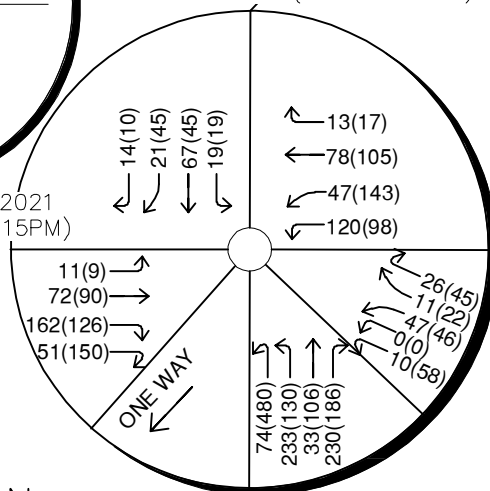


Wednesday, March 3, 2021 8: 00-9: 00AM (4: 15-5: 15PM)

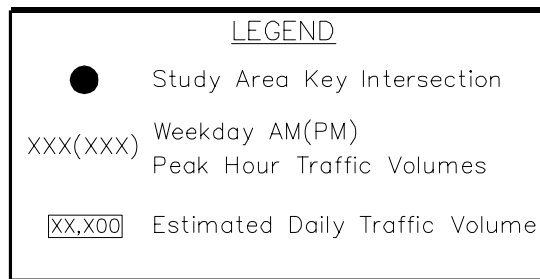


Wednesday, March 3, 2021 8: 00-9: 00AM (5: 00-6: 00PM)

Wednesday, March 3, 2021 7: 45-8: 45AM (5: 00-6: 00PM)



Wednesday, March 3, 2021 7: 30-8: 30AM (4: 15-5: 15PM)



480 DONEGAN
 GLENWOOD SPRINGS, COLORADO
 2021 EXISTING VOLUMES

FIGURE 4



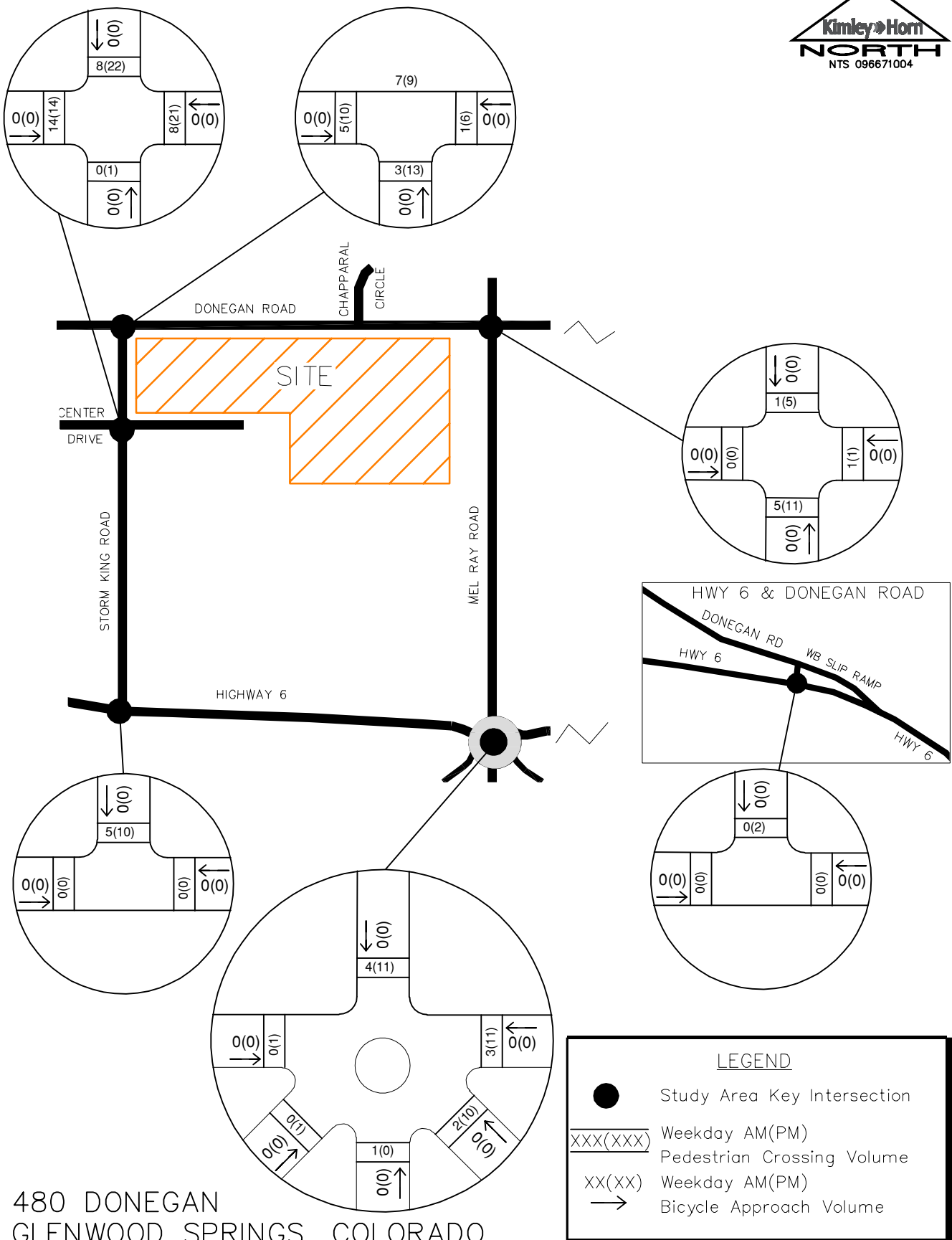
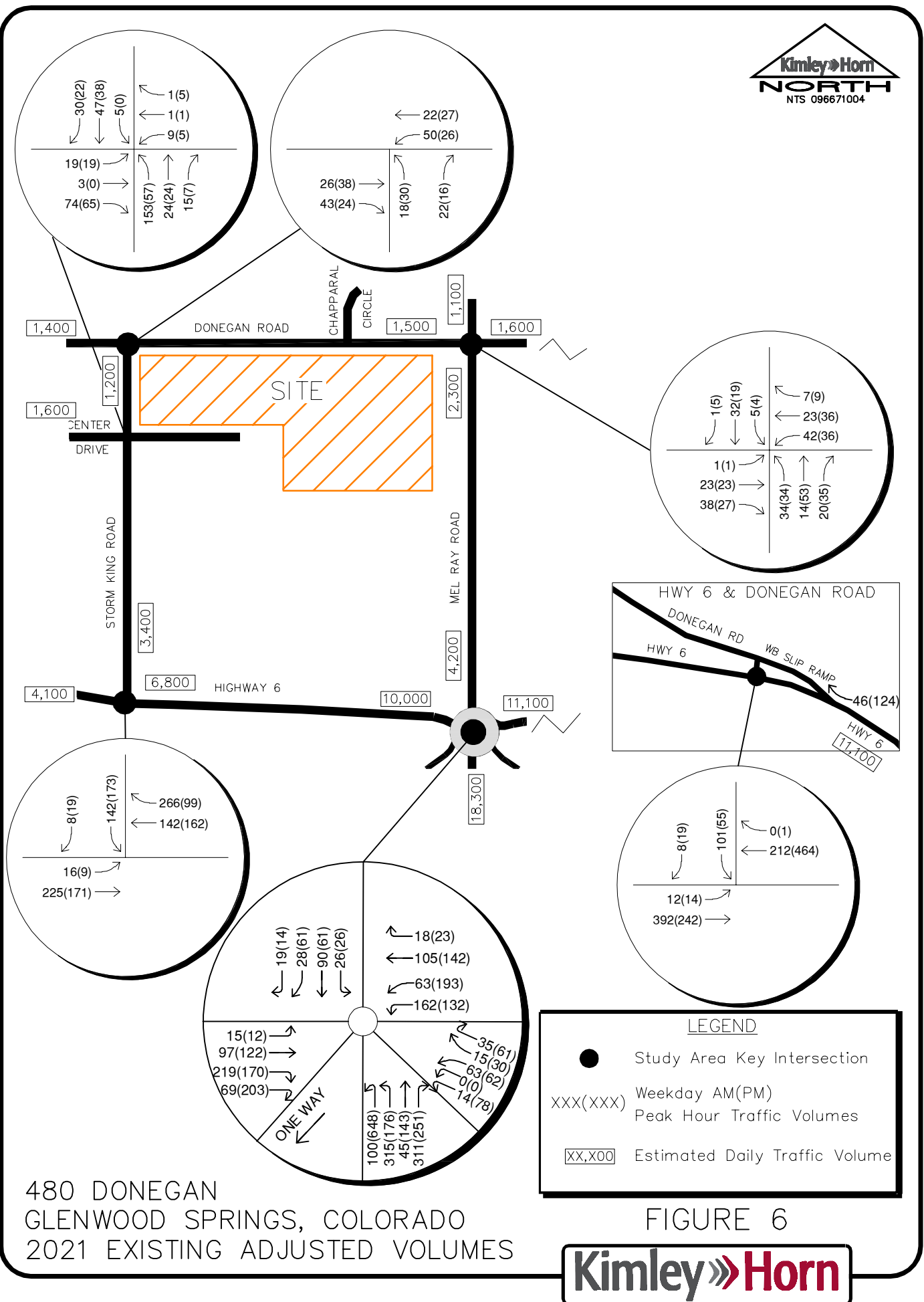


FIGURE 5



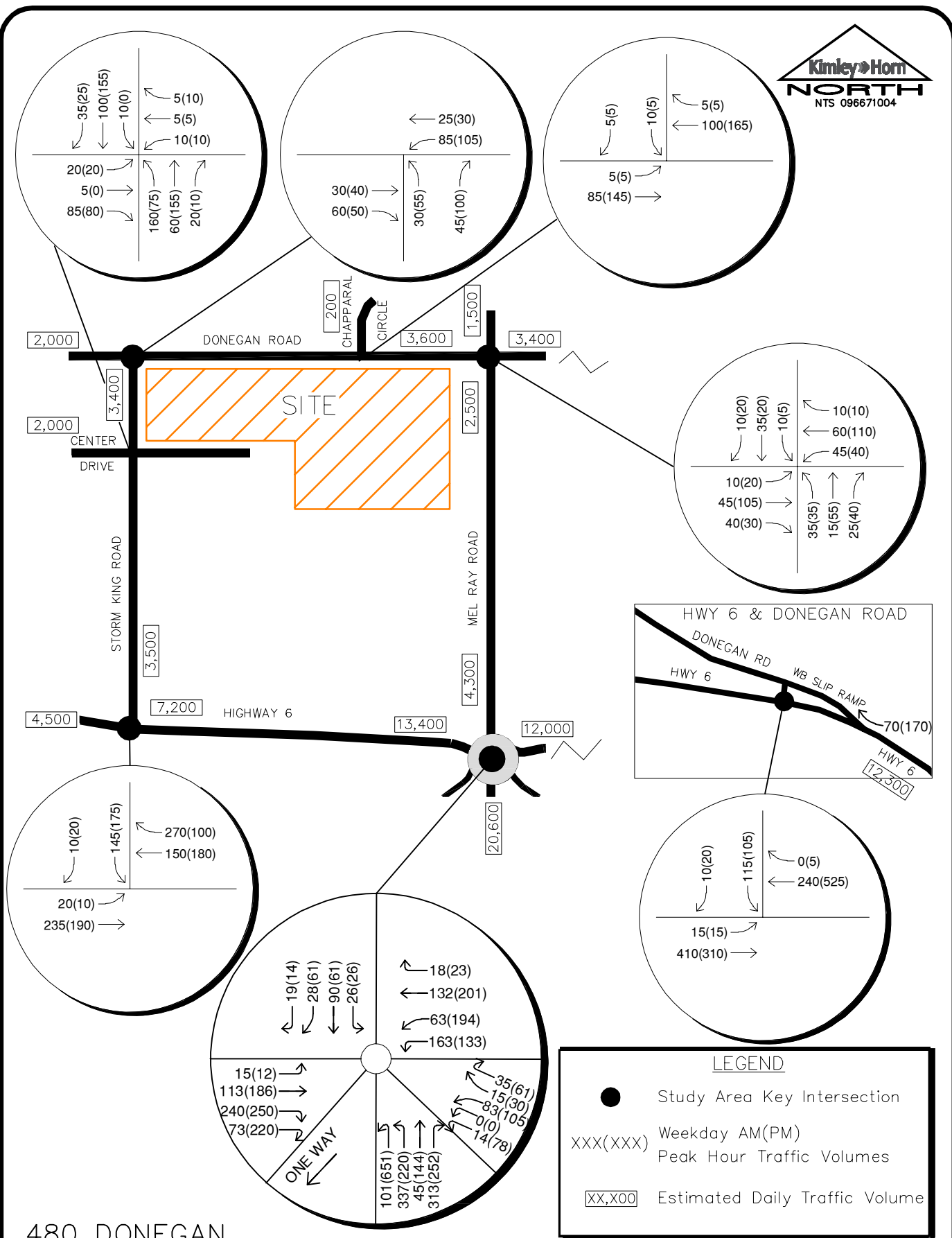


FIGURE 7

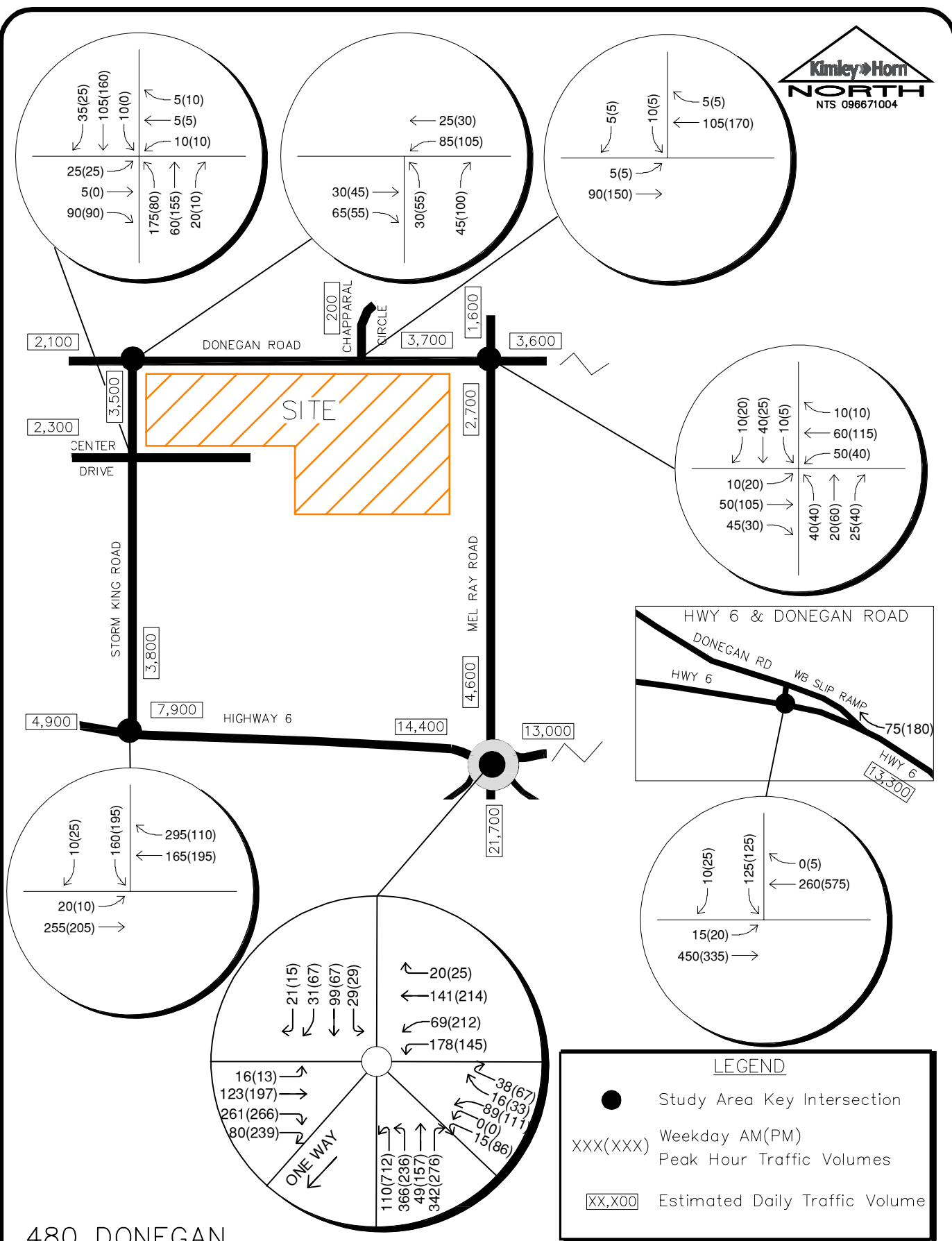


FIGURE 8

4.0 PROJECT TRAFFIC CHARACTERISTICS

4.1 Trip Generation

Site-generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to the proposed land use to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the *Trip Generation Manual*¹ published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses. For this study, Kimley-Horn used the ITE Trip Generation Report average rates and fitted curve equations that apply to Low-Rise Multifamily Housing (ITE Land Use Code 220), Mid-Rise Multifamily Housing (ITE Code 221), and High Turnover Sit-Down Restaurant (ITE Code 932) for traffic associated with the development.

The 480 Donegan development is anticipated to include 360 multifamily dwelling units and a 2,000 square foot restaurant. The 360 multifamily residences are planned as 20 townhouses, 13 live-work units, and 327 apartments. Differentiation is not provided for the for-sale or for-rent multi-family uses in the 10th Edition of ITE Trip Generation. The live-work units typically cause a reduction in traffic generation by providing a place of employment within the residence. However, no reduction to the traffic volumes were applied for these units. The proposed restaurant is anticipated to primarily be an amenity internal to the site; however, was included for evaluation to provide a conservative analysis. Of note, based on other developments, approximately 80 percent of the business for the restaurant comes from the residents of the property.

As identified in ITE Trip Generation 10th Edition, Low-Rise Multifamily Housing (ITE 220) includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have one or two levels (floors); therefore, the 20 townhouses were evaluated with this land use code. Likewise, Mid-Rise Multifamily Housing (ITE 221) includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have between three and 10 levels (floors); therefore, the apartments and live-work units were evaluated with this land use code.

¹ Institute of Transportation Engineers, *Trip Generation Manual*, Tenth Edition, Washington DC, 2017.

480 Donegan is expected to generate approximately 2,188 weekday daily trips, with 144 of these trips occurring during the morning peak hour and 177 of these trips occurring during the afternoon peak hour. Calculations were based on the procedure and information provided in the *ITE Trip Generation Manual, 10th Edition – Volume 1: User's Guide and Handbook*, 2017. **Table 1** summarizes the estimated trip generation for the proposed development. The trip generation worksheets are included in **Appendix C**.

Table 1 – 480 Donegan Traffic Generation

Land Use	Weekday Vehicle Trips						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Low-Rise Multifamily Housing (ITE 220) – 20 Dwelling Units	100	2	8	10	9	5	14
Mid-Rise Multifamily Housing (ITE 221) – 340 Dwelling Units	1,852	30	84	114	87	56	143
Sit-Down Restaurant (ITE 932) – 2,000 Square Feet	226	11	9	20	12	8	20
Total Site Generated Trips	2,188	43	101	144	108	69	177

4.2 Trip Distribution

Distribution of site traffic was based on the area street system characteristics, existing traffic patterns and volumes, existing demographic information, and the proposed access system for the project. The directional distribution of traffic is a means to quantify the percentage of site-generated traffic that approaches the site from a given direction and departs the site back to the original source. The project trip distribution is illustrated in **Figure 9**.

4.3 Traffic Assignment and Total (Background Plus Project Traffic)

Project traffic assignment was obtained by applying the project trip distribution to the estimated traffic generation of the development shown in **Table 1**. Project traffic assignment is shown in **Figure 10** for 480 Donegan. Site traffic volumes were added to the background volumes to represent estimated traffic conditions for the short term 2022 horizon and long term 2040 horizon. These total traffic volumes for the project study area are illustrated for the 2022 and 2040 horizon years in **Figures 11** and **12**, respectively.

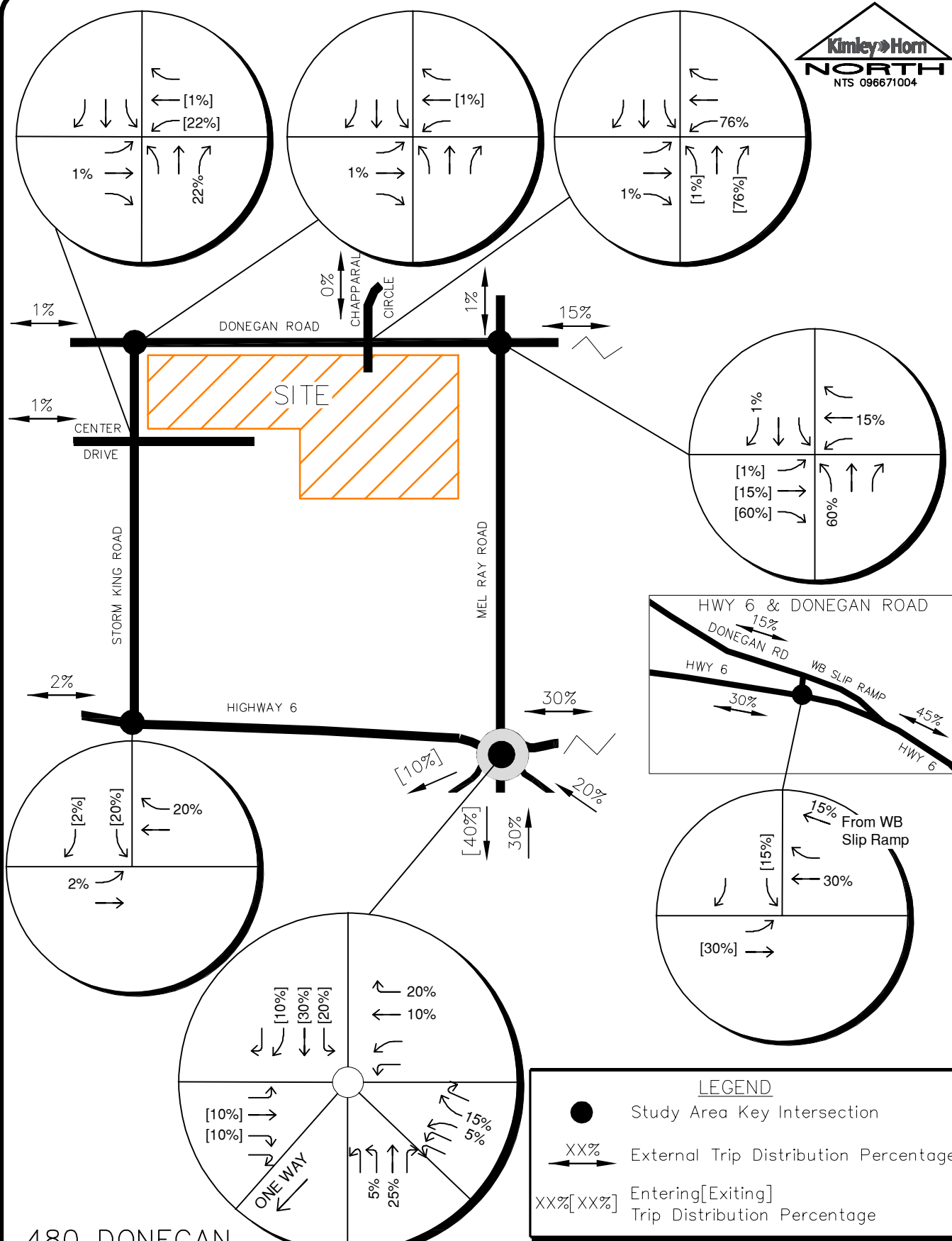


FIGURE 9

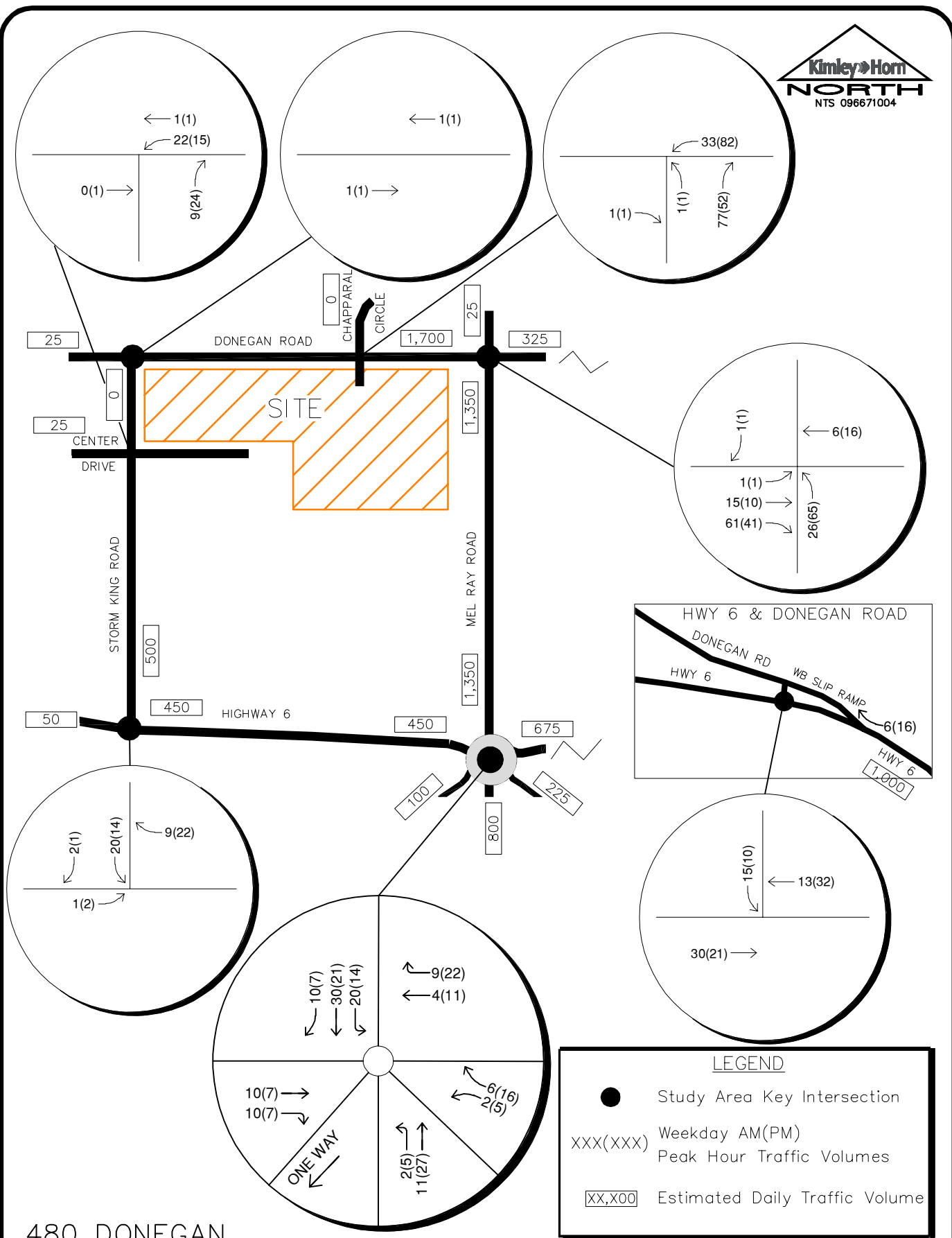


FIGURE 10



Kimley»»Horn

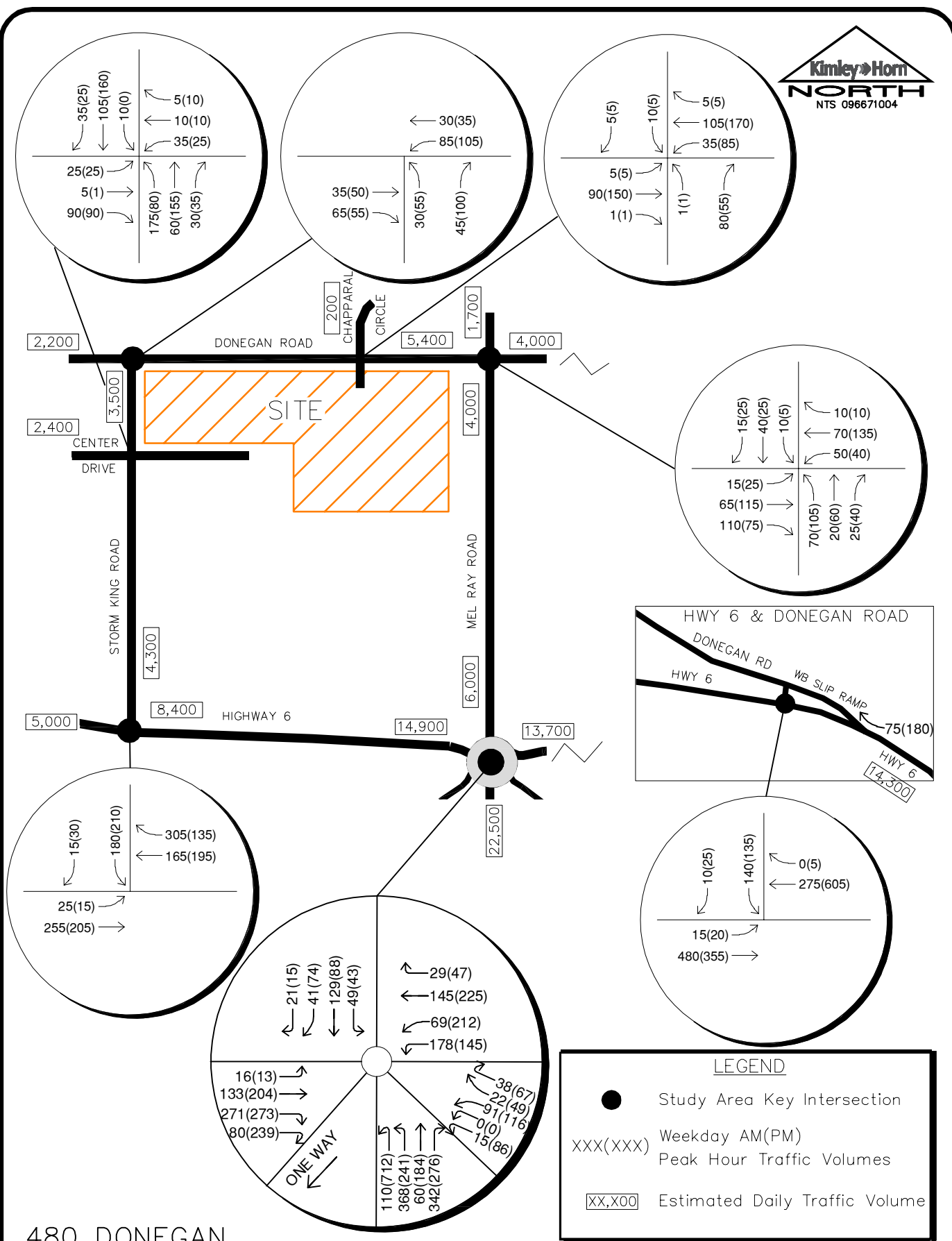


FIGURE 12

5.0 TRAFFIC OPERATIONS ANALYSIS

Kimley-Horn's analysis of traffic operations in the site vicinity was conducted to determine potential capacity deficiencies in the 2022 and 2040 development horizons at the identified key intersections and access driveways. The acknowledged source for determining overall capacity is the current edition of the *Highway Capacity Manual (HCM)*².

5.1 Analysis Methodology

Capacity analysis results are listed in terms of Level of Service (LOS). LOS is a qualitative term describing operating conditions a driver will experience while traveling on a particular street or highway during a specific time interval. It ranges from A (very little delay) to F (long delays and congestion). The City of Glenwood Springs has adopted LOS D as the minimum acceptable level of service for all movements and approaches when evaluating intersection operations. **Table 2** shows the definition of level of service for signalized and unsignalized intersections.

Table 2 – Level of Service Definitions

Level of Service	Signalized Intersection Average Total Delay (sec/veh)	Unsignalized Intersection Average Total Delay (sec/veh)
A	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	> 50

Study area intersections were analyzed based on average total delay analysis for signalized and unsignalized intersections. Under the unsignalized analysis, the level of service (LOS) for a two-way stop-controlled intersection is determined by the computed or measured control delay and is defined for each minor movement. Level of service for a two-way stop-controlled intersection is not defined for the intersection as a whole. Level of service for a signalized and four-way stop controlled intersection is defined for each approach and for the intersection.

² Transportation Research Board, *Highway Capacity Manual*, Sixth Edition, Washington DC, 2016.

5.2 Key Intersection Operational Analysis

Calculations for the level of service at the key intersections for the study area are provided in **Appendix D**. The existing year analysis is based on the lane geometry and intersection control shown in **Figure 3**. The existing peak hour factors were utilized in the intersection operational analysis. Sidra software was used to evaluate the roundabout intersection at SH-6 and Mel Ray Road, while Synchro traffic analysis software was used to analyze the unsignalized key intersections and access driveways for level of service.

Donegan Road and Chapparral Circle/Project Access

The Donegan Road and Chapparral Circle intersection is a three-leg T-intersection with stop control on the southbound Chapparral Circle approach. The movements at this intersection currently operate acceptably with LOS A during the morning and afternoon peak hours. With construction of this project, a south leg is proposed as a project access. It is recommended that the south leg have one lane for shared movements and a R1-1 STOP sign installed on the northbound approach. Throughout 2040, all movements at this intersection are anticipated to operate acceptably with LOS B or better. **Table 3** provides the level of service results.

Table 3 – Donegan Road and Chapparral Circle/Project Access LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2021 Adjusted Existing				
Eastbound Left	7.3	A	7.4	A
Southbound Approach	9.1	A	9.1	A
2022 Background				
Eastbound Left	7.5	A	7.6	A
Southbound Approach	9.5	A	10.0	B
2022 Background Plus Project				
Northbound Approach	9.1	A	9.5	A
Eastbound Left	7.5	A	7.6	A
Westbound Left	7.5	A	7.7	A
Southbound Approach	10.8	B	11.9	B
2040 Background				
Eastbound Left	7.5	A	7.6	A
Southbound Approach	9.5	A	10.0	B
2040 Background Plus Project				
Northbound Approach	9.2	A	9.5	A
Eastbound Left	7.5	A	7.6	A
Westbound Left	7.5	A	7.7	A
Southbound Approach	10.9	B	12.1	B

Donegan Road and Mel Ray Road

The intersection of Donegan Road and Mel Ray Road is a four-leg intersection with stop control on all approaches. This intersection currently operates acceptably with LOS A during the morning and afternoon peak hours. With the existing lane configuration and control, this intersection is anticipated to continue to operate acceptably with LOS B or better during the peak hours throughout 2040. **Table 4** shows the level of service results at this intersection.

Table 4 – Donegan Road and Mel Ray Road LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2021 Adjusted Existing	7.8	A	7.9	A
2022 Background	8.4	A	9.2	A
2022 Background Plus Project	9.3	A	10.8	B
2040 Background	8.6	A	9.4	A
2040 Background Plus Project	9.5	A	11.1	B

SH-6 and Donegan Road

The intersection of SH-6 and Donegan Road is a three-leg intersection with stop control on the southbound approach. The movements at this intersection all currently operate acceptably with LOS C or better during the morning and afternoon peak hours. With the existing lane configurations and control, the movements at this intersection are all expected to continue to operate acceptably during the peak hours in 2022 with or without the addition of project traffic. By 2040, the southbound approach at this intersection may degrade to operate with LOS E during the afternoon peak hour with or without the addition of project traffic. In order to provide acceptable operations, it is recommended that an eastbound left turn lane and an eastbound acceleration lane from the southbound left turn be constructed at this intersection to facilitate two-stage left turn movements. Based on CDOT Access Code standards, the eastbound left turn lane should provide a length of 50 feet plus a 145-foot taper while the left turn acceleration lane should provide a length of 235 feet plus a 145-foot taper. The through lane transitions should be 320 feet long based on the 40-mph speed limit and a 12-foot wide lane. With this improvement, the movements at this intersection are expected to operate acceptably with LOS C or better during the peak hours throughout the 2040 horizon. **Table 5** shows the level of service results at this intersection.

Table 5 – SH-6 and Donegan Road LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2021 Adjusted Existing				
Eastbound Left	7.7	A	8.4	A
Southbound Approach	17.1	C	16.7	C
2022 Background				
Eastbound Left	7.8	A	8.7	A
Southbound Approach	19.6	C	25.2	D
2022 Background Plus Project				
Eastbound Left	7.9	A	8.8	A
Southbound Approach	22.5	C	30.4	D
2040 Background				
Eastbound Left	7.9	A	8.9	A
Southbound Approach	22.7	C	35.6	E
2040 Background Plus Project				
Eastbound Left	7.9	A	9.0	A
Southbound Approach	26.9	D	44.9	E
2040 Background Plus Project #				
Eastbound Left	7.9	A	9.0	A
Southbound Approach	17.9	C	22.3	C

Eastbound left turn lane and eastbound acceleration lane from southbound left turn

Center Drive/Project Access and Storm King Road

The Center Drive and Storm King Road intersection is a four-leg intersection with stop control on the eastbound and westbound Center Drive approaches. The movements at this intersection currently operate acceptably with LOS D or better during the morning peak hour and LOS B or better during the afternoon peak hour. With construction of this project, the east leg of this intersection is proposed to be an access to the 480 Donegan development. With or without the addition of the project, the westbound approach at this intersection is anticipated to operate with LOS E during the morning peak hour in 2022. It is believed that all-way stop control would be appropriate at this intersection based on the proximity to the school, traffic volume projections, number of pedestrian crossings, and operational requirements. With all-way stop control and the existing lane configurations, this intersection is expected to operate acceptably with LOS B during the peak hours throughout the 2040 horizon.

It is recommended that R1-1 "STOP" signs be installed on the northbound and southbound Storm King Road approaches of this intersection. Further, R1-3P "ALL WAY" plaques should be placed below the stop signs on all four approaches. It is recommended that orange flags be temporarily affixed to the new STOP signs on northbound and southbound Storm King Road to warn drivers of the change in traffic control. **Table 6** shows the level of service results at this intersection.

Table 6 – Center Drive/Project Access and Storm King Road LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2021 Adjusted Existing				
Northbound Left	8.2	A	7.8	A
Eastbound Approach	14.2	B	12.3	B
Westbound Approach	26.3	D	13.0	B
Southbound Left	7.4	A	-	A
2022 Background				
Northbound Left	8.5	A	8.3	A
Eastbound Approach	18.9	C	18.7	C
Westbound Approach	35.5	E	20.0	C
Southbound Left	7.5	A	-	A
2022 Background Plus Project				
Northbound Left	8.5	A	8.3	A
Eastbound Approach	18.3	C	20.1	C
Westbound Approach	46.5	E	29.0	D
Southbound Left	7.5	A	-	A
2022 Background Plus Project #	B	13.3	13.7	B
2040 Background				
Northbound Left	8.7	A	8.3	A
Eastbound Approach	24.5	C	22.9	C
Westbound Approach	43.5	E	21.5	C
Southbound Left	7.5	A	-	A
2040 Background Plus Project #	B	13.5	14.8	B

All Way Stop Control

SH-6 and Storm King Road

The intersection of SH-6 and Storm King Road is a three-leg T-intersection with stop control on the southbound Storm King Road approach. The movements at this intersection all currently operate acceptably with LOS C or better during the morning and afternoon peak hours. With construction of this project, the movements at this intersection are anticipated to continue to operate acceptably with LOS C or better during the peak hours throughout the 2040 horizon. **Table 7** shows the level of service results at this intersection.

Table 7 – SH-6 and Storm King Road LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2021 Adjusted Existing				
Eastbound Left	8.9	A	7.9	A
Southbound Approach	16.4	C	13.3	B
2022 Background				
Eastbound Left	9.0	A	8.0	A
Southbound Approach	17.4	C	13.9	B
2022 Background Plus Project				
Eastbound Left	9.0	A	8.1	A
Southbound Approach	19.5	C	14.5	B
2040 Background				
Eastbound Left	9.2	A	8.1	A
Southbound Approach	19.6	C	15.0	C
2040 Background Plus Project				
Eastbound Left	9.3	A	8.2	A
Southbound Approach	22.6	C	15.8	C

SH-6 and Mel Ray Road

The SH-6 and Mel Ray Road intersection is a two-lane roundabout with access to SH-6, Mel Ray Road, and the I-70 Westbound Ramps. This intersection currently operates acceptably with LOS B during the morning peak hour and LOS D during the afternoon peak hour. With or without construction of this project, this roundabout is anticipated to operate poorly during the afternoon peak hour with LOS F in 2022. If future volumes are realized, this roundabout should be further studied by CDOT. However, it should be noted that a conservative COVID adjustment factor as well as traffic volume growth rate were applied. Also, this intersection is likely built to the ultimate configuration. **Table 8** shows the level of service results at this intersection. Detailed results of the operational analysis are also provided in **Appendix D**.

Table 8 – SH-6 and Mel Ray Road LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2021 Adjusted Existing	11.8	B	26.0	D
2022 Background	13.8	B	58.9	F
2022 Background Plus Project	17.3	C	77.2	F
2040 Background	18.2	C	90.0	F
2040 Background Plus Project	24.8	C	112.0	F

Donegan Road and Storm King Road

The intersection of Donegan Road and Storm King Road is a three-leg T-intersection with stop control on the northbound Storm King Road approach. The movements at this intersection all currently operate acceptably with LOS A during the morning and afternoon peak hours. With construction of this project, the movements at this intersection are anticipated to continue to operate acceptably with LOS B or better during the peak hours throughout the 2040 horizon. **Table 9** shows the level of service results at this intersection.

Table 9 – Donegan Road and Storm King Road LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2021 Adjusted Existing Northbound Approach Westbound Left	9.5 7.5	A A	9.6 7.5	A A
2022 Background Northbound Approach Westbound Left	10.2 7.6	B A	11.3 7.7	B A
2022 Background Plus Project Northbound Approach Westbound Left	10.3 7.7	B A	11.4 7.7	B A
2040 Background Northbound Approach Westbound Left	10.2 7.7	B A	11.4 7.7	B A
2040 Background Plus Project Northbound Approach Westbound Left	10.3 7.7	B A	11.5 7.8	B A

5.3 CDOT Access Permit Analysis Need

The threshold for requiring an access permit along CDOT roadways occurs when project traffic is anticipated to increase the existing access traffic volumes by more than 20 percent. Based on traffic projections, the addition of project traffic on the north leg of the SH-6 and Mel Ray Road intersection is anticipated to increase existing access traffic volumes by more than 20 percent during the peak hour; therefore, it is believed that an access permit will be required by CDOT for this approach in association with this project. Since the Mel Ray Road and SH-6 intersection is a roundabout, turn lanes are not anticipated to be required in addition to the existing roundabout configuration.

Neither the Storm King Road at SH-6 nor the Donegan Road north leg at SH-6 are anticipated to increase traffic volumes by more than 20 percent; therefore, access permits are not anticipated to be needed at these two intersections in association with this project. Of note, the project traffic added to the north leg of Storm King Road at SH-6 is anticipated to have an increase of 13.0 percent, while the project traffic added to the north leg of Donegan Road at SH-6 is anticipated to increase by 13.1 percent. Although, if improvements are constructed at SH-6/Donegan Road as recommended in the future to include an eastbound left turn lane and an eastbound acceleration lane from the southbound left turn, a CDOT Access Permit will likely be needed.

5.4 Vehicle Queuing Analysis

A vehicle queuing analysis was conducted for the study area intersections. The queuing analysis was performed using Synchro presenting the results of the 95th percentile queue lengths. Results are shown in the following **Table 10** with calculations provided within the level of service operational sheets of **Appendix D**.

Table 10 – Turn Lane Queuing Analysis Results

Intersection Turn Lane	Existing Turn Lane Length (feet)	2022 Calculated Queue (feet)	2022 Recommended Length (feet)	2040 Calculated Queue (feet)	2040 Recommended Length (feet)
Donegan Road & Chapparral Circle Northbound Approach	DNE	25'	25'	25'	25'
Donegan Road & Mel Ray Road Northbound Approach	C	50'	C	50'	
Eastbound Approach	C	50'	C	50'	C
Westbound Approach	C	50'	C	50'	C
Southbound Approach	C	25'	C	25'	C
Donegan Road & SH-6 Eastbound Left	DNE	25'	DNE	25'	50'+145' T
Southbound Approach	50'	75'	50' *	75'	50' *
Center Drive/Access & Storm King Road Northbound Approach	C	125'	C	125'	C
Eastbound Approach	C	50'	C	50'	C
Westbound Approach	C	25'	C	25'	C
Southbound Approach	C	50'	C	75'	C
SH-6 & Storm King Rd Southbound Approach	C	75'	C	100'	C
SH-6 & Mel Ray Rd Southbound Approach	C	120'	C	190'	C
Donegan Road & Storm King Road Northbound Approach	C	25'	C	25'	C

DNE = Does Not Exist; C = Continuous Lane; * = Constructed to Maximum Possible Length

As shown in the table representing the queuing results, it is recommended that the new south leg to provide access to this 480 Donegan project at the intersection of Donegan Road and Chapparral Circle be constructed with a minimum throat depth to accommodate one vehicle, or 25 feet. The current site plan provides approximately 125 feet at this location; therefore, this throat depth is sufficient to accommodate exiting project traffic.

The southbound approach at Donegan Road and SH-6 intersection may have queues longer than available. As stated previously, an eastbound left turn lane and an eastbound acceleration lane to accept the southbound left turn may need to be constructed by 2040 at the SH-6 and Donegan Road intersection. The eastbound left turn lane should provide a length of 50 feet plus a 145-foot taper while the left turn acceleration lane should provide a length of 235 feet plus a 145-foot taper. This improvement will provide a shorter southbound approach queue length.

5.5 Bicycle and Pedestrian Access

Bicycle and pedestrian access evaluations were conducted for the area surrounding the proposed 480 Donegan project. There are designated bicycle lanes on both sides of Donegan Road east of Soccer Field Road. There are sidewalks along the south side of Donegan Road from Storm King Road to approximately 575 feet west of Storm King Road. Sidewalks exist on both sides of Donegan Road from Soccer Field Road to Orchard Lane. To the east of Orchard Lane, a sidewalk exists on the north side of Donegan Road. Sidewalks exist on both sides of Storm King Road and on the north side of State Highway 6 within the project area. RFTA Routes Hogback and Ride Glenwood Spring have one stop along State Highway 6 just to the west of Mel Ray Road. Crosswalks are currently provided at the roundabout intersection of State Highway 6 and Mel Ray Road.

In the future, bicycle lanes are proposed in both directions, eastbound and westbound, along Donegan Road. A bicycle lane is also proposed in the northbound direction along the full length of Storm King Road. Further, a bicycle lane is proposed south of Center Drive along Storm King Road in the southbound direction. However, it is believed sufficient space is not available north of Center Drive to include a southbound bicycle lane along Storm King Road. Likewise, sidewalk connections will be provided to the east along the south side of Donegan Road to provide a connection from this development to the existing sidewalk for a continuous pedestrian access.

5.6 Improvement Summary

Based on the results of the intersection operational and vehicle queuing analysis, the key intersection recommended improvements and control are shown in **Figure 13** for 2022 and **Figure 14** for 2040.

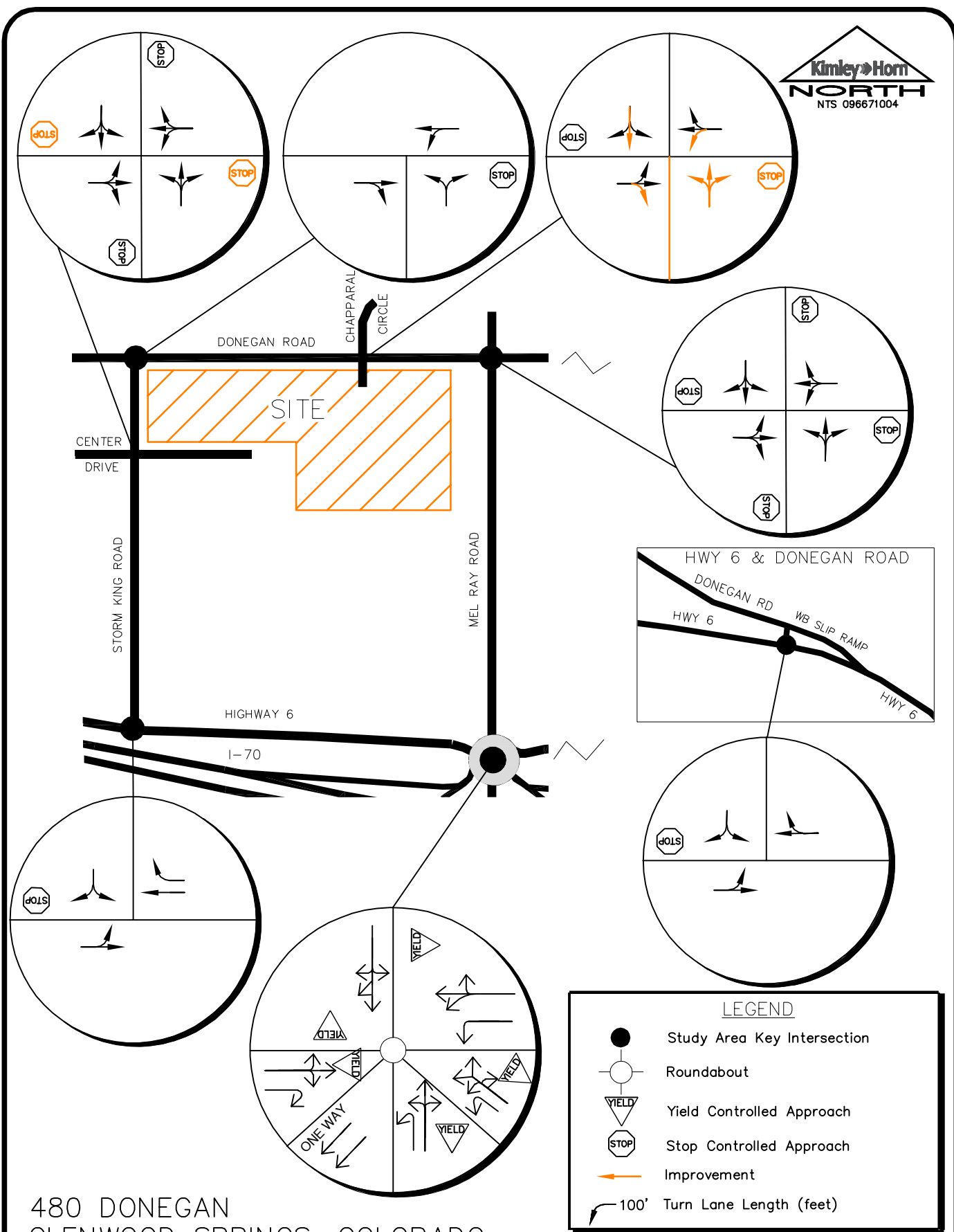


FIGURE 13

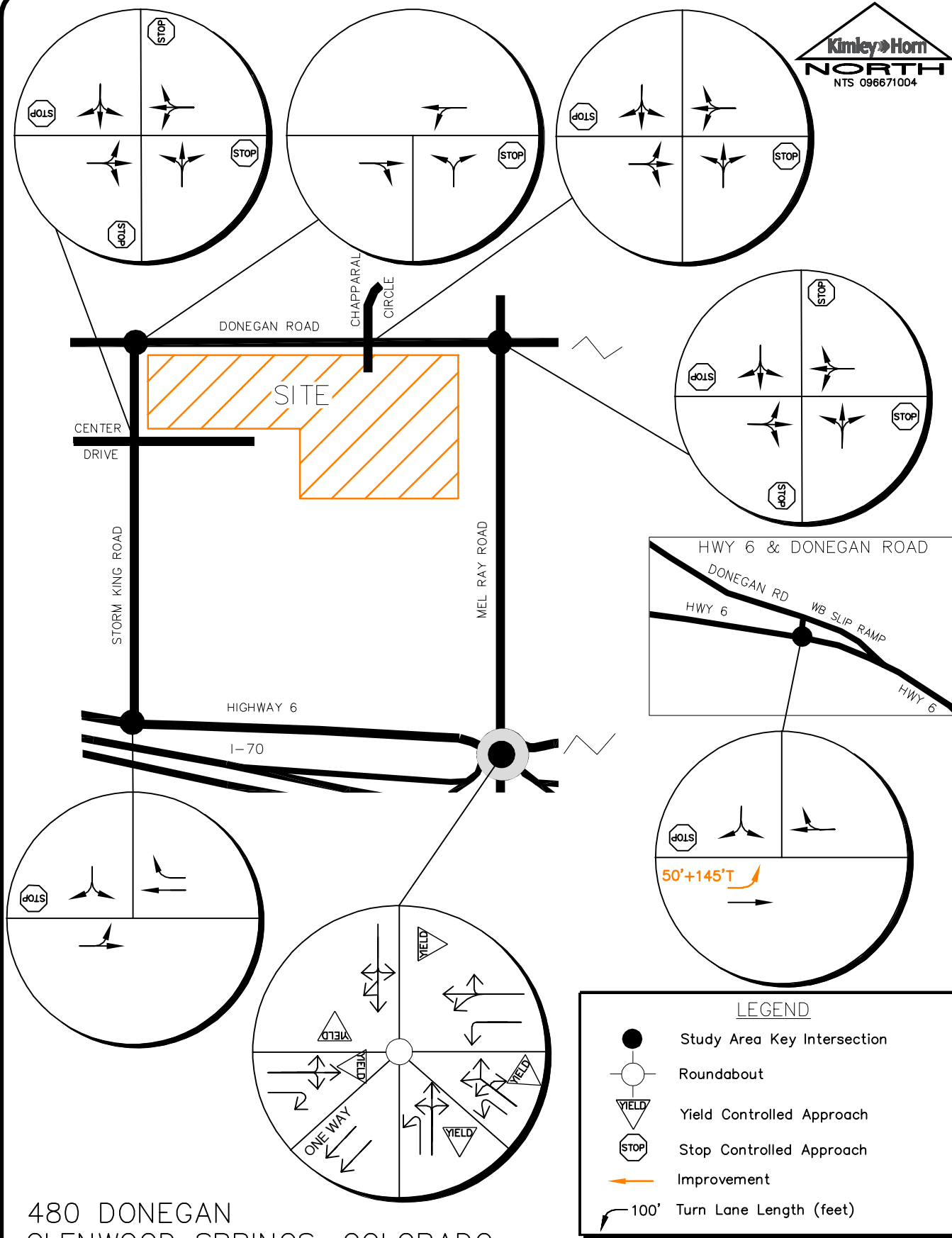


FIGURE 14

6.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the analysis presented in this report, Kimley-Horn believes 480 Donegan will be successfully incorporated into the existing and future roadway network. The proposed project development resulted in the following recommendations and conclusions:

- Access to the site will be provided by two proposed full movement driveways. One access is proposed on the south side of Donegan Road to align with Chapparal Circle and the other access is proposed along the east side of Storm King Road to align with Center Drive. It is recommended that the access aligning with Chapparal Circle have a single exiting lane to Donegan Road and operate with stop control with a R1-1 “STOP” sign installed for the northbound exiting driveway approach.
- It is recommended that all-way stop control be provided at the intersection of Center Drive/Access and Storm King Road with development of the project. New R1-1 “STOP” signs should be installed on the northbound and southbound Storm King Road approaches of this intersection. Further, R1-3P “ALL WAY” plaques should be placed below the stop signs on all four approaches. It is recommended that orange flags be temporarily affixed to the new STOP signs on northbound and southbound Storm King Road to warn drivers of the change in traffic control.
- The threshold for requiring an access permit along CDOT roadways occurs when project traffic is anticipated to increase the existing access traffic volumes by more than 20 percent. Based on traffic projections, the addition of project traffic on the north leg of the SH-6 and Mel Ray Road intersection is anticipated to increase existing access traffic volumes by more than 20 percent during the peak hour; therefore, it is believed that an access permit will be required by CDOT for this approach at the Mel Ray Road and SH-6 intersection in association with this project. Access permit are not anticipated to be required at the SH-6/Storm King Road or SH-6/Donegan Road intersections based on the traffic volume threshold; although, if improvements are constructed at SH-6/Donegan Road as recommended for the future to include an eastbound left turn lane and an eastbound acceleration lane from the southbound left turn, a CDOT Access Permit will likely be needed.

- Based on an operational need in 2040 with or without the addition of project traffic, it is recommended that an eastbound left turn lane and an eastbound acceleration lane from the southbound left turn be constructed at the State Highway 6 and Donegan Road intersection. Based on CDOT Access Code standards, the eastbound left turn lane should provide a length of 50 feet plus a 145-foot taper while the left turn acceleration lane should provide a length of 235 feet plus a 145-foot taper. The through lane transitions around this new left turn lane should be 320 feet long based on the 40-mph speed limit and a 12-foot wide lane.
- Any on-site improvements should be incorporated into the Civil Drawings and conform to the standards of the City of Glenwood Springs, CDOT, and the Manual on Uniform Traffic Control Devices (MUTCD) – 2009 Edition.

APPENDICES

APPENDIX A

Intersection Count Sheets

MEL RAY RD DONEGAN RD

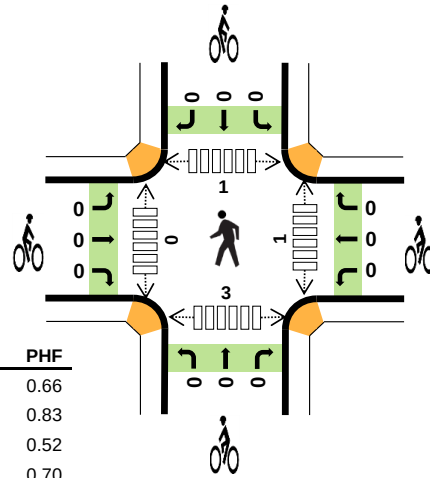
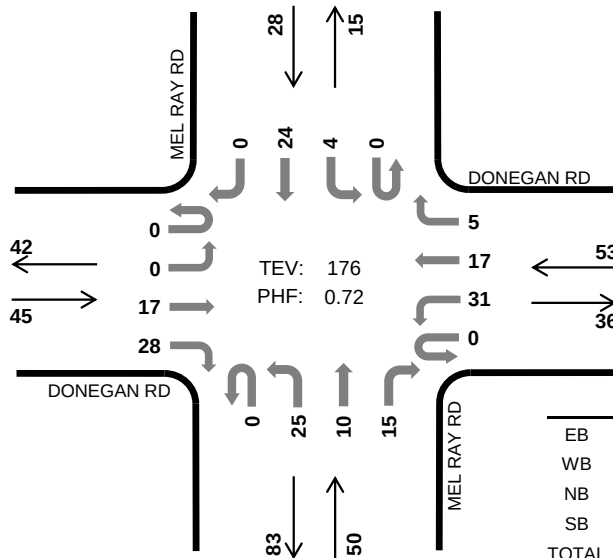


Peak Hour

Date: 03/03/2021

Count Period: 7:00 AM to 9:00 AM

Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	4.4%	0.66
WB	7.5%	0.83
NB	10.0%	0.52
SB	3.6%	0.70
TOTAL	6.8%	0.72

Two-Hour Count Summaries

Interval Start		DONEGAN RD				DONEGAN RD				MEL RAY RD				MEL RAY RD				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	4	2	0	6	1	0	0	3	0	2	0	0	8	0	26	0
7:15 AM		0	0	0	0	0	7	2	0	0	0	0	1	0	0	4	0	14	0
7:30 AM		0	0	4	5	0	4	4	0	0	3	3	3	0	0	10	0	36	0
7:45 AM		0	0	3	1	0	11	6	0	0	8	1	0	0	0	3	1	34	110
8:00 AM		0	0	1	10	0	8	7	1	0	13	5	6	0	2	8	0	61	145
8:15 AM		0	0	8	9	0	7	4	1	0	6	0	5	0	0	4	0	44	175
8:30 AM		0	0	5	5	0	10	2	2	0	1	1	1	0	0	5	0	32	171
8:45 AM		0	0	3	4	0	6	4	1	0	5	4	3	0	2	7	0	39	176
Count Total		0	0	28	36	0	59	30	5	0	39	14	21	0	4	49	1	286	0
Peak Hour	All	0	0	17	28	0	31	17	5	0	25	10	15	0	4	24	0	176	0
	HV	0	0	1	1	0	4	0	0	0	4	1	0	0	0	1	0	12	0
	HV%	-	-	6%	4%	-	13%	0%	0%	-	16%	10%	0%	-	0%	4%	-	7%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
7:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	1	1
7:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	3	0	4	0	0	0	0	0	0	0	0	3	3
8:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	1	1	0	3	0	0	0	0	0	1	0	1	0	2
8:45 AM	0	2	1	1	4	0	0	0	0	0	0	0	0	0	0
Count Total	5	4	6	1	16	0	0	0	0	0	1	0	2	5	8
Peak Hour	2	4	5	1	12	0	0	0	0	0	1	0	1	3	5

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	DONEGAN RD				DONEGAN RD				MEL RAY RD				MEL RAY RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	4
8:00 AM	0	0	0	0	0	1	0	0	0	0	2	1	0	0	0	0	4	6
8:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	7
8:30 AM	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	3	9
8:45 AM	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	1	4	12
Count Total	0	0	4	1	0	4	0	0	0	0	5	1	0	0	0	1	16	0
Peak Hour	0	0	1	1	0	4	0	0	0	0	4	1	0	0	0	1	12	0

Two-Hour Count Summaries - Bikes																	
Interval Start	DONEGAN RD			DONEGAN RD			MEL RAY RD			MEL RAY RD			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

MEL RAY RD DONEGAN RD

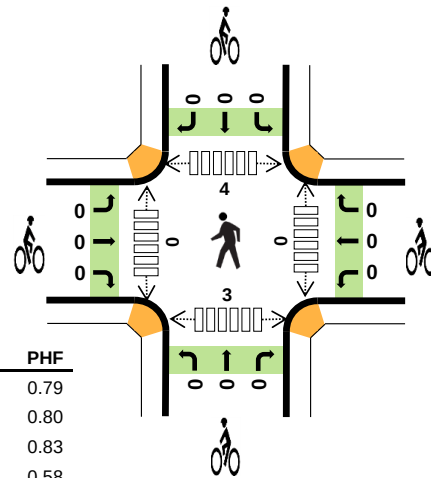
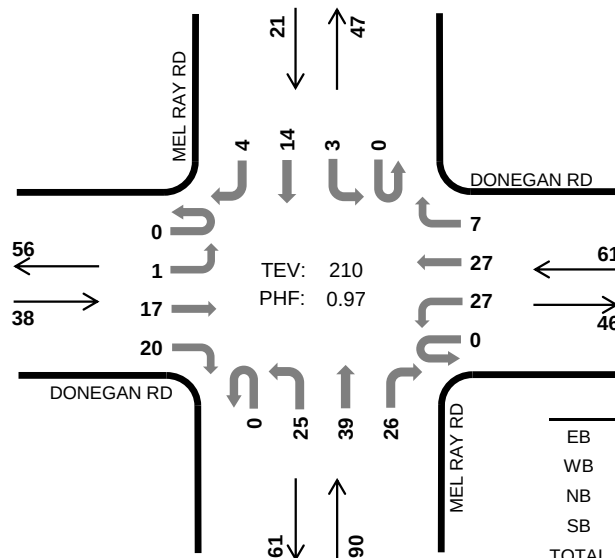


Peak Hour

Date: 03/03/2021

Count Period: 2:00 PM to 6:00 PM

Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	0.0%	0.79
WB	0.0%	0.80
NB	1.1%	0.83
SB	0.0%	0.58
TOTAL	0.5%	0.97

Four-Hour Count Summaries

Interval Start		DONEGAN RD				DONEGAN RD				MEL RAY RD				MEL RAY RD				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:15 PM		0	0	5	2	0	7	4	2	0	7	12	8	0	0	1	2	50	0
4:30 PM		0	0	5	4	0	6	7	1	0	8	9	7	0	2	5	0	54	0
4:45 PM		0	1	4	7	0	5	8	2	0	2	10	4	0	0	7	2	52	0
5:00 PM		0	0	3	7	0	9	8	2	0	8	8	7	0	1	1	0	54	210
Peak Hour	All	0	1	17	20	0	27	27	7	0	25	39	26	0	3	14	4	210	0
	HV	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
	HV%	-	0%	0%	0%	-	0%	0%	0%	-	0%	3%	0%	-	0%	0%	0%	0%	0

Note: For all three-hour count summary, see next page.

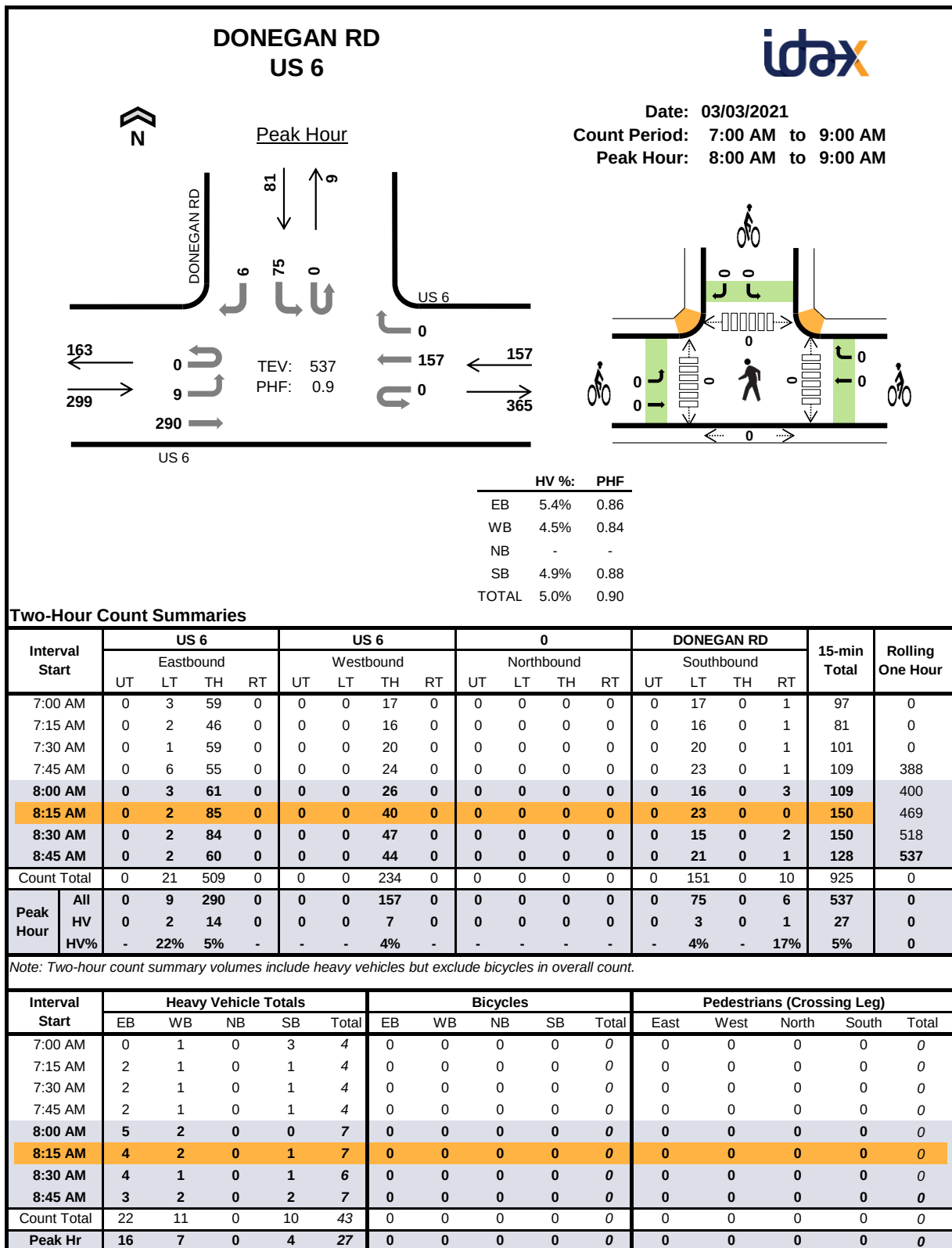
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	2	5
Peak Hour	0	0	1	0	1	0	0	0	0	0	0	0	4	3	7

Four-Hour Count Summaries																			
Interval Start		DONEGAN RD				DONEGAN RD				MEL RAY RD				MEL RAY RD				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
2:00 PM	0	0	5	12	0	5	5	1	0	10	5	3	0	0	6	0	52	0	
2:15 PM	0	0	4	8	0	7	3	1	0	4	1	2	0	1	2	0	33	0	
2:30 PM	0	0	7	4	0	5	5	1	0	4	4	3	0	0	5	0	38	0	
2:45 PM	0	0	3	4	0	6	7	3	0	8	5	2	0	1	7	0	46	169	
3:00 PM	0	2	7	2	0	6	5	2	0	8	10	8	0	2	3	0	55	172	
3:15 PM	0	2	5	8	0	11	7	0	0	4	1	7	0	2	3	0	50	189	
3:30 PM	0	0	9	7	0	5	3	1	0	3	4	5	0	1	3	0	41	192	
3:45 PM	0	0	5	5	0	5	5	3	0	8	8	6	0	0	6	0	51	197	
4:00 PM	0	0	6	5	0	11	6	2	0	5	6	4	0	0	3	1	49	191	
4:15 PM	0	0	5	2	0	7	4	2	0	7	12	8	0	0	1	2	50	191	
4:30 PM	0	0	5	4	0	6	7	1	0	8	9	7	0	2	5	0	54	204	
4:45 PM	0	1	4	7	0	5	8	2	0	2	10	4	0	0	7	2	52	205	
5:00 PM	0	0	3	7	0	9	8	2	0	8	8	7	0	1	1	0	54	210	
5:15 PM	0	0	3	4	0	5	4	2	0	3	6	1	0	1	5	1	35	195	
5:30 PM	0	0	1	2	0	11	6	1	0	6	9	10	0	2	5	0	53	194	
5:45 PM	0	1	2	2	0	4	6	3	0	7	10	4	0	1	3	0	43	185	
Count Total		0	6	74	83	0	108	89	27	0	95	108	81	0	14	65	6	756	0
Peak Hour	All	0	1	17	20	0	27	27	7	0	25	39	26	0	3	14	4	210	0
	HV	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
	HV%	-	0%	0%	0%	-	0%	0%	0%	-	0%	3%	0%	-	0%	0%	0%	0%	0
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)								
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total				
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4				
2:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1				
2:30 PM	0	1	1	0	2	0	0	0	0	0	0	0	1	3	4				
2:45 PM	0	0	2	0	2	0	0	0	0	0	1	0	1	1	3				
3:00 PM	0	1	2	0	3	0	0	0	0	0	0	0	0	2	2				
3:15 PM	2	2	0	0	4	0	0	0	0	0	0	0	0	3	3				
3:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	5	5				
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1				
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4				
4:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0				
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2				
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	2	5				
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4				
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2				
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1				
Count Total		2	4	8	0	14	0	0	0	0	0	0	1	0	12	28	41		
Peak Hour		0	0	1	0	1	0	0	0	0	0	0	0	0	4	3	7		

Four-Hour Count Summaries - Heavy Vehicles																		
Interval Start	DONEGAN RD				DONEGAN RD				MEL RAY RD				MEL RAY RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
2:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	
2:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	
3:00 PM	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	3	
3:15 PM	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	4	
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	1	1	0	4	0	0	0	7	1	0	0	0	0	0	14	
Peak Hour	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	

Four-Hour Count Summaries - Bikes																	
Interval Start	DONEGAN RD			DONEGAN RD			MEL RAY RD			MEL RAY RD			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

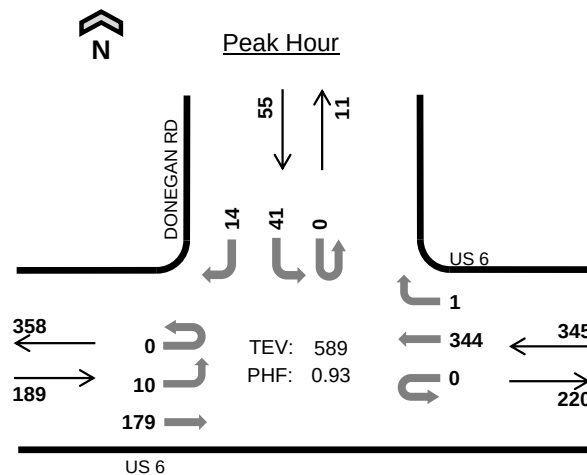


Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	US 6				US 6				0				DONEGAN RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	1	4	0
7:15 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	1	0	0	4	0
7:30 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	1	0	0	4	0
7:45 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	1	0	0	4	16
8:00 AM	0	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0	7	19
8:15 AM	0	1	3	0	0	0	2	0	0	0	0	0	0	1	0	0	7	22
8:30 AM	0	1	3	0	0	0	1	0	0	0	0	0	0	0	0	1	6	24
8:45 AM	0	0	3	0	0	0	2	0	0	0	0	0	0	2	0	0	7	27
Count Total	0	2	20	0	0	0	11	0	0	0	0	0	0	8	0	2	43	0
Peak Hour	0	2	14	0	0	0	7	0	0	0	0	0	0	3	0	1	27	0

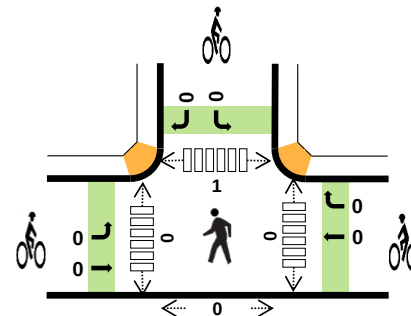
Two-Hour Count Summaries - Bikes																		
Interval Start	US 6			US 6			0			DONEGAN RD						15-min Total	Rolling One Hour	
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT			
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

DONEGAN RD US 6



Date: 03/03/2021
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	2.6%	0.86
WB	2.9%	0.88
NB	-	-
SB	0.0%	0.86
TOTAL	2.5%	0.93

Two-Hour Count Summaries

Interval Start		US 6				US 6				0				DONEGAN RD				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	2	36	0	0	0	62	0	0	0	0	0	0	13	0	11	124	0
4:15 PM		0	0	52	0	0	0	90	0	0	0	0	0	0	13	0	1	156	0
4:30 PM		0	1	43	0	0	0	76	0	0	0	0	0	0	7	0	1	128	0
4:45 PM		0	0	38	0	0	0	85	0	0	0	0	0	0	9	0	5	137	545
5:00 PM		0	2	44	0	0	0	98	0	0	0	0	0	0	11	0	3	158	579
5:15 PM		0	4	38	0	0	0	85	0	0	0	0	0	0	11	0	5	143	566
5:30 PM		0	0	46	0	0	0	76	0	0	0	0	0	0	10	0	5	137	575
5:45 PM		0	4	51	0	0	0	85	1	0	0	0	0	0	9	0	1	151	589
Count Total		0	13	348	0	0	0	657	1	0	0	0	0	0	83	0	32	1,134	0
Peak Hour	All	0	10	179	0	0	0	344	1	0	0	0	0	0	41	0	14	589	0
	HV	0	0	5	0	0	0	10	0	0	0	0	0	0	0	0	0	15	0
	HV%	-	0%	3%	-	-	-	3%	0%	-	-	-	-	-	0%	-	0%	3%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

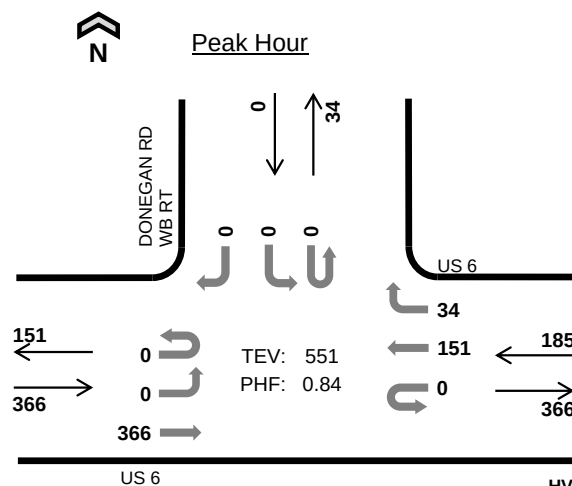
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	3	3	0	1	7	0	0	0	0	0	0	0	0	0	0
4:15 PM	2	2	0	0	4	0	0	0	0	0	0	0	2	0	2
4:30 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0
5:15 PM	3	2	0	0	5	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	3	0	0	4	0	0	0	0	0	0	0	1	0	1
5:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
Count Total	12	18	0	1	31	0	0	0	0	0	0	0	3	0	3
Peak Hr	5	10	0	0	15	0	0	0	0	0	0	0	1	0	1

Two-Hour Count Summaries - Heavy Vehicles																			
Interval Start	US 6				US 6				0				DONEGAN RD				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	1	7	0
4:15 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4	0
4:30 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	0
4:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	16
5:00 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4	13
5:15 PM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5	14
5:30 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4	15
5:45 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	15
Count Total	0	0	12	0	0	0	18	0	0	0	0	0	0	0	0	0	1	31	0
Peak Hour	0	0	5	0	0	0	10	0	0	0	0	0	0	0	0	0	0	15	0

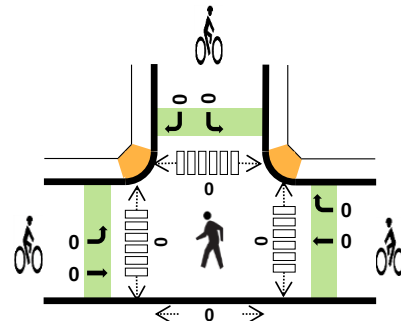
Two-Hour Count Summaries - Bikes																			
Interval Start	US 6			US 6			0			DONEGAN RD						15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound			Southbound									
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

DONEGAN RD WB RT US 6



Date: 03/03/2021
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	4.6%	0.84
WB	5.9%	0.77
NB	-	-
SB	-	-
TOTAL	5.1%	0.84

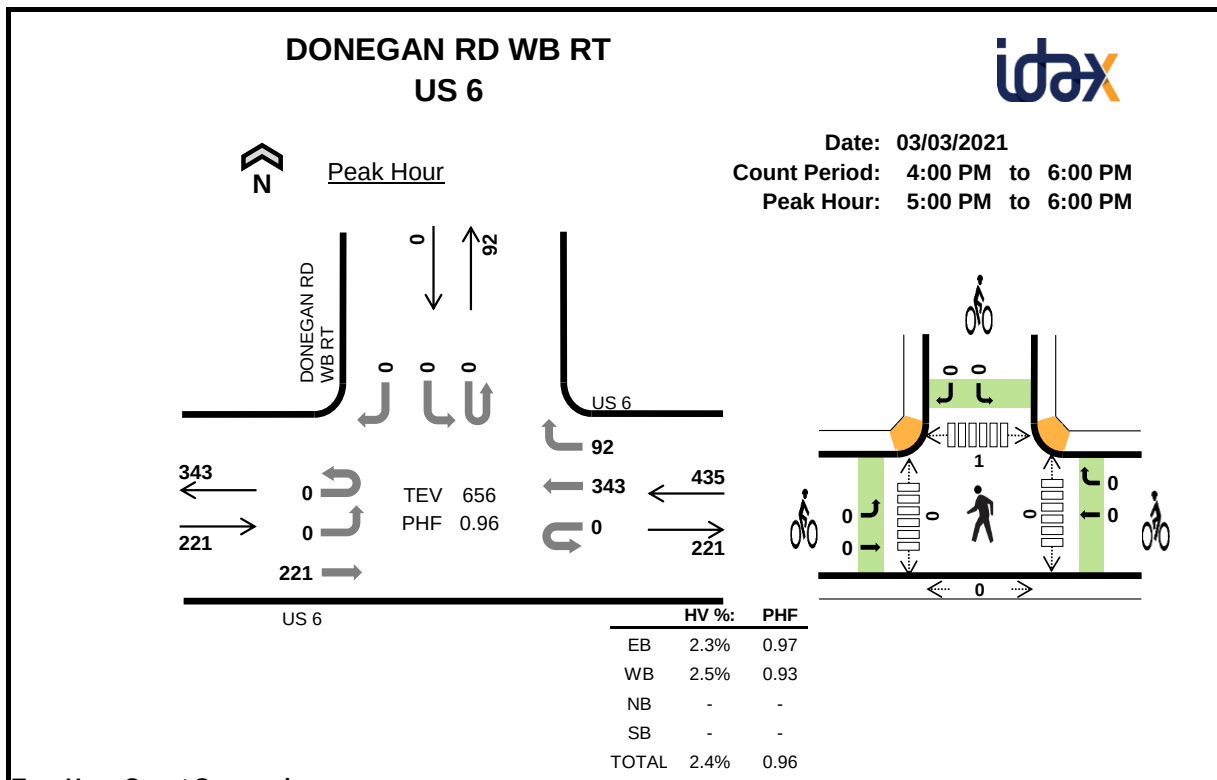
Two-Hour Count Summaries

Interval Start		US 6				US 6				0				DONEGAN RD WB RT				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	75	0	0	0	17	2	0	0	0	0	0	0	0	0	94	0
7:15 AM		0	0	60	0	0	0	18	7	0	0	0	0	0	0	0	0	85	0
7:30 AM		0	0	85	0	0	0	19	6	0	0	0	0	0	0	0	0	110	0
7:45 AM		0	0	74	0	0	0	29	5	0	0	0	0	0	0	0	0	108	397
8:00 AM		0	0	75	0	0	0	22	7	0	0	0	0	0	0	0	0	104	407
8:15 AM		0	0	109	0	0	0	39	6	0	0	0	0	0	0	0	0	154	476
8:30 AM		0	0	104	0	0	0	50	10	0	0	0	0	0	0	0	0	164	530
8:45 AM		0	0	78	0	0	0	40	11	0	0	0	0	0	0	0	0	129	551
Count Total		0	0	660	0	0	0	234	54	0	0	0	0	0	0	0	0	948	0
Peak Hour	All	0	0	366	0	0	0	151	34	0	0	0	0	0	0	0	0	551	0
	HV	0	0	17	0	0	0	7	4	0	0	0	0	0	0	0	0	28	0
	HV%	-	-	5%	-	-	-	5%	12%	-	-	-	-	-	-	-	-	5%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	4	2	0	0	6	0	0	0	0	0	0	0	0	0	0
7:15 AM	3	1	0	0	4	0	0	0	0	0	0	0	1	0	1
7:30 AM	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:00 AM	5	3	0	0	8	0	0	0	0	0	0	0	0	0	0
8:15 AM	4	2	0	0	6	0	0	0	0	0	0	0	0	0	0
8:30 AM	5	3	0	0	8	0	0	0	0	0	0	0	0	0	0
8:45 AM	3	3	0	0	6	0	0	0	0	0	0	0	0	0	0
Count Total	28	15	0	0	43	0	0	0	0	0	0	0	1	0	1
Peak Hr	17	11	0	0	28	0	0	0	0	0	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	US 6				US 6				0				DONEGAN RD WB RT				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	6	0
7:15 AM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0
7:30 AM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15
8:00 AM	0	0	5	0	0	0	2	1	0	0	0	0	0	0	0	0	8	17
8:15 AM	0	0	4	0	0	0	1	1	0	0	0	0	0	0	0	0	6	19
8:30 AM	0	0	5	0	0	0	2	1	0	0	0	0	0	0	0	0	8	23
8:45 AM	0	0	3	0	0	0	2	1	0	0	0	0	0	0	0	0	6	28
Count Total	0	0	28	0	0	0	11	4	0	0	0	0	0	0	0	0	43	0
Peak Hour	0	0	17	0	0	0	7	4	0	0	0	0	0	0	0	0	28	0
Two-Hour Count Summaries - Bikes																		
Interval Start	US 6			US 6			0			DONEGAN RD WB RT			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Note: U-Turn volumes for bikes are included in Left-Turn, if any.																		

**Two-Hour Count Summaries**

Interval Start		US 6				US 6				0				DONEGAN RD WB RT				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	49	0	0	0	65	20	0	0	0	0	0	0	0	0	134	0
4:15 PM		0	0	63	0	0	0	89	14	0	0	0	0	0	0	0	0	166	0
4:30 PM		0	0	51	0	0	0	77	20	0	0	0	0	0	0	0	0	148	0
4:45 PM		0	0	47	0	0	0	84	28	0	0	0	0	0	0	0	0	159	607
5:00 PM		0	0	53	0	0	0	96	21	0	0	0	0	0	0	0	0	170	643
5:15 PM		0	0	56	0	0	0	86	26	0	0	0	0	0	0	0	0	168	645
5:30 PM		0	0	55	0	0	0	73	24	0	0	0	0	0	0	0	0	152	649
5:45 PM		0	0	57	0	0	0	88	21	0	0	0	0	0	0	0	0	166	656
Count Total		0	0	431	0	0	0	658	174	0	0	0	0	0	0	0	0	1,263	0
Peak Hour	All	0	0	221	0	0	0	343	92	0	0	0	0	0	0	0	0	656	0
	HV	0	0	5	0	0	0	10	1	0	0	0	0	0	0	0	0	16	0
	HV%	-	-	2%	-	-	-	3%	1%	-	-	-	-	-	-	-	-	2%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

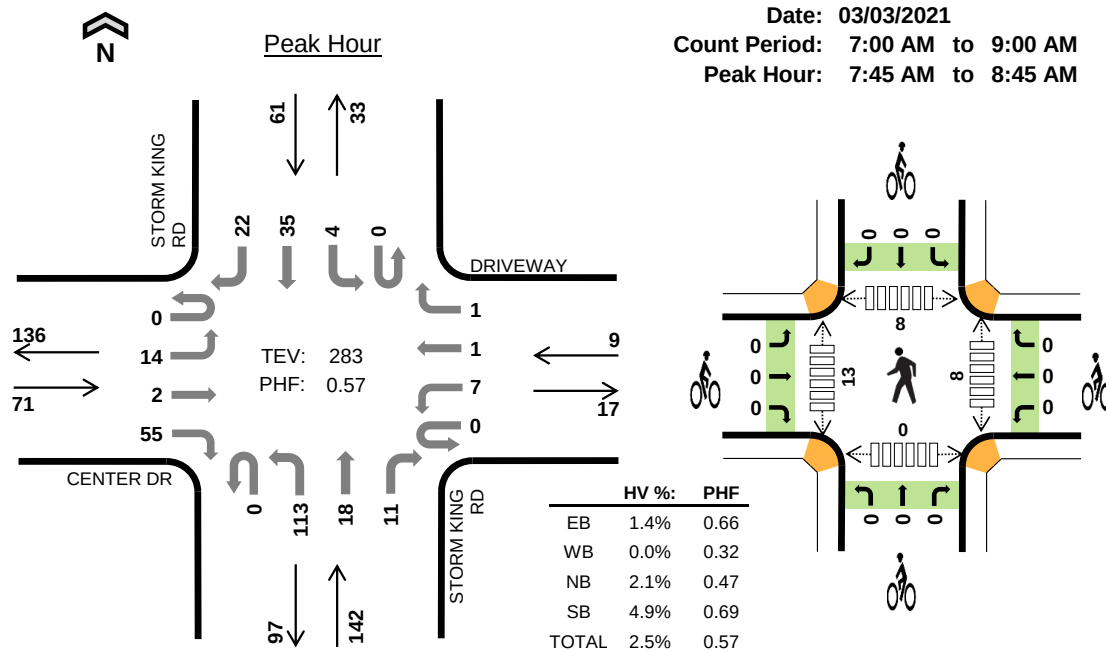
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	2	0	0	3	0	0	0	0	0	0	0	2	0	2
4:30 PM	3	2	0	0	5	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0
5:15 PM	4	2	0	0	6	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	2	0	0	3	0	0	0	0	0	0	0	1	0	1
5:45 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0
Count Total	12	19	0	0	31	0	0	0	0	0	0	0	3	0	3
Peak Hr	5	11	0	0	16	0	0	0	0	0	0	0	1	0	1

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	US 6				US 6				0				DONEGAN RD WB RT				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	0
4:15 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0
4:30 PM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	5	0
4:45 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	15
5:00 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	14
5:15 PM	0	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	6	17
5:30 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	15
5:45 PM	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	4	16
Count Total	0	0	12	0	0	0	18	1	0	0	0	0	0	0	0	0	31	0
Peak Hour	0	0	5	0	0	0	10	1	0	0	0	0	0	0	0	0	16	0

Two-Hour Count Summaries - Bikes																		
Interval Start	US 6			US 6			0			DONEGAN RD WB RT			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

STORM KING RD CENTER DR



Two-Hour Count Summaries

Interval Start		CENTER DR				DRIVEWAY				STORM KING RD				STORM KING RD				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	7:00 AM	0	1	0	3	0	0	0	0	0	0	1	1	0	0	5	0	11	0
	7:15 AM	0	0	0	4	0	1	0	0	0	4	4	1	0	1	7	1	23	0
	7:30 AM	0	0	0	5	0	0	0	0	0	4	2	4	0	1	12	2	30	0
	7:45 AM	0	0	0	10	0	0	0	0	0	24	6	2	0	0	11	6	59	123
	8:00 AM	0	4	0	22	0	1	0	0	0	68	4	3	0	1	11	10	124	236
	8:15 AM	0	9	1	17	0	1	0	0	0	16	4	3	0	1	8	4	64	277
	8:30 AM	0	1	1	6	0	5	1	1	0	5	4	3	0	2	5	2	36	283
	8:45 AM	0	0	0	5	0	1	0	0	0	1	7	2	0	0	7	2	25	249
Count Total		0	15	2	72	0	9	1	1	0	122	32	19	0	6	66	27	372	0
Peak Hour	All	0	14	2	55	0	7	1	1	0	113	18	11	0	4	35	22	283	0
	HV	0	0	0	1	0	0	0	0	0	3	0	0	0	0	2	1	7	0
	HV%	-	0%	0%	2%	-	0%	0%	0%	-	3%	0%	0%	-	0%	6%	5%	2%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

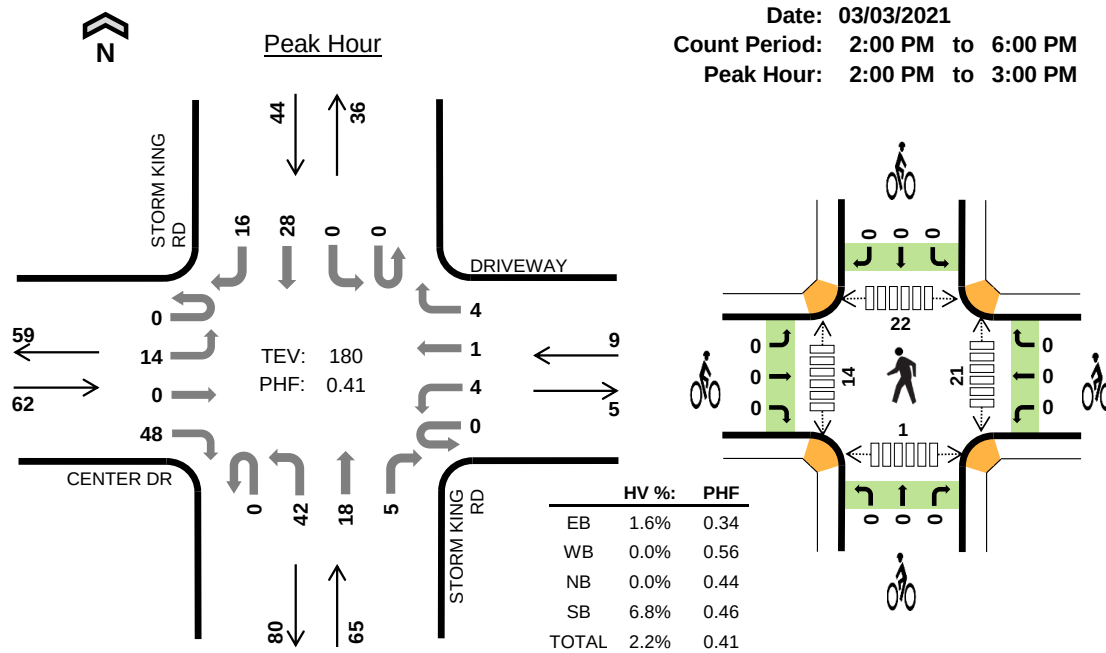
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	4	3	4	0	11
8:00 AM	0	0	0	0	0	0	0	0	0	0	3	10	4	0	17
8:15 AM	0	0	1	1	2	0	0	0	0	0	1	0	0	0	1
8:30 AM	1	0	2	2	5	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0
Count Total	1	0	4	6	11	0	0	0	0	0	8	14	8	0	30
Peak Hour	1	0	3	3	7	0	0	0	0	0	8	13	8	0	29

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	CENTER DR				DRIVEWAY				STORM KING RD				STORM KING RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2
8:30 AM	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	1	1	5
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3
Count Total	0	0	0	1	0	0	0	0	0	0	3	1	0	0	1	4	1	11
Peak Hour	0	0	0	1	0	0	0	0	0	0	3	0	0	0	0	2	1	7

Two-Hour Count Summaries - Bikes																	
Interval Start	CENTER DR			DRIVEWAY			STORM KING RD			STORM KING RD			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

STORM KING RD CENTER DR



Four-Hour Count Summaries

Interval Start		CENTER DR				DRIVEWAY				STORM KING RD				STORM KING RD				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM		0	9	0	36	0	0	0	4	0	29	6	2	0	0	14	10	110	0
2:15 PM		0	1	0	6	0	2	0	0	0	5	7	0	0	0	2	1	24	0
2:30 PM		0	4	0	4	0	1	0	0	0	1	1	1	0	0	6	2	20	0
2:45 PM		0	0	0	2	0	1	1	0	0	7	4	2	0	0	6	3	26	180
Peak Hour	All	0	14	0	48	0	4	1	4	0	42	18	5	0	0	28	16	180	0
	HV	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	4	0
	HV%	-	0%	-	2%	-	0%	0%	0%	-	0%	0%	0%	-	-	11%	0%	2%	0

Note: For all three-hour count summary, see next page.

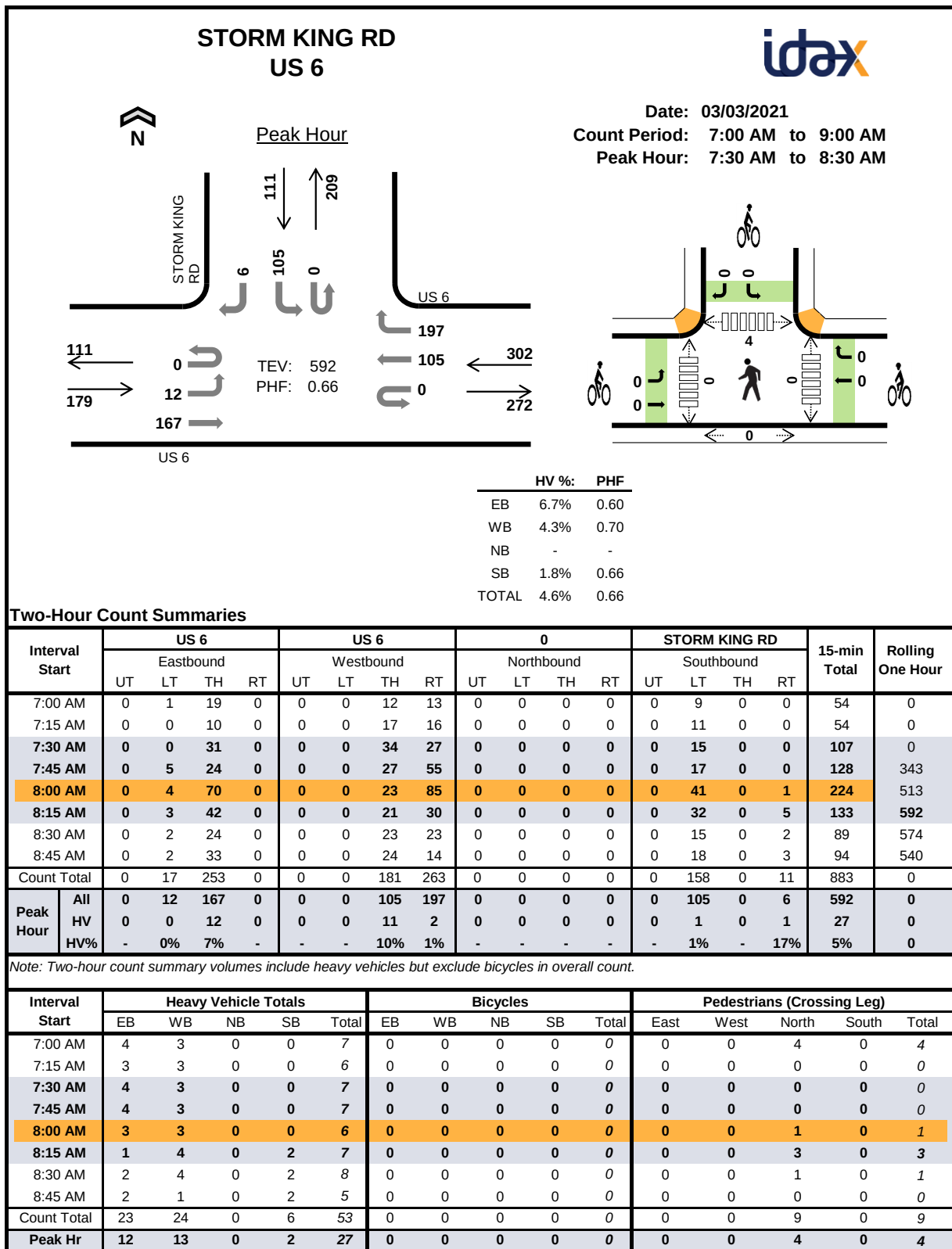
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	0	3	3	0	0	0	0	0	19	11	22	1	53
2:15 PM	1	0	0	0	1	0	0	0	0	0	2	1	0	0	3
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	1	0	0	3	4	0	0	0	0	0	21	14	22	1	58

Four-Hour Count Summaries																			
Interval Start		CENTER DR				DRIVEWAY				STORM KING RD				STORM KING RD				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM		0	9	0	36	0	0	0	4	0	29	6	2	0	0	14	10	110	0
2:15 PM		0	1	0	6	0	2	0	0	0	5	7	0	0	0	2	1	24	0
2:30 PM		0	4	0	4	0	1	0	0	0	1	1	1	0	0	6	2	20	0
2:45 PM		0	0	0	2	0	1	1	0	0	7	4	2	0	0	6	3	26	180
3:00 PM		0	1	0	4	0	1	1	0	0	3	8	2	0	1	12	2	35	105
3:15 PM		0	1	0	5	0	2	0	1	0	5	6	1	0	2	7	4	34	115
3:30 PM		0	1	0	6	0	3	0	0	0	2	7	1	0	0	2	0	22	117
3:45 PM		0	1	0	3	0	0	0	0	0	2	7	1	0	1	5	0	20	111
4:00 PM		0	2	0	6	0	3	0	1	0	7	2	2	0	0	12	1	36	112
4:15 PM		0	1	0	7	0	0	0	2	0	2	7	1	0	0	6	2	28	106
4:30 PM		0	0	0	3	0	2	0	1	0	1	7	0	0	0	8	0	22	106
4:45 PM		0	1	0	6	0	0	0	1	0	12	9	1	0	1	9	1	41	127
5:00 PM		0	2	0	12	0	5	1	0	0	6	9	0	0	0	6	4	45	136
5:15 PM		0	3	0	1	0	4	0	0	0	0	7	1	0	1	5	1	23	131
5:30 PM		0	0	0	4	0	1	0	0	0	1	10	0	0	0	3	3	22	131
5:45 PM		0	3	0	4	0	1	0	0	0	2	7	0	0	0	6	1	24	114
Count Total		0	30	0	109	0	26	3	10	0	85	104	15	0	6	109	35	532	0
Peak Hour	All	0	14	0	48	0	4	1	4	0	42	18	5	0	0	28	16	180	0
	HV	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	4	0
	HV%	-	0%	-	2%	-	0%	0%	0%	-	0%	0%	0%	-	-	11%	0%	2%	0
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start		Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
		EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
2:00 PM		0	0	0	3	3	0	0	0	0	0	19	11	22	1	53			
2:15 PM		1	0	0	0	1	0	0	0	0	0	2	1	0	0	3			
2:30 PM		0	0	0	0	0	0	0	0	0	0	2	0	0	0	2			
2:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:00 PM		1	1	0	1	3	0	0	0	0	0	0	1	3	0	4			
3:15 PM		1	0	0	1	2	0	0	0	0	0	2	1	0	0	3			
3:30 PM		0	0	1	0	1	0	0	0	0	0	0	3	1	0	4			
3:45 PM		0	0	0	0	0	0	0	0	0	2	2	0	0	1	5			
4:00 PM		0	0	0	1	1	0	0	0	0	0	0	0	0	0	0			
4:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM		0	0	0	1	1	0	0	0	0	1	0	0	0	0	1			
4:45 PM		1	0	0	0	1	0	0	0	0	1	0	0	0	0	1			
5:00 PM		0	0	1	0	1	0	0	0	0	1	1	0	0	0	2			
5:15 PM		0	0	0	0	0	0	0	0	0	0	3	0	0	0	3			
5:30 PM		0	0	0	0	0	0	0	0	0	2	0	1	0	0	3			
5:45 PM		1	0	0	0	1	0	0	0	0	0	0	0	0	0	0			
Count Total		5	1	2	7	15	0	0	0	0	0	30	25	27	2	84			
Peak Hour		1	0	0	3	4	0	0	0	0	0	21	14	22	1	58			

Four-Hour Count Summaries - Heavy Vehicles																			
Interval Start	CENTER DR				DRIVEWAY				STORM KING RD				STORM KING RD				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0
2:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
3:00 PM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	3	4
3:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	5
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	6
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
4:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Count Total	0	0	0	5	0	0	1	0	0	2	0	0	0	0	0	5	2	15	0
Peak Hour	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	4	0

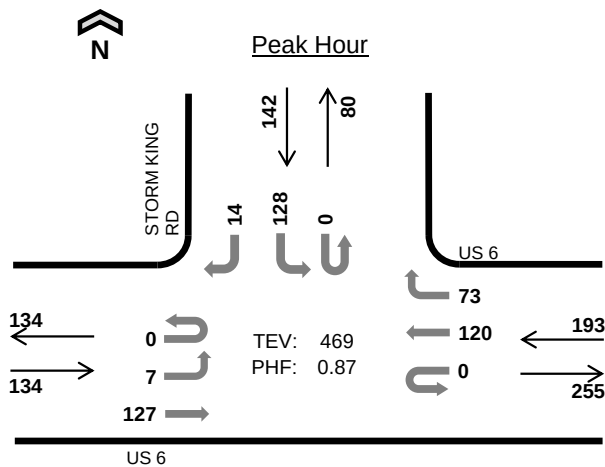
Four-Hour Count Summaries - Bikes																	
Interval Start	CENTER DR			DRIVEWAY			STORM KING RD			STORM KING RD			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

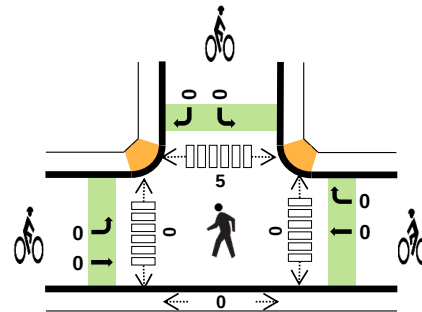


Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	US 6				US 6				0				STORM KING RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	7	0
7:15 AM	0	0	3	0	0	0	2	1	0	0	0	0	0	0	0	0	6	0
7:30 AM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	7	0
7:45 AM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	7	27
8:00 AM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	6	26
8:15 AM	0	0	1	0	0	0	2	2	0	0	0	0	0	0	1	1	7	27
8:30 AM	0	1	1	0	0	0	2	2	0	0	0	0	0	0	2	0	8	28
8:45 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	2	0	5	26
Count Total	0	1	22	0	0	0	19	5	0	0	0	0	0	5	0	1	53	0
Peak Hour	0	0	12	0	0	0	11	2	0	0	0	0	0	1	0	1	27	0
Two-Hour Count Summaries - Bikes																		
Interval Start	US 6			US 6			0			STORM KING RD			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Note: U-Turn volumes for bikes are included in Left-Turn, if any.																		

STORM KING RD US 6



Date: 03/03/2021
Count Period: 2:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	3.7%	0.86
WB	5.2%	0.82
NB	-	-
SB	2.8%	0.76
TOTAL	4.1%	0.87

Four-Hour Count Summaries

Interval Start		US 6				US 6				0				STORM KING RD				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:15 PM		0	2	31	0	0	0	27	17	0	0	0	0	0	34	0	4	115	0
4:30 PM		0	2	31	0	0	0	27	14	0	0	0	0	0	29	0	2	105	0
4:45 PM		0	2	27	0	0	0	34	25	0	0	0	0	0	22	0	4	114	0
5:00 PM		0	1	38	0	0	0	32	17	0	0	0	0	0	43	0	4	135	469
Peak Hour	All	0	7	127	0	0	0	120	73	0	0	0	0	0	128	0	14	469	0
	HV	0	0	5	0	0	0	8	2	0	0	0	0	0	4	0	0	19	0
	HV%	-	0%	4%	-	-	-	7%	3%	-	-	-	-	-	3%	-	0%	4%	0

Note: For all three-hour count summary, see next page.

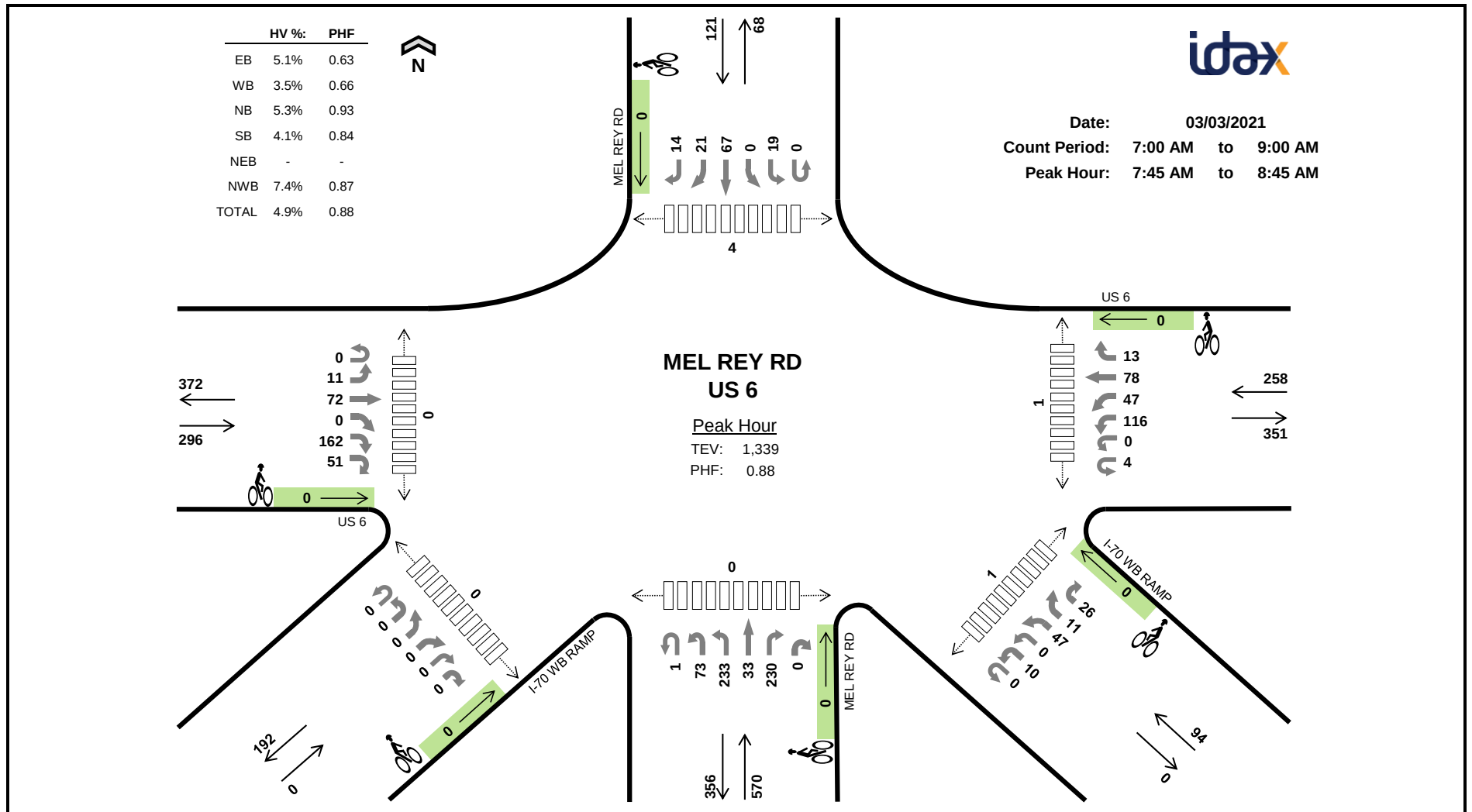
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:15 PM	2	2	0	1	5	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	3	0	1	5	0	0	0	0	0	0	0	1	0	1
4:45 PM	1	2	0	1	4	0	0	0	0	0	0	0	1	0	1
5:00 PM	1	3	0	1	5	0	0	0	0	0	0	0	3	0	3
Peak Hour	5	10	0	4	19	0	0	0	0	0	0	0	5	0	5

Four-Hour Count Summaries																			
Interval Start	US 6				US 6				0				STORM KING RD				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
2:00 PM	0	1	49	0	0	0	24	31	0	0	0	0	0	60	0	9	174	0	
2:15 PM	0	0	27	0	0	0	18	25	0	0	0	0	0	18	0	0	88	0	
2:30 PM	0	1	29	0	0	0	23	8	0	0	0	0	0	26	0	5	92	0	
2:45 PM	0	3	28	0	0	0	32	15	0	0	0	0	0	21	0	4	103	457	
3:00 PM	0	1	22	0	0	0	28	20	0	0	0	0	0	16	0	4	91	374	
3:15 PM	0	1	27	0	0	0	37	18	0	0	0	0	1	14	0	1	99	385	
3:30 PM	0	3	34	0	0	0	17	21	0	0	0	0	0	29	0	4	108	401	
3:45 PM	0	2	17	0	0	0	27	9	0	0	0	0	0	20	0	3	78	376	
4:00 PM	0	1	20	0	0	0	26	13	0	0	0	0	0	23	0	5	88	373	
4:15 PM	0	2	31	0	0	0	27	17	0	0	0	0	0	34	0	4	115	389	
4:30 PM	0	2	31	0	0	0	27	14	0	0	0	0	0	29	0	2	105	386	
4:45 PM	0	2	27	0	0	0	34	25	0	0	0	0	0	22	0	4	114	422	
5:00 PM	0	1	38	0	0	0	32	17	0	0	0	0	0	43	0	4	135	469	
5:15 PM	0	0	34	0	0	0	28	13	0	0	0	0	0	24	0	4	103	457	
5:30 PM	0	1	31	0	0	0	28	17	0	0	0	0	0	18	0	3	98	450	
5:45 PM	0	0	31	0	0	0	26	17	0	0	0	0	0	17	0	1	92	428	
Count Total	0	21	476	0	0	0	434	280	0	0	0	0	1	414	0	57	1,683	0	
Peak Hour	All	0	7	127	0	0	0	120	73	0	0	0	0	0	128	0	14	469	0
	HV	0	0	5	0	0	0	8	2	0	0	0	0	0	4	0	0	19	0
	HV%	-	0%	4%	-	-	-	7%	3%	-	-	-	-	-	3%	-	0%	4%	0
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)					Total			
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South					
2:00 PM	1	0	0	4	5	0	0	0	0	0	0	0	1	0	1				
2:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	2	0	2				
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0				
3:00 PM	1	1	0	1	3	0	0	0	0	0	0	0	6	0	6				
3:15 PM	2	2	0	0	4	0	0	0	0	0	0	0	1	0	1				
3:30 PM	0	2	0	2	4	0	0	0	0	0	0	0	1	0	1				
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2				
4:00 PM	2	3	0	1	6	0	0	0	0	0	0	0	2	0	2				
4:15 PM	2	2	0	1	5	0	0	0	0	0	0	0	0	0	0				
4:30 PM	1	3	0	1	5	0	0	0	0	0	0	0	1	0	1				
4:45 PM	1	2	0	1	4	0	0	0	0	0	0	0	1	0	1				
5:00 PM	1	3	0	1	5	0	0	0	0	0	0	0	3	0	3				
5:15 PM	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1				
5:30 PM	1	3	0	1	5	0	0	0	0	0	0	0	0	0	0				
5:45 PM	1	3	0	0	4	0	0	0	0	0	0	0	1	0	1				
Count Total	14	26	0	14	54	0	0	0	0	0	0	0	22	0	22				
Peak Hr	5	10	0	4	19	0	0	0	0	0	0	0	5	0	5				

Four-Hour Count Summaries - Heavy Vehicles																		
Interval Start	US 6				US 6				0				STORM KING RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	5	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	7
3:00 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	3	5
3:15 PM	0	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	4	8
3:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	4	12
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
4:00 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	1	0	0	6	14
4:15 PM	0	0	2	0	0	0	1	1	0	0	0	0	0	1	0	0	5	15
4:30 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	1	0	0	5	16
4:45 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	1	0	0	4	20
5:00 PM	0	0	1	0	0	0	2	1	0	0	0	0	0	1	0	0	5	19
5:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	16
5:30 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	1	0	0	5	16
5:45 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4	16
Count Total	0	0	14	0	0	0	22	4	0	0	0	0	0	13	0	1	54	0
Peak Hour	0	0	5	0	0	0	8	2	0	0	0	0	0	4	0	0	19	0

Four-Hour Count Summaries - Bikes																		
Interval Start	US 6			US 6			0			STORM KING RD			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



70-Hour Count Summaries

Interval Start		US 6						US 6						MEL REY RD						MEL REY RD						I-70 WB RAMP						I-70 WB RAMP						15-min Total	Rolling One Hour
		Eastbound						Westbound						Northbound						Southbound						Northeastbound						Northwestbound							
		UT	LT	TH	BR	RT	HR	UT	HL	LT	BL	TH	RT	UT	HL	LT	TH	RT	HR	UT	LT	BL	TH	BR	RT	UT	HL	BL	BR	RT	HR	UT	HL	LT	BL	BR	HR		
7:00 AM	All	0	2	11	0	15	4	2	0	15	2	10	1	1	15	26	10	33	0	1	3	0	16	2	0	0	0	0	0	0	6	0	4	0	2	181	0		
7:15 AM	HV	0	0	12	0	14	1	0	0	16	7	5	1	0	15	35	6	33	0	0	1	0	9	4	2	0	0	0	0	0	2	0	3	0	2	168	0		
7:30 AM	HV%	0	2	14	0	31	4	3	0	9	8	13	1	1	18	47	12	36	0	0	2	0	16	6	3	0	0	0	0	0	5	0	13	2	2	248	0		
7:45 AM	All	0	0	9	0	31	7	2	0	10	9	14	3	1	13	81	8	47	0	0	3	0	14	6	4	0	0	0	0	0	5	0	14	2	6	289	886		
8:00 AM	HV	0	6	24	0	68	20	0	0	16	8	21	3	0	17	80	15	42	0	0	6	0	20	6	3	0	0	0	0	0	4	0	14	5	4	382	1,087		
8:15 AM	HV%	0	4	24	0	43	14	0	0	42	16	11	5	0	15	30	7	74	0	0	8	0	18	5	5	0	0	0	0	0	1	0	13	3	9	347	1,266		
8:30 AM	All	0	1	15	0	20	10	2	0	48	14	32	2	0	28	42	3	67	0	0	2	0	15	4	2	0	0	0	0	0	0	0	6	1	7	321	1,339		
8:45 AM	HV	0	2	23	0	31	8	2	0	26	11	16	2	1	23	26	14	31	0	0	5	0	17	3	0	0	0	0	0	0	10	0	16	5	4	276	1,326		
Count Total	All	0	17	132	0	253	68	11	0	182	75	122	18	4	144	367	75	363	0	1	30	0	125	36	19	0	0	0	0	0	33	0	83	18	36	2,212	0		
Peak Hour	All	0	11	72	0	162	51	4	0	116	47	78	13	1	73	233	33	230	0	0	19	0	67	21	14	0	0	0	0	0	10	0	47	11	26	1,339	0		
	HV	0	0	4	0	7	4	0	0	1	3	4	1	0	8	10	5	7	0	0	1	0	4	0	0	0	0	0	0	0	2	0	2	0	3	66	0		
	HV%	-	0%	6%	-	4%	8%	0%	-	1%	6%	5%	8%	0%	11%	4%	15%	3%	-	-	5%	-	6%	0%	0%	-	-	-	-	-	20%	-	4%	0%	12%	5%	0		

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

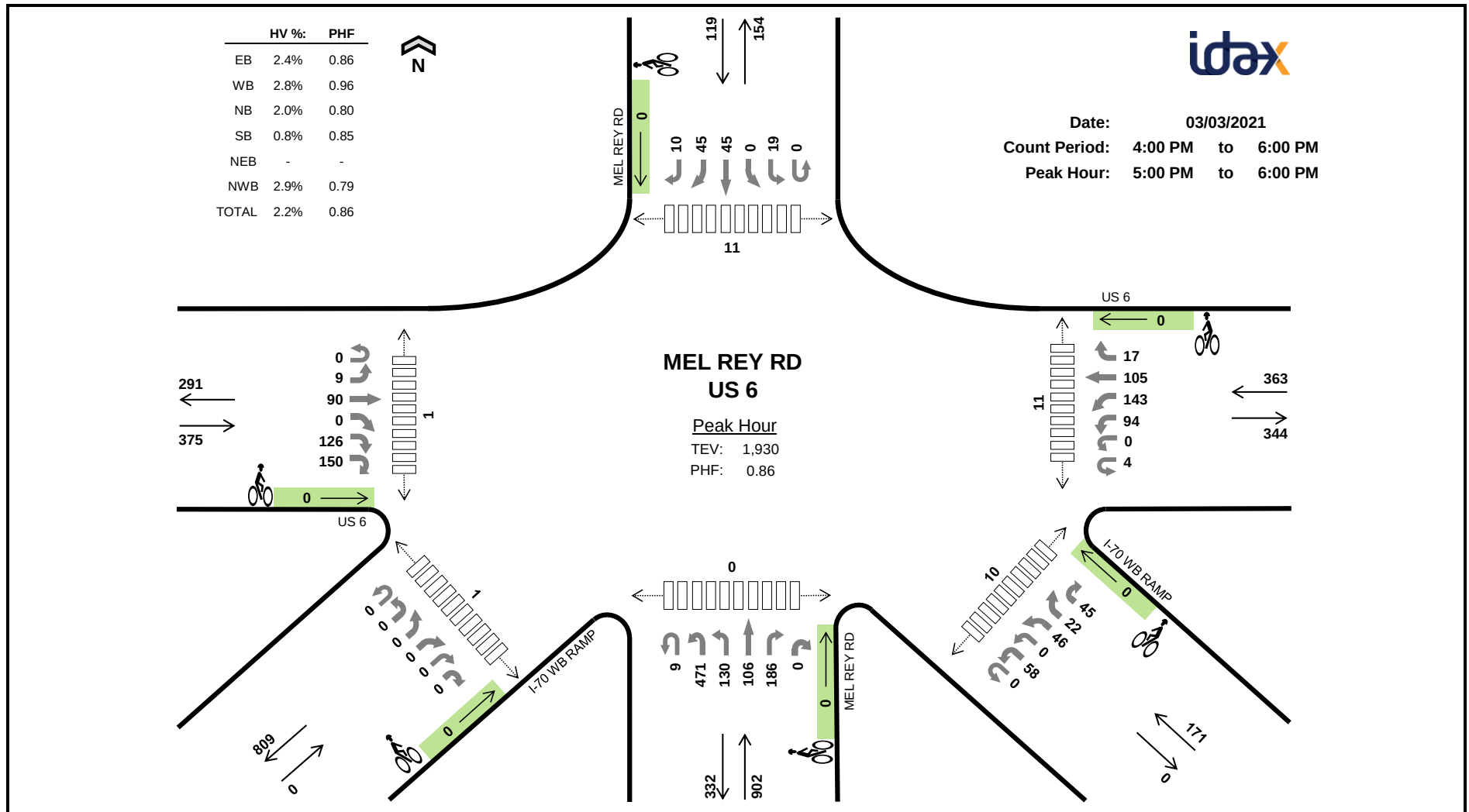
Interval	Heavy Vehicle Totals							Bicycles							Pedestrians (Crossing Leg)						
Start	EB	WB	NB	SB	NEB	NWB	Total	EB	WB	NB	SB	NEB	NWB	Total	East	West	North	South	SE	SW	Total
7:00 AM	3	0	6	0	0	1	10	0	0	0	0	0	0	0	1	0	0	0	0	0	2
7:15 AM	3	2	2	0	0	0	7	0	0	0	0	0	0	0	2	0	2	0	1	0	5
7:30 AM	4	4	3	0	0	1	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	5	0	7	1	0	1	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	2	1	7	1	0	1	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	5	4	7	2	0	4	22	0	0	0	0	0	0	0	0	0	3	0	0	0	3
8:30 AM	3	4	9	1	0	1	18	0	0	0	0	0	0	0	1	0	1	0	1	0	3
8:45 AM	3	1	6	3	0	3	16	0	0	0	0	0	0	0	1	0	1	0	1	0	3
Count Total	28	16	47	8	0	12	111	0	0	0	0	0	0	0	5	0	7	1	3	0	16
Peak Hr	15	9	30	5	0	7	66	0	0	0	0	0	0	0	1	0	4	0	1	0	6

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	US 6						US 6						MEL REY RD						MEL REY RD						I-70 WB RAMP						I-70 WB RAMP						15-min Total	Rolling One Hour
	Eastbound						Westbound						Northbound						Southbound						Northeastbound						Northwestbound							
	UT	LT	TH	BR	RT	HR	UT	HL	LT	BL	TH	RT	UT	HL	LT	TH	RT	HR	UT	LT	BL	TH	BR	RT	UT	HL	BL	BR	RT	HR	UT	HL	LT	BL	BR	HR		
7:00 AM	0	1	0	0	1	1	0	0	0	0	0	0	0	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	10	0
7:15 AM	0	0	1	0	2	1	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0
7:30 AM	0	0	1	0	2	1	0	0	0	1	3	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	12	0
7:45 AM	0	0	1	0	2	2	0	0	0	0	0	0	0	1	4	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	14	43
8:00 AM	0	0	0	0	2	0	0	0	0	0	1	0	0	2	1	3	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	12	45
8:15 AM	0	0	3	0	1	1	0	0	0	2	1	1	0	1	3	1	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	2	22	60
8:30 AM	0	0	0	0	2	1	0	0	1	1	2	0	0	4	2	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	18	66
8:45 AM	0	0	0	0	3	0	0	0	1	0	0	0	0	2	0	1	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	1	0	1	16	68
Count Total	0	1	6	0	15	6	0	0	3	5	7	1	0	14	15	6	12	0	0	1	0	7	0	0	0	0	0	0	0	0	0	4	0	4	0	4	111	0
Peak Hour	0	0	4	0	7	4	0	0	1	3	4	1	0	8	10	5	7	0	0	1	0	4	0	0	0	0	0	0	0	0	0	2	0	2	0	3	66	0

Two-Hour Count Summaries - Bikes

[illegible]



70-Hour Count Summaries	
Section	Count
Section 1	1
Section 2	2
Section 3	3
Section 4	4
Section 5	5
Section 6	6
Section 7	7
Section 8	8
Section 9	9
Section 10	10
Section 11	11
Section 12	12
Section 13	13
Section 14	14
Section 15	15
Section 16	16
Section 17	17
Section 18	18
Section 19	19
Section 20	20
Section 21	21
Section 22	22
Section 23	23
Section 24	24
Section 25	25
Section 26	26
Section 27	27
Section 28	28
Section 29	29
Section 30	30
Section 31	31
Section 32	32
Section 33	33
Section 34	34
Section 35	35
Section 36	36
Section 37	37
Section 38	38
Section 39	39
Section 40	40
Section 41	41
Section 42	42
Section 43	43
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Section 47	47
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Section 51	51
Section 52	52
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Section 54	54
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Section 57	57
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Section 60	60
Section 61	61
Section 62	62
Section 63	63
Section 64	64
Section 65	65
Section 66	66
Section 67	67
Section 68	68
Section 69	69
Section 70	70
Section 71	71
Section 72	72
Section 73	73
Section 74	74
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Section 84	84
Section 85	85
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Section 87	87
Section 88	88
Section 89	89
Section 90	90
Section 91	91
Section 92	92
Section 93	93
Section 94	94
Section 95	95
Section 96	96
Section 97	97
Section 98	98
Section 99	99
Section 100	100

Interval Start	US 6							US 6					MEL REY RD					MEL REY RD					I-70 WB RAMP					I-70 WB RAMP					15-min Total	Rolling One Hour													
	Eastbound							Westbound					Northbound					Southbound					Northeastbound					Northwestbound																			
	UT	LT	TH	BR	RT	HR		UT	HL	LT	BL	TH	RT		UT	HL	LT	TH	BR	RT	HR		UT	LT	BL	TH	BR	RT	HR		UT	HL			LT	BL	BR	HR									
4:00 PM	0	2	15	0	34	22		0	0	26	35	22	3		1	66	33	15	50	0	0		0	9	0	8	11	2		0	0	0	0	0	0	0		0	17	0	8	4	10		393	0	
4:15 PM	0	2	27	0	37	32		1	0	23	19	25	8		1	98	27	24	43	0	0		0	2	0	12	11	0		0	0	0	0	0	0	0		0	11	0	21	3	7		434	0	
4:30 PM	0	5	20	0	35	19		0	0	23	26	30	5		0	129	31	30	41	0	0		1	6	0	14	5	1		0	0	0	0	0	0	0		0	9	0	11	4	9		454	0	
4:45 PM	0	3	21	0	37	17		0	0	22	21	34	7		0	108	47	27	40	0	0		0	4	0	18	10	3		0	0	0	0	0	0	0		0	10	0	11	6	6		452	1,733	
5:00 PM	0	3	20	0	36	50		1	0	20	35	30	2		2	162	34	36	49	0	0		0	7	0	8	19	1		0	0	0	0	0	0	0		0	15	0	16	4	14		564	1,904	
5:15 PM	0	2	24	0	33	33		1	0	20	42	27	2		0	106	31	20	53	0	0		0	5	0	10	12	4		0	0	0	0	0	0	0		0	14	0	5	4	7		455	1,925	
5:30 PM	0	2	21	0	22	33		1	0	31	34	24	5		5	98	33	25	49	0	0		0	5	0	17	7	1		0	0	0	0	0	0	0		0	11	0	12	5	10		451	1,922	
5:45 PM	0	2	25	0	35	34		1	0	23	32	24	8		2	105	32	25	35	0	0		0	2	0	10	7	4		0	0	0	0	0	0	0		0	18	0	13	9	14		460	1,930	
Count Total	0	21	173	0	269	240		5	0	188	244	216	40		11	872	268	202	360	0	0		1	40	0	97	82	16		0	0	0	0	0	0	0		0	105	0	97	39	77		3,663	0	
Peak Hour	All	0	9	90	0	126	150		4	0	94	143	105	17		9	471	130	106	186	0	0		0	19	0	45	45	10		0	0	0	0	0	0	0		0	58	0	46	22	45		1,930	0
	HV	0	0	3	0	3	3		0	0	2	6	2	0		0	6	8	0	4	0	0		0	0	0	0	1	0		0	0	0	0	0	0	0		0	0	0	2	2	1		43	0
	HV%	-	0%	3%	-	2%	2%		0%	-	2%	4%	2%	0%		0%	1%	6%	0%	2%	-	-		-	0%	-	0%	2%	0%		-	-	-	-	-	-	-	-	0%	-	4%	9%	2%		2%	0	

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals							Bicycles							Pedestrians (Crossing Leg)						
	EB	WB	NB	SB	NEB	NWB	Total	EB	WB	NB	SB	NEB	NWB	Total	East	West	North	South	SE	SW	Total
4:00 PM	1	3	6	0	0	2	12	0	0	0	0	0	0	0	1	0	1	0	1	0	3
4:15 PM	6	2	5	0	0	6	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	2	2	0	0	1	6	0	0	0	0	0	0	0	0	0	1	0	0	0	1
4:45 PM	4	2	5	1	0	0	12	0	0	0	0	0	0	0	2	0	2	0	3	0	7
5:00 PM	0	7	3	0	0	0	10	0	0	0	0	0	0	0	2	0	1	0	1	0	4
5:15 PM	4	1	6	0	0	2	13	0	0	0	0	0	0	0	3	0	4	0	3	0	10
5:30 PM	0	1	3	1	0	2	7	0	0	0	0	0	0	0	1	1	0	0	1	1	4
5:45 PM	5	1	6	0	0	1	13	0	0	0	0	0	0	0	5	0	6	0	5	0	16
Count Total	21	19	36	2	0	14	92	0	0	0	0	0	0	0	14	1	15	0	14	1	45
Peak Hr	9	10	18	1	0	5	43	0	0	0	0	0	0	0	11	1	11	0	10	1	34

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	US 6						US 6						MEL REY RD						MEL REY RD						I-70 WB RAMP						I-70 WB RAMP						15-min Total	Rolling One Hour
	Eastbound						Westbound						Northbound						Southbound						Northeastbound						Northwestbound							
	UT	LT	TH	BR	RT	HR	UT	HL	LT	BL	TH	RT	UT	HL	LT	TH	RT	HR	UT	LT	BL	TH	BR	RT	UT	HL	BL	BR	RT	HR	UT	HL	LT	BL	BR	RT		
4:00 PM	0	0	0	0	1	0	0	0	1	1	1	0	0	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	12	0
4:15 PM	0	0	1	0	4	1	0	0	0	1	2	0	0	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3	19	0	
4:30 PM	0	0	0	0	0	1	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	0		
4:45 PM	0	0	1	0	3	0	0	0	0	0	1	1	0	1	3	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12	49	
5:00 PM	0	0	0	0	0	0	0	0	1	5	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	47	
5:15 PM	0	0	2	0	1	1	0	0	1	0	0	0	0	2	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	13	41		
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	7	42			
5:45 PM	0	0	1	0	2	2	0	0	0	0	1	0	0	1	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	13	43		
Count Total	0	0	5	0	11	5	0	0	3	9	6	1	0	14	15	0	7	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0	3	6	92	0		
Peak Hour	0	0	3	0	3	3	0	0	2	6	2	0	0	6	8	0	4	0	0	0	0	1	1	0	0	0	0	0	0	0	2	2	2	1	43	0		

Two-Hour Count Summaries - Bikes

[illegible]

STORM KING RD DONEGAN RD

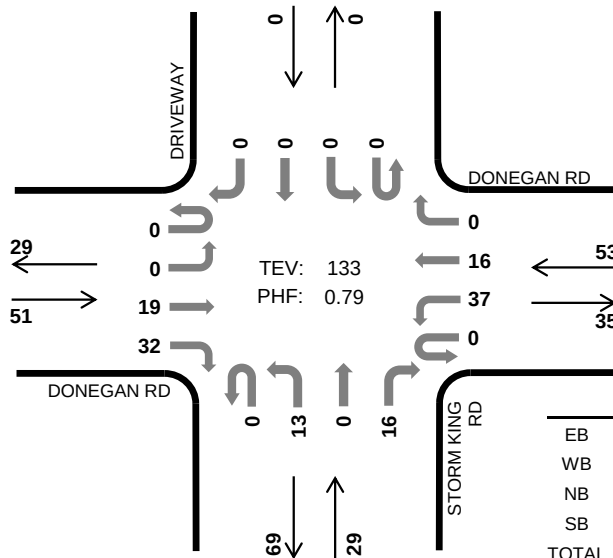


Peak Hour

Date: 03/03/2021

Count Period: 7:00 AM to 9:00 AM

Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	2.0%	0.80
WB	3.8%	0.63
NB	0.0%	0.48
SB	-	-
TOTAL	2.3%	0.79

Two-Hour Count Summaries

Interval Start		DONEGAN RD				DONEGAN RD				STORM KING RD				DRIVEWAY				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	5	4	0	0	1	0	0	0	0	2	0	0	0	0	12	0
7:15 AM		0	0	1	8	0	2	0	0	0	4	0	0	0	0	0	0	15	0
7:30 AM		0	0	5	11	0	3	2	0	0	2	0	0	0	0	0	0	23	0
7:45 AM		0	0	1	10	0	8	6	0	0	3	0	3	0	0	0	0	31	81
8:00 AM		0	0	7	8	0	16	5	0	0	4	0	2	0	0	0	0	42	111
8:15 AM		0	0	6	3	0	10	3	0	0	4	0	11	0	0	0	0	37	133
8:30 AM		0	0	6	5	0	3	2	0	0	5	0	1	0	0	0	0	22	132
8:45 AM		0	0	1	3	0	5	2	0	0	4	0	3	0	0	0	0	18	119
Count Total		0	0	32	52	0	47	21	0	0	26	0	22	0	0	0	0	200	0
Peak Hour	All	0	0	19	32	0	37	16	0	0	13	0	16	0	0	0	0	133	0
	HV	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3	0
	HV%	-	-	5%	0%	-	5%	0%	-	-	0%	-	0%	-	-	-	-	2%	0

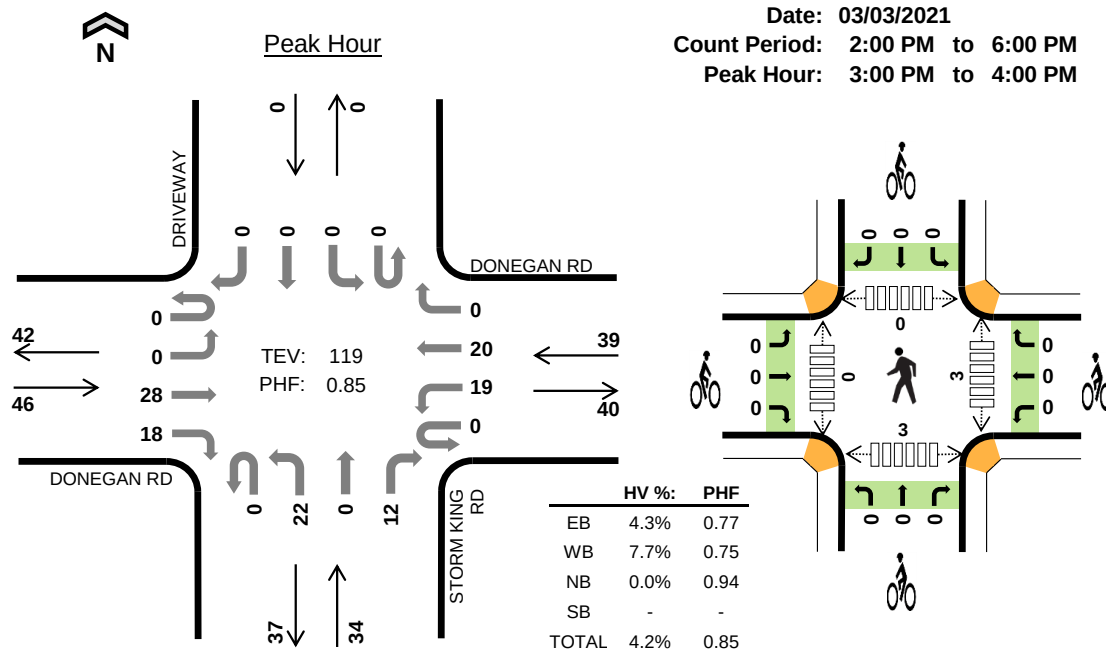
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	1	3
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	5	5	2	12
8:15 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
8:45 AM	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0
Count Total	6	5	1	0	12	0	0	0	0	0	1	5	7	3	16
Peak Hour	1	2	0	0	3	0	0	0	0	0	1	5	6	3	15

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	DONEGAN RD				DONEGAN RD				STORM KING RD				DRIVEWAY				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0
7:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2
8:15 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	3
8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4
8:45 AM	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	3	7
Count Total	0	0	4	2	0	4	1	0	0	0	0	1	0	0	0	0	12	0
Peak Hour	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3	0

Two-Hour Count Summaries - Bikes																		
Interval Start	DONEGAN RD			DONEGAN RD			STORM KING RD			DRIVEWAY			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Note: U-Turn volumes for bikes are included in Left-Turn, if any.																		

STORM KING RD DONEGAN RD



Four-Hour Count Summaries																			
Interval Start		DONEGAN RD				DONEGAN RD				STORM KING RD				DRIVEWAY				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	2:00 PM	0	0	3	6	0	12	7	0	0	5	0	12	0	0	1	0	46	0
	2:15 PM	0	0	5	3	0	1	2	0	0	3	0	6	0	0	0	1	21	0
	2:30 PM	0	0	3	4	0	4	3	0	0	1	0	3	0	0	0	0	18	0
	2:45 PM	0	0	2	6	0	3	4	0	0	1	0	4	0	0	0	0	20	105
	3:00 PM	0	0	5	8	0	7	6	0	0	7	0	2	0	0	0	0	35	94
	3:15 PM	0	0	10	5	0	8	4	0	0	5	0	3	0	0	0	0	35	108
	3:30 PM	0	0	8	2	0	1	4	0	0	5	0	4	0	0	0	0	24	114
	3:45 PM	0	0	5	3	0	3	6	0	0	5	0	3	0	0	0	0	25	119
	4:00 PM	0	0	7	8	0	5	6	0	0	2	0	3	0	0	0	0	31	115
	4:15 PM	0	0	3	4	0	4	4	0	0	5	0	5	0	0	0	0	25	105
	4:30 PM	0	0	3	4	0	5	4	0	0	5	0	3	0	0	0	0	24	105
	4:45 PM	0	0	6	5	0	6	2	0	0	5	0	5	0	0	0	0	29	109
	5:00 PM	0	0	2	6	0	5	5	0	0	7	0	5	0	0	0	0	30	108
	5:15 PM	0	0	1	5	0	2	4	0	0	9	0	1	0	0	0	0	22	105
	5:30 PM	0	0	1	4	0	3	3	0	0	8	0	2	0	0	0	0	21	102
	5:45 PM	0	0	0	5	0	2	2	0	0	6	0	4	0	0	0	0	19	92
Count Total		0	0	64	78	0	71	66	0	0	79	0	65	0	0	1	1	425	0
Peak Hour	All	0	0	28	18	0	19	20	0	0	22	0	12	0	0	0	0	119	0
	HV	0	0	2	0	0	2	1	0	0	0	0	0	0	0	0	0	5	0
	HV%	-	-	7%	0%	-	11%	5%	-	-	0%	-	0%	-	-	-	-	4%	0
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start		Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)					Total		
		EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South				
	2:00 PM	0	1	0	0	1	0	0	0	0	0	3	10	9	10	32			
	2:15 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	2	3			
	2:30 PM	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2			
	2:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1			
	3:00 PM	0	2	0	0	2	0	0	0	0	0	1	0	0	1	2			
	3:15 PM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0			
	3:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	2	3			
	3:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1			
	4:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0			
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	4:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	1	1	2			
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1			
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Count Total		4	7	0	0	11	0	0	0	0	0	9	10	10	20	49			
Peak Hour		2	3	0	0	5	0	0	0	0	0	3	0	0	3	6			

Four-Hour Count Summaries - Heavy Vehicles																		
Interval Start	DONEGAN RD				DONEGAN RD				STORM KING RD				DRIVEWAY				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
2:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
2:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
2:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	4
3:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	5
3:15 PM	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3	7
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
4:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	2	2	0	5	2	0	0	0	0	0	0	0	0	0	11	0
Peak Hour	0	0	2	0	0	2	1	0	0	0	0	0	0	0	0	0	5	0

Four-Hour Count Summaries - Bikes																		
Interval Start	DONEGAN RD			DONEGAN RD			STORM KING RD			DRIVEWAY			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

APPENDIX B

CDOT OTIS Traffic Information and Projections

480 Donegan: CDOT Traffic Projections and COVID Adjustment Calculations

Route	Beg. Ref	End Ref	2018 AADT	2020 AADT	20 Year Factor	Yearly Growth Rate	Description	Counted AADT	COVID Adjustment
006K	0	0.338	11000	11033	1.03	0.13%	ON SH 6 WEST ST W/O SH 82 GLENWOOD SPRINGS	8200	135%

APPENDIX C

Trip Generation Worksheets

Project	480 Donegan		
Subject	Trip Generation for Multifamily Housing (Low-Rise)		
Designed by	JRP	Date	March 10, 2021
Job No.	096671004		
Checked by		Date	
Sheet No.	1	of	1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Fitted Curve Equations

Land Use Code - Multifamily Housing (Low-Rise) (220)

Independant Variable - Dwelling Units (X)

$$X = 20$$

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (Series 200 Page 32)

$\ln(T) = 0.95 \ln(X) - 0.51$ $\ln(T) = 0.95 * \ln(20.0) - 0.51$	Directional Distribution: 23% ent. 77% exit. T = 10 Average Vehicle Trip Ends 2 entering 8 exiting 2 + 8 = 10
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Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (Series 200 Page 33)

$\ln(T) = 0.89 \ln(X) - 0.02$ $\ln(T) = 0.89 * \ln(20.0) - 0.02$	Directional Distribution: 63% ent. 37% exit. T = 14 Average Vehicle Trip Ends 9 entering 5 exiting 9 + 5 = 14
--	--

Weekday (Series 200 Page 31)

$(T) = 7.56*(X) - 40.86$ $(T) = 7.56 * 20 - 40.86$	Directional Distribution: 50% ent. 50% exit. T = 110 Average Vehicle Trip Ends 55 entering 55 exiting 55 + 55 = 110
--	--

Peak Hour of Generator, Saturday (Series 200 Page 37)

$(T) = 1.08*(X) - 33.24$ $(T) = 1.08 * 20 - 33.24$	Directional Distribution: 50% ent. 50% exit. T = -12 Average Vehicle Trip Ends -6 entering -6 exiting -6 + -6 = -12
--	--

Project	480 Donegan		
Subject	Trip Generation for Multifamily Housing (Mid-Rise)		
Designed by	JRP	Date	March 10, 2021
Job No.	096671004		
Checked by		Date	
Sheet No.	1	of	1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Fitted Curve Equations

Land Use Code - Multifamily Housing (Mid-Rise) (221)

Independant Variable - Dwelling Units (X)

$$X = 340$$

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (Series 200 Page 74)

$\ln(T) = 0.98 \ln(X) - 0.98$ $\ln(T) = 0.98 * \ln(340.0) - 0.98$	Directional Distribution: 26% ent. 74% exit. T = 114 Average Vehicle Trip Ends 30 entering 84 exiting 30 + 84 = 114
---	--

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (Series 200 Page 75)

$\ln(T) = 0.96 \ln(X) - 0.63$ $\ln(T) = 0.96 * \ln(340.0) - 0.63$	Directional Distribution: 61% ent. 39% exit. T = 143 Average Vehicle Trip Ends 87 entering 56 exiting 87 + 56 = 143
---	--

Weekday (Series 200 Page 73)

$(T) = 5.45*(X) - 1.75$ $(T) = 5.45 * 340 - 1.75$	Directional Distribution: 50% ent. 50% exit. T = 1852 Average Vehicle Trip Ends 926 entering 926 exiting 926 + 926 = 1852
---	--

Peak Hour of Generator, Saturday (Series 200 Page 79)

$(T) = 0.42*(X) + 6.73$ $(T) = 0.42 * 340 + 6.73$	Directional Distribution: 49% ent. 51% exit. T = 150 Average Vehicle Trip Ends 72 entering 77 exiting 72 + 77 = not ok
---	---

Project	480 Donegan		
Subject	Trip Generation for High-Turnover (Sit-Down) Restaurant		
Designed by	JRP	Date	March 11, 2021
Job No.	096671004		
Checked by		Date	
Sheet No.	1	of	1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Average Rate Equations

Land Use Code - High Turnover Sit-Down Restaurant (932)

Independant Variable - 1000 Square Feet Gross Floor Area (X)

Gross Floor Area = 2,000 Square Feet

X = 2.000

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (900 Series Page 97)

Average Weekday	Directional Distribution:	55% ent.	45% exit.
T = 9.94 (X)	T = 20	Average Vehicle Trip Ends	
T = 9.94 * 2.000	11 entering	9 exiting	

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (900 Series Page 98)

Average Weekday	Directional Distribution:	62% ent.	38% exit.
T = 9.77 (X)	T = 20	Average Vehicle Trip Ends	
T = 9.77 * 2.000	12 entering	8 exiting	

Weekday (900 Series Page 96)

Average Weekday	Directional Distribution:	50% entering, 50% exiting
T = 112.18 (X)	T = 226	Average Vehicle Trip Ends
T = 112.18 * 2.000	113 entering	113 exiting

P.M. Peak Hour of Generator (900 Series Page 100)

Average Weekday	Directional Distribution:	52% ent.	48% exit.
T = 17.41 (X)	T = 35	Average Vehicle Trip Ends	
T = 17.41 * 2.000	18 entering	17 exiting	

Saturday Peak Hour of Generator (900 Series Page 105)

Average Saturday	Directional Distribution:	51% ent.	49% exit.
T = 11.19 (X)	T = 24	Average Vehicle Trip Ends	
T = 11.19 * 2.000	12 entering	12 exiting	

Non Pass-By Trip Volumes (Per ITE Trip Generation Handbook, 3rd Edition September 2017-Page 207)

AM Peak Hour =	57%	Non-Pass By	PM Peak Hour =	57%	Non-Pass By
	IN	Out	Total		
AM Peak	6	5	11		
PM Peak	7	5	11		
Daily	64	64	128		

PM Peak Hour Rate Applied to Daily

Pass-By Trip Volumes (Per ITE Trip Generation Handbook, 3rd Edition September 2017 -Page 207)

AM Peak Hour =	43%	Pass By	PM Peak Hour =	43%	Pass By
	IN	Out	Total		
AM Peak	5	4	9		
PM Peak	5	3	9		
Daily	49	49	98		

PM Peak Hour Rate Applied to Daily

APPENDIX D

Intersection Analysis Worksheets

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	56	57	1	6	2
Future Vol, veh/h	3	56	57	1	6	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	61	62	1	7	2
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	63	0	-	0	130	63
Stage 1	-	-	-	-	63	-
Stage 2	-	-	-	-	67	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1540	-	-	-	864	1002
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	956	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1540	-	-	-	862	1002
Mov Cap-2 Maneuver	-	-	-	-	862	-
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	956	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.4	0		9.1		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1540	-	-	-	893	
HCM Lane V/C Ratio	0.002	-	-	-	0.01	
HCM Control Delay (s)	7.3	0	-	-	9.1	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	48	73	2	3	1
Future Vol, veh/h	4	48	73	2	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	52	79	2	3	1
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	81	0	-	0	140	80
Stage 1	-	-	-	-	80	-
Stage 2	-	-	-	-	60	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1517	-	-	-	853	980
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	963	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1517	-	-	-	850	980
Mov Cap-2 Maneuver	-	-	-	-	850	-
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	963	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.6	0		9.1		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1517	-	-	-	879	
HCM Lane V/C Ratio	0.003	-	-	-	0.005	
HCM Control Delay (s)	7.4	0	-	-	9.1	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection

Int Delay, s/veh 0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	85	100	5	10	5
Future Vol, veh/h	5	85	100	5	10	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	92	109	5	11	5

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	114	0	0 214 112
Stage 1	-	-	- 112 -
Stage 2	-	-	- 102 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1475	-	- 774 941
Stage 1	-	-	- 913 -
Stage 2	-	-	- 922 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1475	-	- 771 941
Mov Cap-2 Maneuver	-	-	- 771 -
Stage 1	-	-	- 909 -
Stage 2	-	-	- 922 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1475	-	-	-	820
HCM Lane V/C Ratio	0.004	-	-	-	0.02
HCM Control Delay (s)	7.5	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	145	165	5	5	5
Future Vol, veh/h	5	145	165	5	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	158	179	5	5	5
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	184	0	-	0	350	182
Stage 1	-	-	-	-	182	-
Stage 2	-	-	-	-	168	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1391	-	-	-	647	861
Stage 1	-	-	-	-	849	-
Stage 2	-	-	-	-	862	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1391	-	-	-	644	861
Mov Cap-2 Maneuver	-	-	-	-	644	-
Stage 1	-	-	-	-	846	-
Stage 2	-	-	-	-	862	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.3	0		10		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1391	-	-	-	737	
HCM Lane V/C Ratio	0.004	-	-	-	0.015	
HCM Control Delay (s)	7.6	0	-	-	10	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	85	1	35	100	5	1	0	80	10	0	5
Future Vol, veh/h	5	85	1	35	100	5	1	0	80	10	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	92	1	38	109	5	1	0	87	11	0	5
Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	114	0	0	93	0	0	293	293	93	334	291	112
Stage 1	-	-	-	-	-	-	103	103	-	188	188	-
Stage 2	-	-	-	-	-	-	190	190	-	146	103	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1475	-	-	1501	-	-	659	618	964	620	619	941
Stage 1	-	-	-	-	-	-	903	810	-	814	745	-
Stage 2	-	-	-	-	-	-	812	743	-	857	810	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1475	-	-	1501	-	-	640	599	964	551	600	941
Mov Cap-2 Maneuver	-	-	-	-	-	-	640	599	-	551	600	-
Stage 1	-	-	-	-	-	-	899	807	-	811	725	-
Stage 2	-	-	-	-	-	-	786	723	-	777	807	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0.4		1.9			9.1			10.8			
HCM LOS						A			B			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	958	1475	-	-	1501	-	-	639				
HCM Lane V/C Ratio	0.092	0.004	-	-	0.025	-	-	0.026				
HCM Control Delay (s)	9.1	7.5	0	-	7.5	0	-	10.8				
HCM Lane LOS	A	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0.1				

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	145	1	85	165	5	1	0	55	5	0	5
Future Vol, veh/h	5	145	1	85	165	5	1	0	55	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	158	1	92	179	5	1	0	60	5	0	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	184	0	0	159	0	0	537	537	159	565	535	182
Stage 1	-	-	-	-	-	-	169	169	-	366	366	-
Stage 2	-	-	-	-	-	-	368	368	-	199	169	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1391	-	-	1420	-	-	455	450	886	436	452	861
Stage 1	-	-	-	-	-	-	833	759	-	653	623	-
Stage 2	-	-	-	-	-	-	652	621	-	803	759	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1391	-	-	1420	-	-	426	416	886	383	418	861
Mov Cap-2 Maneuver	-	-	-	-	-	-	426	416	-	383	418	-
Stage 1	-	-	-	-	-	-	830	756	-	650	578	-
Stage 2	-	-	-	-	-	-	601	576	-	746	756	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			2.6			9.5			11.9		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	869	1391	-	-	1420	-	-	530				
HCM Lane V/C Ratio	0.07	0.004	-	-	0.065	-	-	0.021				
HCM Control Delay (s)	9.5	7.6	0	-	7.7	0	-	11.9				
HCM Lane LOS	A	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.2	0	-	-	0.2	-	-	0.1				

Intersection

Int Delay, s/veh 0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	90	105	5	10	5
Future Vol, veh/h	5	90	105	5	10	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	98	114	5	11	5

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	119	0	0 225 117
Stage 1	-	-	- 117 -
Stage 2	-	-	- 108 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1469	-	- 763 935
Stage 1	-	-	- 908 -
Stage 2	-	-	- 916 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1469	-	- 760 935
Mov Cap-2 Maneuver	-	-	- 760 -
Stage 1	-	-	- 904 -
Stage 2	-	-	- 916 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1469	-	-	-	811
HCM Lane V/C Ratio	0.004	-	-	-	0.02
HCM Control Delay (s)	7.5	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	150	170	5	5	5
Future Vol, veh/h	5	150	170	5	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	163	185	5	5	5
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	190	0	-	0	361	188
Stage 1	-	-	-	-	188	-
Stage 2	-	-	-	-	173	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1384	-	-	-	638	854
Stage 1	-	-	-	-	844	-
Stage 2	-	-	-	-	857	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1384	-	-	-	635	854
Mov Cap-2 Maneuver	-	-	-	-	635	-
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	857	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.2	0		10		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1384	-	-	-	728	
HCM Lane V/C Ratio	0.004	-	-	-	0.015	
HCM Control Delay (s)	7.6	0	-	-	10	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	90	1	35	105	5	1	0	80	10	0	5
Future Vol, veh/h	5	90	1	35	105	5	1	0	80	10	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	98	1	38	114	5	1	0	87	11	0	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	119	0	0	99	0	0	304	304	99	345	302	117
Stage 1	-	-	-	-	-	-	109	109	-	193	193	-
Stage 2	-	-	-	-	-	-	195	195	-	152	109	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1469	-	-	1494	-	-	648	609	957	609	611	935
Stage 1	-	-	-	-	-	-	896	805	-	809	741	-
Stage 2	-	-	-	-	-	-	807	739	-	850	805	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1469	-	-	1494	-	-	629	590	957	541	592	935
Mov Cap-2 Maneuver	-	-	-	-	-	-	629	590	-	541	592	-
Stage 1	-	-	-	-	-	-	892	802	-	806	721	-
Stage 2	-	-	-	-	-	-	781	719	-	770	802	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			1.8			9.2			10.9		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	951	1469	-	-	1494	-	-	629				
HCM Lane V/C Ratio	0.093	0.004	-	-	0.025	-	-	0.026				
HCM Control Delay (s)	9.2	7.5	0	-	7.5	0	-	10.9				
HCM Lane LOS	A	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0.1				

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	150	1	85	170	5	1	0	55	5	0	5
Future Vol, veh/h	5	150	1	85	170	5	1	0	55	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	163	1	92	185	5	1	0	60	5	0	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	190	0	0	164	0	0	548	548	164	576	546	188
Stage 1	-	-	-	-	-	-	174	174	-	372	372	-
Stage 2	-	-	-	-	-	-	374	374	-	204	174	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1384	-	-	1414	-	-	447	444	881	428	445	854
Stage 1	-	-	-	-	-	-	828	755	-	648	619	-
Stage 2	-	-	-	-	-	-	647	618	-	798	755	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1384	-	-	1414	-	-	418	410	881	375	411	854
Mov Cap-2 Maneuver	-	-	-	-	-	-	418	410	-	375	411	-
Stage 1	-	-	-	-	-	-	825	752	-	645	574	-
Stage 2	-	-	-	-	-	-	596	573	-	741	752	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			2.5			9.5			12.1		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	864	1384	-	-	1414	-	-	521				
HCM Lane V/C Ratio	0.07	0.004	-	-	0.065	-	-	0.021				
HCM Control Delay (s)	9.5	7.6	0	-	7.7	0	-	12.1				
HCM Lane LOS	A	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.2	0	-	-	0.2	-	-	0.1				

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	23	38	42	23	7	34	14	20	5	32	1
Future Vol, veh/h	1	23	38	42	23	7	34	14	20	5	32	1
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	32	53	58	32	10	47	19	28	7	44	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.5	8	7.9	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	2%	58%	13%
Vol Thru, %	21%	37%	32%	84%
Vol Right, %	29%	61%	10%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	68	62	72	38
LT Vol	34	1	42	5
Through Vol	14	23	23	32
RT Vol	20	38	7	1
Lane Flow Rate	94	86	100	53
Geometry Grp	1	1	1	1
Degree of Util (X)	0.114	0.096	0.123	0.065
Departure Headway (Hd)	4.327	4.016	4.416	4.458
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	831	896	815	805
Service Time	2.339	2.027	2.427	2.473
HCM Lane V/C Ratio	0.113	0.096	0.123	0.066
HCM Control Delay	7.9	7.5	8	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.3	0.4	0.2

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	23	27	36	36	9	34	53	35	4	19	5
Future Vol, veh/h	1	23	27	36	36	9	34	53	35	4	19	5
Peak Hour Factor	0.79	0.79	0.79	0.80	0.80	0.80	0.83	0.83	0.83	0.58	0.58	0.58
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	29	34	45	45	11	41	64	42	7	33	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB	WB		NB		SB						
Opposing Approach	WB	EB		SB		NB						
Opposing Lanes	1	1		1		1						
Conflicting Approach Left	SB	NB		EB		WB						
Conflicting Lanes Left	1	1		1		1						
Conflicting Approach Right	NB	SB		WB		EB						
Conflicting Lanes Right	1	1		1		1						
HCM Control Delay	7.5	8.1		8.1		7.7						
HCM LOS	A	A		A		A						

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	28%	2%	44%	14%
Vol Thru, %	43%	45%	44%	68%
Vol Right, %	29%	53%	11%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	122	51	81	28
LT Vol	34	1	36	4
Through Vol	53	23	36	19
RT Vol	35	27	9	5
Lane Flow Rate	147	65	101	48
Geometry Grp	1	1	1	1
Degree of Util (X)	0.173	0.075	0.125	0.059
Departure Headway (Hd)	4.244	4.17	4.46	4.386
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	848	861	806	819
Service Time	2.258	2.184	2.475	2.401
HCM Lane V/C Ratio	0.173	0.075	0.125	0.059
HCM Control Delay	8.1	7.5	8.1	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.2	0.4	0.2

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	45	40	45	60	10	35	15	25	10	35	10
Future Vol, veh/h	10	45	40	45	60	10	35	15	25	10	35	10
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	63	56	63	83	14	49	21	35	14	49	14
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB		WB		NB		SB					
Opposing Approach	WB		EB		SB		NB					
Opposing Lanes	1		1		1		1					
Conflicting Approach Left	SB		NB		EB		WB					
Conflicting Lanes Left	1		1		1		1					
Conflicting Approach Right	NB		SB		WB		EB					
Conflicting Lanes Right	1		1		1		1					
HCM Control Delay	8.1		8.7		8.3		8.2					
HCM LOS	A		A		A		A					

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	47%	11%	39%	18%
Vol Thru, %	20%	47%	52%	64%
Vol Right, %	33%	42%	9%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	75	95	115	55
LT Vol	35	10	45	10
Through Vol	15	45	60	35
RT Vol	25	40	10	10
Lane Flow Rate	104	132	160	76
Geometry Grp	1	1	1	1
Degree of Util (X)	0.133	0.158	0.201	0.099
Departure Headway (Hd)	4.58	4.309	4.528	4.647
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	782	833	792	771
Service Time	2.609	2.337	2.556	2.678
HCM Lane V/C Ratio	0.133	0.158	0.202	0.099
HCM Control Delay	8.3	8.1	8.7	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.6	0.7	0.3

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	105	30	40	110	10	35	55	40	5	20	20
Future Vol, veh/h	20	105	30	40	110	10	35	55	40	5	20	20
Peak Hour Factor	0.79	0.79	0.79	0.80	0.80	0.80	0.83	0.83	0.83	0.58	0.58	0.58
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	133	38	50	138	13	42	66	48	9	34	34
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB	WB		NB		SB						
Opposing Approach	WB	EB		SB		NB						
Opposing Lanes	1	1		1		1						
Conflicting Approach Left	SB	NB		EB		WB						
Conflicting Lanes Left	1	1		1		1						
Conflicting Approach Right	NB	SB		WB		EB						
Conflicting Lanes Right	1	1		1		1						
HCM Control Delay	9.3	9.5		9.2		8.5						
HCM LOS	A	A		A		A						

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	27%	13%	25%	11%
Vol Thru, %	42%	68%	69%	44%
Vol Right, %	31%	19%	6%	44%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	130	155	160	45
LT Vol	35	20	40	5
Through Vol	55	105	110	20
RT Vol	40	30	10	20
Lane Flow Rate	157	196	200	78
Geometry Grp	1	1	1	1
Degree of Util (X)	0.21	0.254	0.264	0.104
Departure Headway (Hd)	4.83	4.654	4.747	4.827
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	739	767	754	737
Service Time	2.888	2.705	2.799	2.892
HCM Lane V/C Ratio	0.212	0.256	0.265	0.106
HCM Control Delay	9.2	9.3	9.5	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	1	1.1	0.3

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	60	105	45	70	10	65	15	25	10	35	15
Future Vol, veh/h	15	60	105	45	70	10	65	15	25	10	35	15
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	83	146	63	97	14	90	21	35	14	49	21
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.4	9.3	9.3	8.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	62%	8%	36%	17%
Vol Thru, %	14%	33%	56%	58%
Vol Right, %	24%	58%	8%	25%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	105	180	125	60
LT Vol	65	15	45	10
Through Vol	15	60	70	35
RT Vol	25	105	10	15
Lane Flow Rate	146	250	174	83
Geometry Grp	1	1	1	1
Degree of Util (X)	0.202	0.305	0.232	0.115
Departure Headway (Hd)	4.986	4.386	4.812	4.979
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	715	815	743	714
Service Time	3.049	2.434	2.867	3.049
HCM Lane V/C Ratio	0.204	0.307	0.234	0.116
HCM Control Delay	9.3	9.4	9.3	8.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	1.3	0.9	0.4

Intersection

Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	115	75	40	130	10	100	55	40	5	20	25
Future Vol, veh/h	25	115	75	40	130	10	100	55	40	5	20	25
Peak Hour Factor	0.79	0.79	0.79	0.80	0.80	0.80	0.83	0.83	0.83	0.58	0.58	0.58
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	146	95	50	163	13	120	66	48	9	34	43
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11	10.8	11.2	9.2
HCM LOS	B	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	51%	12%	22%	10%
Vol Thru, %	28%	53%	72%	40%
Vol Right, %	21%	35%	6%	50%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	195	215	180	50
LT Vol	100	25	40	5
Through Vol	55	115	130	20
RT Vol	40	75	10	25
Lane Flow Rate	235	272	225	86
Geometry Grp	1	1	1	1
Degree of Util (X)	0.348	0.376	0.327	0.128
Departure Headway (Hd)	5.337	4.975	5.226	5.342
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	674	724	689	671
Service Time	3.368	3.003	3.255	3.381
HCM Lane V/C Ratio	0.349	0.376	0.327	0.128
HCM Control Delay	11.2	11	10.8	9.2
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	1.6	1.8	1.4	0.4

Intersection												
Intersection Delay, s/veh	8.6											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	50	45	50	60	10	40	20	25	10	40	10
Future Vol, veh/h	10	50	45	50	60	10	40	20	25	10	40	10
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	69	63	69	83	14	56	28	35	14	56	14
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	8.3			8.9			8.6			8.3		
HCM LOS	A			A			A			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	47%	10%	42%	17%
Vol Thru, %	24%	48%	50%	67%
Vol Right, %	29%	43%	8%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	85	105	120	60
LT Vol	40	10	50	10
Through Vol	20	50	60	40
RT Vol	25	45	10	10
Lane Flow Rate	118	146	167	83
Geometry Grp	1	1	1	1
Degree of Util (X)	0.153	0.177	0.213	0.109
Departure Headway (Hd)	4.667	4.37	4.609	4.726
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	767	820	778	757
Service Time	2.703	2.402	2.64	2.764
HCM Lane V/C Ratio	0.154	0.178	0.215	0.11
HCM Control Delay	8.6	8.3	8.9	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.6	0.8	0.4

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	105	30	40	115	10	40	60	40	5	25	20
Future Vol, veh/h	20	105	30	40	115	10	40	60	40	5	25	20
Peak Hour Factor	0.79	0.79	0.79	0.80	0.80	0.80	0.83	0.83	0.83	0.58	0.58	0.58
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	133	38	50	144	13	48	72	48	9	43	34
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.4	9.7	9.4	8.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	29%	13%	24%	10%
Vol Thru, %	43%	68%	70%	50%
Vol Right, %	29%	19%	6%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	140	155	165	50
LT Vol	40	20	40	5
Through Vol	60	105	115	25
RT Vol	40	30	10	20
Lane Flow Rate	169	196	206	86
Geometry Grp	1	1	1	1
Degree of Util (X)	0.229	0.257	0.275	0.117
Departure Headway (Hd)	4.884	4.72	4.805	4.894
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	730	755	743	727
Service Time	2.945	2.78	2.866	2.965
HCM Lane V/C Ratio	0.232	0.26	0.277	0.118
HCM Control Delay	9.4	9.4	9.7	8.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.9	1	1.1	0.4

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	65	110	50	70	10	70	20	25	10	40	15
Future Vol, veh/h	15	65	110	50	70	10	70	20	25	10	40	15
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	90	153	69	97	14	97	28	35	14	56	21
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB	WB		NB		SB						
Opposing Approach	WB	EB		SB		NB						
Opposing Lanes	1	1		1		1						
Conflicting Approach Left	SB	NB		EB		WB						
Conflicting Lanes Left	1	1		1		1						
Conflicting Approach Right	NB	SB		WB		EB						
Conflicting Lanes Right	1	1		1		1						
HCM Control Delay	9.7	9.6		9.6		8.9						
HCM LOS	A	A		A		A						

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	61%	8%	38%	15%
Vol Thru, %	17%	34%	54%	62%
Vol Right, %	22%	58%	8%	23%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	115	190	130	65
LT Vol	70	15	50	10
Through Vol	20	65	70	40
RT Vol	25	110	10	15
Lane Flow Rate	160	264	181	90
Geometry Grp	1	1	1	1
Degree of Util (X)	0.225	0.327	0.246	0.127
Departure Headway (Hd)	5.063	4.459	4.899	5.069
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	703	800	728	700
Service Time	3.14	2.519	2.967	3.154
HCM Lane V/C Ratio	0.228	0.33	0.249	0.129
HCM Control Delay	9.6	9.7	9.6	8.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.9	1.4	1	0.4

Intersection

Intersection Delay, s/veh 11.1
Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	115	75	40	135	10	105	60	40	5	25	25
Future Vol, veh/h	25	115	75	40	135	10	105	60	40	5	25	25
Peak Hour Factor	0.79	0.79	0.79	0.80	0.80	0.80	0.83	0.83	0.83	0.58	0.58	0.58
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	146	95	50	169	13	127	72	48	9	43	43
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB	WB		NB		SB						
Opposing Approach	WB	EB		SB		NB						
Opposing Lanes	1	1		1		1						
Conflicting Approach Left	SB	NB		EB		WB						
Conflicting Lanes Left	1	1		1		1						
Conflicting Approach Right	NB	SB		WB		EB						
Conflicting Lanes Right	1	1		1		1						
HCM Control Delay	11.2	11.1		11.6		9.4						
HCM LOS	B	B		B		A						

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	51%	12%	22%	9%
Vol Thru, %	29%	53%	73%	45%
Vol Right, %	20%	35%	5%	45%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	205	215	185	55
LT Vol	105	25	40	5
Through Vol	60	115	135	25
RT Vol	40	75	10	25
Lane Flow Rate	247	272	231	95
Geometry Grp	1	1	1	1
Degree of Util (X)	0.37	0.382	0.341	0.143
Departure Headway (Hd)	5.395	5.059	5.304	5.432
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	667	710	678	659
Service Time	3.429	3.093	3.337	3.474
HCM Lane V/C Ratio	0.37	0.383	0.341	0.144
HCM Control Delay	11.6	11.2	11.1	9.4
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	1.7	1.8	1.5	0.5

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	392	212	0	101	8
Future Vol, veh/h	12	392	212	0	101	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	436	236	0	112	9
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	236	0	-	0	698	236
Stage 1	-	-	-	-	236	-
Stage 2	-	-	-	-	462	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1331	-	-	-	407	803
Stage 1	-	-	-	-	803	-
Stage 2	-	-	-	-	634	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1331	-	-	-	402	803
Mov Cap-2 Maneuver	-	-	-	-	402	-
Stage 1	-	-	-	-	793	-
Stage 2	-	-	-	-	634	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.2	0		17.1		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1331	-	-	-	417	
HCM Lane V/C Ratio	0.01	-	-	-	0.29	
HCM Control Delay (s)	7.7	0	-	-	17.1	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	1.2	

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	242	464	1	55	19
Future Vol, veh/h	14	242	464	1	55	19
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	260	499	1	59	20
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	502	0	-	0	792	502
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	290	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1062	-	-	-	358	569
Stage 1	-	-	-	-	608	-
Stage 2	-	-	-	-	759	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1060	-	-	-	350	568
Mov Cap-2 Maneuver	-	-	-	-	350	-
Stage 1	-	-	-	-	596	-
Stage 2	-	-	-	-	757	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.5	0		16.7		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1060	-	-	-	388	
HCM Lane V/C Ratio	0.014	-	-	-	0.205	
HCM Control Delay (s)	8.4	0	-	-	16.7	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	0.8	

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	410	240	0	115	10
Future Vol, veh/h	15	410	240	0	115	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	456	267	0	128	11
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	267	0	-	0	757	267
Stage 1	-	-	-	-	267	-
Stage 2	-	-	-	-	490	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1297	-	-	-	375	772
Stage 1	-	-	-	-	778	-
Stage 2	-	-	-	-	616	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1297	-	-	-	368	772
Mov Cap-2 Maneuver	-	-	-	-	368	-
Stage 1	-	-	-	-	764	-
Stage 2	-	-	-	-	616	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.3	0		19.6		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1297	-	-	-	384	
HCM Lane V/C Ratio	0.013	-	-	-	0.362	
HCM Control Delay (s)	7.8	0	-	-	19.6	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	1.6	

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	310	525	5	105	20
Future Vol, veh/h	15	310	525	5	105	20
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	333	565	5	113	22
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	572	0	-	0	935	570
Stage 1	-	-	-	-	570	-
Stage 2	-	-	-	-	365	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1001	-	-	-	295	521
Stage 1	-	-	-	-	566	-
Stage 2	-	-	-	-	702	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	999	-	-	-	288	520
Mov Cap-2 Maneuver	-	-	-	-	288	-
Stage 1	-	-	-	-	554	-
Stage 2	-	-	-	-	701	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.4	0		25.2		
HCM LOS	D					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	999	-	-	-	310	
HCM Lane V/C Ratio	0.016	-	-	-	0.434	
HCM Control Delay (s)	8.7	0	-	-	25.2	
HCM Lane LOS	A	A	-	-	D	
HCM 95th %tile Q(veh)	0	-	-	-	2.1	

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	440	255	0	130	10
Future Vol, veh/h	15	440	255	0	130	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	489	283	0	144	11
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	283	0	-	0	806	283
Stage 1	-	-	-	-	283	-
Stage 2	-	-	-	-	523	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1279	-	-	-	351	756
Stage 1	-	-	-	-	765	-
Stage 2	-	-	-	-	595	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1279	-	-	-	345	756
Mov Cap-2 Maneuver	-	-	-	-	345	-
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	595	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.3	0		22.5		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1279	-	-	-	359	
HCM Lane V/C Ratio	0.013	-	-	-	0.433	
HCM Control Delay (s)	7.9	0	-	-	22.5	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	2.1	

Intersection						
Int Delay, s/veh	4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	335	560	5	115	20
Future Vol, veh/h	15	335	560	5	115	20
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	360	602	5	124	22
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	609	0	-	0	999	607
Stage 1	-	-	-	-	607	-
Stage 2	-	-	-	-	392	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	970	-	-	-	270	496
Stage 1	-	-	-	-	544	-
Stage 2	-	-	-	-	683	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	968	-	-	-	263	495
Mov Cap-2 Maneuver	-	-	-	-	263	-
Stage 1	-	-	-	-	531	-
Stage 2	-	-	-	-	682	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.4	0		30.4		
HCM LOS				D		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	968	-	-	-	283	
HCM Lane V/C Ratio	0.017	-	-	-	0.513	
HCM Control Delay (s)	8.8	0	-	-	30.4	
HCM Lane LOS	A	A	-	-	D	
HCM 95th %tile Q(veh)	0.1	-	-	-	2.7	

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	450	260	0	125	10
Future Vol, veh/h	15	450	260	0	125	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	500	289	0	139	11
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	289	0	-	0	823	289
Stage 1	-	-	-	-	289	-
Stage 2	-	-	-	-	534	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1273	-	-	-	343	750
Stage 1	-	-	-	-	760	-
Stage 2	-	-	-	-	588	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1273	-	-	-	337	750
Mov Cap-2 Maneuver	-	-	-	-	337	-
Stage 1	-	-	-	-	746	-
Stage 2	-	-	-	-	588	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.3	0		22.7		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1273	-	-	-	351	
HCM Lane V/C Ratio	0.013	-	-	-	0.427	
HCM Control Delay (s)	7.9	0	-	-	22.7	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	2.1	

Intersection						
Int Delay, s/veh	5.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	335	575	5	125	25
Future Vol, veh/h	20	335	575	5	125	25
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	360	618	5	134	27
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	625	0	-	0	1027	623
Stage 1	-	-	-	-	623	-
Stage 2	-	-	-	-	404	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	956	-	-	-	260	486
Stage 1	-	-	-	-	535	-
Stage 2	-	-	-	-	674	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	954	-	-	-	251	485
Mov Cap-2 Maneuver	-	-	-	-	251	-
Stage 1	-	-	-	-	518	-
Stage 2	-	-	-	-	673	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.5	0		35.6		
HCM LOS				E		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	954	-	-	-	273	
HCM Lane V/C Ratio	0.023	-	-	-	0.591	
HCM Control Delay (s)	8.9	0	-	-	35.6	
HCM Lane LOS	A	A	-	-	E	
HCM 95th %tile Q(veh)	0.1	-	-	-	3.5	

Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	480	275	0	140	10
Future Vol, veh/h	15	480	275	0	140	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	533	306	0	156	11
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	306	0	-	0	873	306
Stage 1	-	-	-	-	306	-
Stage 2	-	-	-	-	567	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1255	-	-	-	321	734
Stage 1	-	-	-	-	747	-
Stage 2	-	-	-	-	568	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1255	-	-	-	315	734
Mov Cap-2 Maneuver	-	-	-	-	315	-
Stage 1	-	-	-	-	733	-
Stage 2	-	-	-	-	568	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.2	0		26.9		
HCM LOS				D		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1255	-	-	-	327	
HCM Lane V/C Ratio	0.013	-	-	-	0.51	
HCM Control Delay (s)	7.9	0	-	-	26.9	
HCM Lane LOS	A	A	-	-	D	
HCM 95th %tile Q(veh)	0	-	-	-	2.7	

Intersection						
Int Delay, s/veh	6.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	355	605	5	135	25
Future Vol, veh/h	20	355	605	5	135	25
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	382	651	5	145	27
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	658	0	-	0	1082	656
Stage 1	-	-	-	-	656	-
Stage 2	-	-	-	-	426	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	930	-	-	-	241	465
Stage 1	-	-	-	-	516	-
Stage 2	-	-	-	-	659	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	928	-	-	-	233	464
Mov Cap-2 Maneuver	-	-	-	-	233	-
Stage 1	-	-	-	-	499	-
Stage 2	-	-	-	-	658	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.5	0		44.9		
HCM LOS				E		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	928	-	-	-	253	
HCM Lane V/C Ratio	0.023	-	-	-	0.68	
HCM Control Delay (s)	9	0	-	-	44.9	
HCM Lane LOS	A	A	-	-	E	
HCM 95th %tile Q(veh)	0.1	-	-	-	4.4	

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	480	275	0	140	10
Future Vol, veh/h	15	480	275	0	140	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	533	306	0	156	11
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	306	0	-	0	873	306
Stage 1	-	-	-	-	306	-
Stage 2	-	-	-	-	567	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1255	-	-	-	321	734
Stage 1	-	-	-	-	747	-
Stage 2	-	-	-	-	568	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1255	-	-	-	317	734
Mov Cap-2 Maneuver	-	-	-	-	433	-
Stage 1	-	-	-	-	737	-
Stage 2	-	-	-	-	568	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.2	0		17.9		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1255	-	-	-	445	
HCM Lane V/C Ratio	0.013	-	-	-	0.375	
HCM Control Delay (s)	7.9	-	-	-	17.9	
HCM Lane LOS	A	-	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	1.7	

Intersection

Int Delay, s/veh 3.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	355	605	5	135	25
Future Vol, veh/h	20	355	605	5	135	25
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	382	651	5	145	27

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	658	0	0 1082 656
Stage 1	-	-	- 656 -
Stage 2	-	-	- 426 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	930	-	- 241 465
Stage 1	-	-	- 516 -
Stage 2	-	-	- 659 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	928	-	- 234 464
Mov Cap-2 Maneuver	-	-	- 364 -
Stage 1	-	-	- 503 -
Stage 2	-	-	- 658 -

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	22.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	928	-	-	-	377
HCM Lane V/C Ratio	0.023	-	-	-	0.456
HCM Control Delay (s)	9	-	-	-	22.3
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	2.3

Intersection												
Int Delay, s/veh	8.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	3	74	9	1	1	153	24	15	5	47	30
Future Vol, veh/h	19	3	74	9	1	1	153	24	15	5	47	30
Conflicting Peds, #/hr	8	0	0	0	0	8	14	0	8	8	0	14
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	32	32	32	47	47	47	69	69	69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	29	5	112	28	3	3	326	51	32	7	68	43
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	848	861	104	889	866	83	125	0	0	91	0	0
Stage 1	118	118	-	727	727	-	-	-	-	-	-	-
Stage 2	730	743	-	162	139	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	281	293	951	264	291	976	1462	-	-	1504	-	-
Stage 1	887	798	-	415	429	-	-	-	-	-	-	-
Stage 2	414	422	-	840	782	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	221	217	938	185	216	961	1443	-	-	1493	-	-
Mov Cap-2 Maneuver	221	217	-	185	216	-	-	-	-	-	-	-
Stage 1	667	784	-	314	324	-	-	-	-	-	-	-
Stage 2	309	319	-	732	768	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	14.2		26.3		6.6		0.5					
HCM LOS	B		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1443	-	-	537	203	1493	-	-				
HCM Lane V/C Ratio	0.226	-	-	0.271	0.169	0.005	-	-				
HCM Control Delay (s)	8.2	0	-	14.2	26.3	7.4	0	-				
HCM Lane LOS	A	A	-	B	D	A	A	-				
HCM 95th %tile Q(veh)	0.9	-	-	1.1	0.6	0	-	-				

Intersection												
Int Delay, s/veh	7.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	0	65	5	1	5	57	24	7	0	38	22
Future Vol, veh/h	19	0	65	5	1	5	57	24	7	0	38	22
Conflicting Peds, #/hr	22	0	1	1	0	22	14	0	21	21	0	14
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	34	34	34	56	56	56	44	44	44	46	46	46
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	56	0	191	9	2	9	130	55	16	0	83	48
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	472	473	122	548	489	106	145	0	0	92	0	0
Stage 1	121	121	-	344	344	-	-	-	-	-	-	-
Stage 2	351	352	-	204	145	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	502	490	929	447	480	948	1437	-	-	1503	-	-
Stage 1	883	796	-	671	637	-	-	-	-	-	-	-
Stage 2	666	632	-	798	777	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	443	428	916	321	420	910	1418	-	-	1473	-	-
Mov Cap-2 Maneuver	443	428	-	321	420	-	-	-	-	-	-	-
Stage 1	788	786	-	595	564	-	-	-	-	-	-	-
Stage 2	582	560	-	631	767	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	12.3		13		5		0					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1418	-	-	738	469	1473	-	-				
HCM Lane V/C Ratio	0.091	-	-	0.335	0.042	-	-	-				
HCM Control Delay (s)	7.8	0	-	12.3	13	0	-	-				
HCM Lane LOS	A	A	-	B	B	A	-	-				
HCM 95th %tile Q(veh)	0.3	-	-	1.5	0.1	0	-	-				

Intersection												
Int Delay, s/veh	9.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	5	85	10	5	5	160	60	20	10	100	35
Future Vol, veh/h	20	5	85	10	5	5	160	60	20	10	100	35
Conflicting Peds, #/hr	8	0	0	0	0	8	14	0	8	8	0	14
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	32	32	32	47	70	47	69	75	69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	8	129	31	16	16	340	86	43	14	133	51
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1013	1018	173	1051	1022	124	198	0	0	137	0	0
Stage 1	201	201	-	796	796	-	-	-	-	-	-	-
Stage 2	812	817	-	255	226	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	217	237	871	205	236	927	1375	-	-	1447	-	-
Stage 1	801	735	-	380	399	-	-	-	-	-	-	-
Stage 2	373	390	-	749	717	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	153	167	859	131	167	913	1357	-	-	1436	-	-
Mov Cap-2 Maneuver	153	167	-	131	167	-	-	-	-	-	-	-
Stage 1	576	717	-	275	288	-	-	-	-	-	-	-
Stage 2	251	282	-	623	700	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	18.9		35.5		6.2		0.5					
HCM LOS	C		E									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1357	-	-	424	179	1436	-	-				
HCM Lane V/C Ratio	0.251	-	-	0.393	0.349	0.01	-	-				
HCM Control Delay (s)	8.5	0	-	18.9	35.5	7.5	0	-				
HCM Lane LOS	A	A	-	C	E	A	A	-				
HCM 95th %tile Q(veh)	1	-	-	1.8	1.5	0	-	-				

Intersection												
Int Delay, s/veh	6.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	0	80	10	5	10	75	155	10	0	155	25
Future Vol, veh/h	20	0	80	10	5	10	75	155	10	0	155	25
Conflicting Peds, #/hr	22	0	1	1	0	22	14	0	21	21	0	14
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	34	34	50	56	56	56	50	70	44	46	70	46
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	59	0	160	18	9	18	150	221	23	0	221	54
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	830	827	263	883	843	276	289	0	0	265	0	0
Stage 1	262	262	-	554	554	-	-	-	-	-	-	-
Stage 2	568	565	-	329	289	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	289	307	776	266	300	763	1273	-	-	1299	-	-
Stage 1	743	691	-	517	514	-	-	-	-	-	-	-
Stage 2	508	508	-	684	673	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	237	256	765	184	250	732	1256	-	-	1273	-	-
Mov Cap-2 Maneuver	237	256	-	184	250	-	-	-	-	-	-	-
Stage 1	632	682	-	436	434	-	-	-	-	-	-	-
Stage 2	409	429	-	540	664	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	18.7		20		3.1		0					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1256	-	-	478	284	1273	-	-				
HCM Lane V/C Ratio	0.119	-	-	0.458	0.157	-	-	-				
HCM Control Delay (s)	8.3	0	-	18.7	20	0	-	-				
HCM Lane LOS	A	A	-	C	C	A	-	-				
HCM 95th %tile Q(veh)	0.4	-	-	2.4	0.5	0	-	-				

Intersection												
Int Delay, s/veh	10.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	5	85	35	10	5	160	60	30	10	100	35
Future Vol, veh/h	20	5	85	35	10	5	160	60	30	10	100	35
Conflicting Peds, #/hr	8	0	0	0	0	8	14	0	8	8	0	14
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	75	66	75	75	75	47	70	80	69	75	69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	7	129	47	13	7	340	86	38	14	133	51
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1004	1013	173	1048	1019	121	198	0	0	132	0	0
Stage 1	201	201	-	793	793	-	-	-	-	-	-	-
Stage 2	803	812	-	255	226	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	220	239	871	206	237	930	1375	-	-	1453	-	-
Stage 1	801	735	-	382	400	-	-	-	-	-	-	-
Stage 2	377	392	-	749	717	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	158	169	859	132	168	916	1357	-	-	1442	-	-
Mov Cap-2 Maneuver	158	169	-	132	168	-	-	-	-	-	-	-
Stage 1	577	717	-	277	290	-	-	-	-	-	-	-
Stage 2	259	284	-	624	700	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	18.3		46.5		6.3		0.5					
HCM LOS	C		E									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1357	-	-	435	151	1442	-	-				
HCM Lane V/C Ratio	0.251	-	-	0.381	0.442	0.01	-	-				
HCM Control Delay (s)	8.5	0	-	18.3	46.5	7.5	0	-				
HCM Lane LOS	A	A	-	C	E	A	A	-				
HCM 95th %tile Q(veh)	1	-	-	1.8	2	0	-	-				

Intersection												
Int Delay, s/veh	8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	1	80	25	10	10	75	155	35	0	155	25
Future Vol, veh/h	20	1	80	25	10	10	75	155	35	0	155	25
Conflicting Peds, #/hr	22	0	1	1	0	22	14	0	21	21	0	14
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	34	34	50	56	56	56	50	70	60	46	70	46
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	59	3	160	45	18	18	150	221	58	0	221	54
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	852	862	263	902	860	293	289	0	0	300	0	0
Stage 1	262	262	-	571	571	-	-	-	-	-	-	-
Stage 2	590	600	-	331	289	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	280	293	776	259	294	746	1273	-	-	1261	-	-
Stage 1	743	691	-	506	505	-	-	-	-	-	-	-
Stage 2	494	490	-	682	673	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	222	243	765	177	244	716	1256	-	-	1236	-	-
Mov Cap-2 Maneuver	222	243	-	177	244	-	-	-	-	-	-	-
Stage 1	629	682	-	426	425	-	-	-	-	-	-	-
Stage 2	388	412	-	537	664	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	20.1		29		2.9		0					
HCM LOS	C		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1256	-	-	456	229	1236	-	-				
HCM Lane V/C Ratio	0.119	-	-	0.486	0.351	-	-	-				
HCM Control Delay (s)	8.3	0	-	20.1	29	0	-	-				
HCM Lane LOS	A	A	-	C	D	A	-	-				
HCM 95th %tile Q(veh)	0.4	-	-	2.6	1.5	0	-	-				

Intersection

Intersection Delay, s/veh 13.3
Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	5	85	35	10	5	160	60	30	10	100	35
Future Vol, veh/h	20	5	85	35	10	5	160	60	30	10	100	35
Peak Hour Factor	0.66	0.75	0.66	0.75	0.75	0.75	0.47	0.70	0.80	0.69	0.75	0.69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	7	129	47	13	7	340	86	38	14	133	51
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB	WB		NB		SB						
Opposing Approach	WB	EB		SB		NB						
Opposing Lanes	1	1		1		1						
Conflicting Approach Left	SB	NB		EB		WB						
Conflicting Lanes Left	1	1		1		1						
Conflicting Approach Right	NB	SB		WB		EB						
Conflicting Lanes Right	1	1		1		1						
HCM Control Delay	10	9.8		16.3		10.1						
HCM LOS	A	A		C		B						

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	64%	18%	70%	7%
Vol Thru, %	24%	5%	20%	69%
Vol Right, %	12%	77%	10%	24%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	250	110	50	145
LT Vol	160	20	35	10
Through Vol	60	5	10	100
RT Vol	30	85	5	35
Lane Flow Rate	464	166	67	199
Geometry Grp	1	1	1	1
Degree of Util (X)	0.638	0.244	0.111	0.281
Departure Headway (Hd)	4.953	5.292	5.988	5.09
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	733	678	597	705
Service Time	2.953	3.334	4.037	3.125
HCM Lane V/C Ratio	0.633	0.245	0.112	0.282
HCM Control Delay	16.3	10	9.8	10.1
HCM Lane LOS	C	A	A	B
HCM 95th-tile Q	4.6	1	0.4	1.2

Intersection

Intersection Delay, s/veh 13.7

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	1	80	25	10	10	75	155	35	0	155	25
Future Vol, veh/h	20	1	80	25	10	10	75	155	35	0	155	25
Peak Hour Factor	0.34	0.34	0.50	0.56	0.56	0.56	0.50	0.70	0.60	0.46	0.70	0.46
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	59	3	160	45	18	18	150	221	58	0	221	54
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.4	10.3	16.5	12.2
HCM LOS	B	B	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	28%	20%	56%	0%
Vol Thru, %	58%	1%	22%	86%
Vol Right, %	13%	79%	22%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	265	101	45	180
LT Vol	75	20	25	0
Through Vol	155	1	10	155
RT Vol	35	80	10	25
Lane Flow Rate	430	222	80	276
Geometry Grp	1	1	1	1
Degree of Util (X)	0.623	0.338	0.139	0.412
Departure Headway (Hd)	5.216	5.495	6.208	5.377
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	692	652	575	667
Service Time	3.261	3.555	4.281	3.429
HCM Lane V/C Ratio	0.621	0.34	0.139	0.414
HCM Control Delay	16.5	11.4	10.3	12.2
HCM Lane LOS	C	B	B	B
HCM 95th-tile Q	4.4	1.5	0.5	2

Intersection												
Int Delay, s/veh	11.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	5	90	10	5	5	175	60	20	10	105	35
Future Vol, veh/h	25	5	90	10	5	5	175	60	20	10	105	35
Conflicting Peds, #/hr	8	0	0	0	0	8	14	0	8	8	0	14
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	32	32	32	47	70	47	69	75	69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	8	136	31	16	16	372	86	43	14	140	51
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1084	1089	180	1126	1093	124	205	0	0	137	0	0
Stage 1	208	208	-	860	860	-	-	-	-	-	-	-
Stage 2	876	881	-	266	233	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	194	215	863	182	214	927	1366	-	-	1447	-	-
Stage 1	794	730	-	351	373	-	-	-	-	-	-	-
Stage 2	344	365	-	739	712	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	131	146	851	111	145	913	1348	-	-	1436	-	-
Mov Cap-2 Maneuver	131	146	-	111	145	-	-	-	-	-	-	-
Stage 1	549	712	-	244	259	-	-	-	-	-	-	-
Stage 2	221	254	-	607	695	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	24.5		43.5		6.5		0.5					
HCM LOS	C		E									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1348	-	-	363	154	1436	-	-				
HCM Lane V/C Ratio	0.276	-	-	0.501	0.406	0.01	-	-				
HCM Control Delay (s)	8.7	0	-	24.5	43.5	7.5	0	-				
HCM Lane LOS	A	A	-	C	E	A	A	-				
HCM 95th %tile Q(veh)	1.1	-	-	2.7	1.8	0	-	-				

Intersection												
Int Delay, s/veh	8.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	0	90	10	5	10	80	155	10	0	160	25
Future Vol, veh/h	25	0	90	10	5	10	80	155	10	0	160	25
Conflicting Peds, #/hr	22	0	1	1	0	22	14	0	21	21	0	14
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	34	34	50	56	56	56	50	70	44	46	70	46
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	74	0	180	18	9	18	160	221	23	0	229	54
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	858	855	271	921	871	276	297	0	0	265	0	0
Stage 1	270	270	-	574	574	-	-	-	-	-	-	-
Stage 2	588	585	-	347	297	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	277	296	768	251	289	763	1264	-	-	1299	-	-
Stage 1	736	686	-	504	503	-	-	-	-	-	-	-
Stage 2	495	498	-	669	668	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	225	244	757	166	238	732	1247	-	-	1273	-	-
Mov Cap-2 Maneuver	225	244	-	166	238	-	-	-	-	-	-	-
Stage 1	618	677	-	420	420	-	-	-	-	-	-	-
Stage 2	394	415	-	509	659	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	22.9		21.5			3.3			0			
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1247	-	-	449	263	1273	-	-				
HCM Lane V/C Ratio	0.128	-	-	0.565	0.17	-	-	-				
HCM Control Delay (s)	8.3	0	-	22.9	21.5	0	-	-				
HCM Lane LOS	A	A	-	C	C	A	-	-				
HCM 95th %tile Q(veh)	0.4	-	-	3.4	0.6	0	-	-				

Intersection

Intersection Delay, s/veh 13.5

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	5	90	35	10	5	175	60	30	10	105	35
Future Vol, veh/h	25	5	90	35	10	5	175	60	30	10	105	35
Peak Hour Factor	0.70	0.75	0.70	0.75	0.75	0.75	0.50	0.75	0.80	0.70	0.75	0.70
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	7	129	47	13	7	350	80	38	14	140	50
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	10.2			9.9			16.7			10.3		
HCM LOS	B			A			C			B		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	66%	21%	70%	7%
Vol Thru, %	23%	4%	20%	70%
Vol Right, %	11%	75%	10%	23%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	265	120	50	150
LT Vol	175	25	35	10
Through Vol	60	5	10	105
RT Vol	30	90	5	35
Lane Flow Rate	468	171	67	204
Geometry Grp	1	1	1	1
Degree of Util (X)	0.649	0.254	0.112	0.291
Departure Headway (Hd)	4.994	5.346	6.038	5.129
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	729	670	592	701
Service Time	2.994	3.391	4.09	3.166
HCM Lane V/C Ratio	0.642	0.255	0.113	0.291
HCM Control Delay	16.7	10.2	9.9	10.3
HCM Lane LOS	C	B	A	B
HCM 95th-tile Q	4.8	1	0.4	1.2

Intersection	
Intersection Delay, s/veh	14.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	1	90	25	10	10	80	155	35	0	160	25
Future Vol, veh/h	25	1	90	25	10	10	80	155	35	0	160	25
Peak Hour Factor	0.34	0.34	0.50	0.56	0.56	0.56	0.50	0.70	0.60	0.46	0.70	0.46
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	74	3	180	45	18	18	160	221	58	0	229	54
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB	WB		NB		SB						
Opposing Approach	WB	EB		SB		NB						
Opposing Lanes	1	1		1		1						
Conflicting Approach Left	SB	NB		EB		WB						
Conflicting Lanes Left	1	1		1		1						
Conflicting Approach Right	NB	SB		WB		EB						
Conflicting Lanes Right	1	1		1		1						
HCM Control Delay	12.4	10.6		18.2		12.9						
HCM LOS	B	B		C		B						

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	30%	22%	56%	0%
Vol Thru, %	57%	1%	22%	86%
Vol Right, %	13%	78%	22%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	270	116	45	185
LT Vol	80	25	25	0
Through Vol	155	1	10	160
RT Vol	35	90	10	25
Lane Flow Rate	440	256	80	283
Geometry Grp	1	1	1	1
Degree of Util (X)	0.656	0.399	0.143	0.436
Departure Headway (Hd)	5.369	5.6	6.392	5.544
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	668	639	556	645
Service Time	3.429	3.673	4.487	3.612
HCM Lane V/C Ratio	0.659	0.401	0.144	0.439
HCM Control Delay	18.2	12.4	10.6	12.9
HCM Lane LOS	C	B	B	B
HCM 95th-tile Q	4.9	1.9	0.5	2.2

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	225	142	266	142	8
Future Vol, veh/h	16	225	142	266	142	8
Conflicting Peds, #/hr	5	0	0	5	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	66	66	66	66	66	66
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	341	215	403	215	12
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	623	0	-	0	609	220
Stage 1	-	-	-	-	220	-
Stage 2	-	-	-	-	389	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	958	-	-	-	458	820
Stage 1	-	-	-	-	817	-
Stage 2	-	-	-	-	685	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	953	-	-	-	439	816
Mov Cap-2 Maneuver	-	-	-	-	531	-
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	682	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.6	0		16.4		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	953	-	-	-	541	
HCM Lane V/C Ratio	0.025	-	-	-	0.42	
HCM Control Delay (s)	8.9	0	-	-	16.4	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0.1	-	-	-	2.1	

Intersection						
Int Delay, s/veh	4.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	171	162	99	173	19
Future Vol, veh/h	9	171	162	99	173	19
Conflicting Peds, #/hr	10	0	0	10	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	197	186	114	199	22
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	310	0	-	0	413	196
Stage 1	-	-	-	-	196	-
Stage 2	-	-	-	-	217	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1250	-	-	-	595	845
Stage 1	-	-	-	-	837	-
Stage 2	-	-	-	-	819	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1238	-	-	-	578	837
Mov Cap-2 Maneuver	-	-	-	-	636	-
Stage 1	-	-	-	-	821	-
Stage 2	-	-	-	-	811	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.4	0		13.3		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1238	-	-	-	651	
HCM Lane V/C Ratio	0.008	-	-	-	0.339	
HCM Control Delay (s)	7.9	0	-	-	13.3	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	1.5	

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	235	150	270	145	10
Future Vol, veh/h	20	235	150	270	145	10
Conflicting Peds, #/hr	5	0	0	5	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	66	66	66	66	66	66
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	356	227	409	220	15
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	641	0	-	0	648	232
Stage 1	-	-	-	-	232	-
Stage 2	-	-	-	-	416	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	943	-	-	-	435	807
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	666	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	939	-	-	-	413	803
Mov Cap-2 Maneuver	-	-	-	-	511	-
Stage 1	-	-	-	-	771	-
Stage 2	-	-	-	-	663	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.7	0		17.4		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	939	-	-	-	523	
HCM Lane V/C Ratio	0.032	-	-	-	0.449	
HCM Control Delay (s)	9	0	-	-	17.4	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0.1	-	-	-	2.3	

Intersection						
Int Delay, s/veh	4.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	190	180	100	175	20
Future Vol, veh/h	10	190	180	100	175	20
Conflicting Peds, #/hr	10	0	0	10	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	218	207	115	201	23
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	332	0	-	0	457	217
Stage 1	-	-	-	-	217	-
Stage 2	-	-	-	-	240	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1227	-	-	-	562	823
Stage 1	-	-	-	-	819	-
Stage 2	-	-	-	-	800	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1215	-	-	-	545	815
Mov Cap-2 Maneuver	-	-	-	-	613	-
Stage 1	-	-	-	-	803	-
Stage 2	-	-	-	-	792	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.4	0		13.9		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1215	-	-	-	629	
HCM Lane V/C Ratio	0.009	-	-	-	0.356	
HCM Control Delay (s)	8	0	-	-	13.9	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	1.6	

Intersection						
Int Delay, s/veh	4.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	235	150	280	165	15
Future Vol, veh/h	25	235	150	280	165	15
Conflicting Peds, #/hr	5	0	0	5	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	66	66	66	66	66	66
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	356	227	424	250	23
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	656	0	-	0	664	232
Stage 1	-	-	-	-	232	-
Stage 2	-	-	-	-	432	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	931	-	-	-	426	807
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	655	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	927	-	-	-	400	803
Mov Cap-2 Maneuver	-	-	-	-	501	-
Stage 1	-	-	-	-	762	-
Stage 2	-	-	-	-	652	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.9	0		19.5		
HCM LOS	C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	927	-	-	-	517	
HCM Lane V/C Ratio	0.041	-	-	-	0.528	
HCM Control Delay (s)	9	0	-	-	19.5	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0.1	-	-	-	3	

Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	190	180	125	190	25
Future Vol, veh/h	15	190	180	125	190	25
Conflicting Peds, #/hr	10	0	0	10	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	218	207	144	218	29
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	361	0	-	0	469	217
Stage 1	-	-	-	-	217	-
Stage 2	-	-	-	-	252	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1198	-	-	-	553	823
Stage 1	-	-	-	-	819	-
Stage 2	-	-	-	-	790	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1187	-	-	-	533	815
Mov Cap-2 Maneuver	-	-	-	-	604	-
Stage 1	-	-	-	-	798	-
Stage 2	-	-	-	-	782	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.6	0		14.5		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1187	-	-	-	623	
HCM Lane V/C Ratio	0.015	-	-	-	0.397	
HCM Control Delay (s)	8.1	0	-	-	14.5	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	1.9	

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	255	165	295	160	10
Future Vol, veh/h	20	255	165	295	160	10
Conflicting Peds, #/hr	5	0	0	5	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	66	66	66	66	66	66
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	386	250	447	242	15
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	702	0	-	0	701	255
Stage 1	-	-	-	-	255	-
Stage 2	-	-	-	-	446	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	895	-	-	-	405	784
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	645	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	891	-	-	-	384	780
Mov Cap-2 Maneuver	-	-	-	-	489	-
Stage 1	-	-	-	-	750	-
Stage 2	-	-	-	-	642	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.7	0		19.6		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	891	-	-	-	500	
HCM Lane V/C Ratio	0.034	-	-	-	0.515	
HCM Control Delay (s)	9.2	0	-	-	19.6	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0.1	-	-	-	2.9	

Intersection						
Int Delay, s/veh	4.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	205	195	110	195	25
Future Vol, veh/h	10	205	195	110	195	25
Conflicting Peds, #/hr	10	0	0	10	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	236	224	126	224	29
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	360	0	-	0	492	234
Stage 1	-	-	-	-	234	-
Stage 2	-	-	-	-	258	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1199	-	-	-	536	805
Stage 1	-	-	-	-	805	-
Stage 2	-	-	-	-	785	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1188	-	-	-	519	797
Mov Cap-2 Maneuver	-	-	-	-	594	-
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	777	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.4	0		15		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1188	-	-	-	612	
HCM Lane V/C Ratio	0.01	-	-	-	0.413	
HCM Control Delay (s)	8.1	0	-	-	15	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	2	

Intersection						
Int Delay, s/veh	4.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	255	165	305	180	15
Future Vol, veh/h	25	255	165	305	180	15
Conflicting Peds, #/hr	5	0	0	5	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	66	66	66	66	66	66
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	386	250	462	273	23
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	717	0	-	0	717	255
Stage 1	-	-	-	-	255	-
Stage 2	-	-	-	-	462	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	884	-	-	-	396	784
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	634	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	880	-	-	-	371	780
Mov Cap-2 Maneuver	-	-	-	-	478	-
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	631	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.8	0		22.6		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	880	-	-	-	493	
HCM Lane V/C Ratio	0.043	-	-	-	0.599	
HCM Control Delay (s)	9.3	0	-	-	22.6	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0.1	-	-	-	3.9	

Intersection						
Int Delay, s/veh	5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑	↗	↘	
Traffic Vol, veh/h	15	205	195	135	210	30
Future Vol, veh/h	15	205	195	135	210	30
Conflicting Peds, #/hr	10	0	0	10	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	236	224	155	241	34
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	389	0	-	0	504	234
Stage 1	-	-	-	-	234	-
Stage 2	-	-	-	-	270	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1170	-	-	-	528	805
Stage 1	-	-	-	-	805	-
Stage 2	-	-	-	-	775	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1159	-	-	-	508	797
Mov Cap-2 Maneuver	-	-	-	-	585	-
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	767	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.6	0		15.8		
HCM LOS	C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1159	-	-	-	605	
HCM Lane V/C Ratio	0.015	-	-	-	0.456	
HCM Control Delay (s)	8.2	0	-	-	15.8	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	2.4	

MOVEMENT SUMMARY

 Site: 101 [2021 Existing Adjusted AM (Site Folder: General)]

New Site

Site Category: (None)

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] ft				mph
South: Mel Rey Rd														
3b	L3	100	5.3	108	5.3	0.103	4.3	LOS A	0.4	10.0	0.33	0.21	0.33	32.6
3	L2	315	5.3	339	5.3	0.645	12.1	LOS B	6.5	170.3	0.59	0.53	0.75	30.5
8	T1	45	5.3	48	5.3	0.645	12.1	LOS B	6.5	170.3	0.59	0.53	0.75	30.5
18	R2	311	5.3	334	5.3	0.645	12.1	LOS B	6.5	170.3	0.59	0.53	0.75	29.7
Approach		771	5.3	829	5.3	0.645	11.1	LOS B	6.5	170.3	0.55	0.49	0.69	30.4
SouthEast: I-70 Off Ramp														
3bx	L3	14	7.4	16	7.4	0.035	8.3	LOS A	0.1	2.9	0.64	0.63	0.64	30.9
3x	L2	1	7.4	1	7.4	0.251	10.4	LOS B	0.8	22.1	0.67	0.67	0.67	31.2
3ax	L1	63	7.4	72	7.4	0.251	10.4	LOS B	0.8	22.1	0.67	0.67	0.67	30.9
18ax	R1	15	7.4	17	7.4	0.251	10.4	LOS B	0.8	22.1	0.67	0.67	0.67	31.0
18bx	R3	35	7.4	40	7.4	0.251	10.4	LOS B	0.8	22.1	0.67	0.67	0.67	30.0
Approach		128	7.4	147	7.4	0.251	10.2	LOS B	0.8	22.1	0.66	0.66	0.66	30.6
East: Highway 6														
1	L2	162	3.5	245	3.5	0.346	9.4	LOS A	1.5	38.5	0.63	0.65	0.69	30.6
1a	L1	63	3.5	95	3.5	0.360	9.0	LOS A	1.6	40.9	0.62	0.64	0.69	32.1
6	T1	105	3.5	159	3.5	0.360	9.0	LOS A	1.6	40.9	0.62	0.64	0.69	32.5
16	R2	18	3.5	27	3.5	0.360	9.0	LOS A	1.6	40.9	0.62	0.64	0.69	31.5
Approach		348	3.5	527	3.5	0.360	9.2	LOS A	1.6	40.9	0.62	0.65	0.69	31.5
North: Mel Rey Rd														
7	L2	26	4.1	31	4.1	0.357	12.1	LOS B	1.5	37.5	0.70	0.76	0.90	31.4
4	T1	90	4.1	107	4.1	0.357	12.1	LOS B	1.5	37.5	0.70	0.76	0.90	31.4
14a	R1	28	4.1	33	4.1	0.357	12.1	LOS B	1.5	37.5	0.70	0.76	0.90	31.1
14	R2	19	4.1	23	4.1	0.357	12.1	LOS B	1.5	37.5	0.70	0.76	0.90	30.5
Approach		163	4.1	194	4.1	0.357	12.1	LOS B	1.5	37.5	0.70	0.76	0.90	31.2
West: Highway 6														
5	L2	15	5.1	24	5.1	0.683	17.6	LOS C	6.4	165.5	0.79	1.06	1.56	29.3
2	T1	97	5.1	154	5.1	0.683	17.6	LOS C	6.4	165.5	0.79	1.06	1.56	29.3
12	R2	219	5.1	348	5.1	0.683	17.6	LOS C	6.4	165.5	0.79	1.06	1.56	28.5
12b	R3	69	5.1	110	5.1	0.100	4.2	LOS A	0.4	9.5	0.33	0.22	0.33	34.0
Approach		400	5.1	635	5.1	0.683	15.3	LOS C	6.4	165.5	0.71	0.91	1.35	29.6
All Vehicles		1810	5.0	2332	4.9	0.683	11.8	LOS B	6.5	170.3	0.63	0.67	0.89	30.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 Site: 101 [2021 Existing Adjusted PM (Site Folder: General)]

New Site

Site Category: (None)

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] ft				mph
South: Mel Rey Rd														
3b	L3	648	2.0	810	2.0	0.684	12.8	LOS B	8.2	208.0	0.62	0.52	0.77	29.3
3	L2	176	2.0	220	2.0	0.641	12.0	LOS B	6.1	154.4	0.60	0.48	0.68	31.0
8	T1	143	2.0	179	2.0	0.641	12.0	LOS B	6.1	154.4	0.60	0.48	0.68	30.9
18	R2	251	2.0	314	2.0	0.641	12.0	LOS B	6.1	154.4	0.60	0.48	0.68	30.1
Approach		1218	2.0	1523	2.0	0.684	12.4	LOS B	8.2	208.0	0.61	0.50	0.73	29.9
SouthEast: I-70 Off Ramp														
3bx	L3	78	2.9	99	2.9	0.374	23.4	LOS C	1.3	33.8	0.86	0.94	1.16	25.9
3x	L2	1	2.9	1	2.9	0.622	31.7	LOS D	2.8	72.2	0.90	1.08	1.61	24.3
3ax	L1	62	2.9	78	2.9	0.622	31.7	LOS D	2.8	72.2	0.90	1.08	1.61	24.1
18ax	R1	30	2.9	38	2.9	0.622	31.7	LOS D	2.8	72.2	0.90	1.08	1.61	24.2
18bx	R3	61	2.9	77	2.9	0.622	31.7	LOS D	2.8	72.2	0.90	1.08	1.61	23.6
Approach		232	2.9	294	2.9	0.622	28.9	LOS D	2.8	72.2	0.88	1.03	1.46	24.6
East: Highway 6														
1	L2	132	2.8	138	2.8	0.405	19.6	LOS C	1.6	40.2	0.83	0.91	1.15	27.0
1a	L1	193	2.8	201	2.8	0.942	64.1	LOS F	10.3	263.6	0.97	1.65	3.55	18.0
6	T1	142	2.8	148	2.8	0.942	64.1	LOS F	10.3	263.6	0.97	1.65	3.55	18.1
16	R2	23	2.8	24	2.8	0.942	64.1	LOS F	10.3	263.6	0.97	1.65	3.55	17.8
Approach		490	2.8	510	2.8	0.942	52.2	LOS F	10.3	263.6	0.93	1.45	2.90	19.8
North: Mel Rey Rd														
7	L2	26	0.8	31	0.8	0.591	29.0	LOS D	2.7	66.7	0.89	1.05	1.53	25.5
4	T1	61	0.8	72	0.8	0.591	29.0	LOS D	2.7	66.7	0.89	1.05	1.53	25.5
14a	R1	61	0.8	72	0.8	0.591	29.0	LOS D	2.7	66.7	0.89	1.05	1.53	25.3
14	R2	14	0.8	16	0.8	0.591	29.0	LOS D	2.7	66.7	0.89	1.05	1.53	24.9
Approach		162	0.8	191	0.8	0.591	29.0	LOS D	2.7	66.7	0.89	1.05	1.53	25.4
West: Highway 6														
5	L2	12	2.4	14	2.4	0.876	51.0	LOS F	7.6	194.8	0.94	1.45	2.83	20.4
2	T1	122	2.4	142	2.4	0.876	51.0	LOS F	7.6	194.8	0.94	1.45	2.83	20.4
12	R2	170	2.4	198	2.4	0.876	51.0	LOS F	7.6	194.8	0.94	1.45	2.83	20.1
12b	R3	203	2.4	236	2.4	0.436	13.9	LOS B	2.0	51.1	0.73	0.83	1.06	29.7
Approach		507	2.4	590	2.4	0.876	36.1	LOS E	7.6	194.8	0.86	1.20	2.12	23.1
All Vehicles		2609	2.2	3107	2.2	0.942	26.0	LOS D	10.3	263.6	0.75	0.87	1.47	25.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 Site: 101 [2022 Background AM (Site Folder: General)]

New Site

Site Category: (None)

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: Mel Rey Rd														
3b	L3	101	5.3	109	5.3	0.106	4.5	LOS A	0.4	10.3	0.35	0.24	0.35	32.6
3	L2	337	5.3	362	5.3	0.683	13.5	LOS B	9.1	238.1	0.65	0.69	1.00	29.9
8	T1	45	5.3	48	5.3	0.683	13.5	LOS B	9.1	238.1	0.65	0.69	1.00	29.9
18	R2	313	5.3	337	5.3	0.683	13.5	LOS B	9.1	238.1	0.65	0.69	1.00	29.1
Approach		796	5.3	856	5.3	0.683	12.3	LOS B	9.1	238.1	0.61	0.63	0.91	29.9
SouthEast: I-70 Off Ramp														
3bx	L3	14	7.4	16	7.4	0.037	8.7	LOS A	0.1	3.0	0.66	0.66	0.66	30.7
3x	L2	1	7.4	1	7.4	0.309	12.0	LOS B	1.1	29.5	0.70	0.74	0.83	30.5
3ax	L1	83	7.4	95	7.4	0.309	12.0	LOS B	1.1	29.5	0.70	0.74	0.83	30.1
18ax	R1	15	7.4	17	7.4	0.309	12.0	LOS B	1.1	29.5	0.70	0.74	0.83	30.2
18bx	R3	35	7.4	40	7.4	0.309	12.0	LOS B	1.1	29.5	0.70	0.74	0.83	29.3
Approach		148	7.4	170	7.4	0.309	11.6	LOS B	1.1	29.5	0.69	0.73	0.81	30.0
East: Highway 6														
1	L2	163	3.5	247	3.5	0.364	10.1	LOS B	1.6	42.2	0.65	0.69	0.77	30.3
1a	L1	63	3.5	95	3.5	0.431	10.5	LOS B	2.2	57.3	0.66	0.74	0.89	31.5
6	T1	132	3.5	200	3.5	0.431	10.5	LOS B	2.2	57.3	0.66	0.74	0.89	31.8
16	R2	18	3.5	27	3.5	0.431	10.5	LOS B	2.2	57.3	0.66	0.74	0.89	30.9
Approach		376	3.5	570	3.5	0.431	10.4	LOS B	2.2	57.3	0.66	0.72	0.84	31.1
North: Mel Rey Rd														
7	L2	26	4.1	31	4.1	0.387	13.6	LOS B	1.6	41.3	0.73	0.81	1.00	30.8
4	T1	90	4.1	107	4.1	0.387	13.6	LOS B	1.6	41.3	0.73	0.81	1.00	30.7
14a	R1	28	4.1	33	4.1	0.387	13.6	LOS B	1.6	41.3	0.73	0.81	1.00	30.5
14	R2	19	4.1	23	4.1	0.387	13.6	LOS B	1.6	41.3	0.73	0.81	1.00	29.9
Approach		163	4.1	194	4.1	0.387	13.6	LOS B	1.6	41.3	0.73	0.81	1.00	30.6
West: Highway 6														
5	L2	15	5.1	24	5.1	0.761	21.8	LOS C	8.8	228.5	0.84	1.22	1.92	27.8
2	T1	113	5.1	179	5.1	0.761	21.8	LOS C	8.8	228.5	0.84	1.22	1.92	27.7
12	R2	240	5.1	381	5.1	0.761	21.8	LOS C	8.8	228.5	0.84	1.22	1.92	27.1
12b	R3	73	5.1	116	5.1	0.106	4.2	LOS A	0.4	10.1	0.34	0.22	0.34	34.0
Approach		441	5.1	700	5.1	0.761	18.9	LOS C	8.8	228.5	0.76	1.05	1.66	28.2
All Vehicles		1924	5.0	2490	4.9	0.761	13.8	LOS B	9.1	238.1	0.68	0.79	1.11	29.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 Site: 101 [2022 Background PM (Site Folder: General)]

New Site

Site Category: (None)

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] ft				mph
South: Mel Rey Rd														
3b	L3	651	2.0	814	2.0	0.706	13.8	LOS B	10.7	271.7	0.67	0.66	0.99	28.9
3	L2	220	2.0	275	2.0	0.714	14.7	LOS B	11.5	292.2	0.70	0.74	1.09	29.8
8	T1	144	2.0	180	2.0	0.714	14.7	LOS B	11.5	292.2	0.70	0.74	1.09	29.8
18	R2	252	2.0	315	2.0	0.714	14.7	LOS B	11.5	292.2	0.70	0.74	1.09	29.0
Approach		1267	2.0	1584	2.0	0.714	14.2	LOS B	11.5	292.2	0.69	0.70	1.04	29.2
SouthEast: I-70 Off Ramp														
3bx	L3	78	2.9	99	2.9	0.408	26.7	LOS D	1.4	36.9	0.88	0.97	1.23	25.0
3x	L2	1	2.9	1	2.9	0.862	61.7	LOS F	5.7	146.6	0.96	1.39	2.67	18.3
3ax	L1	105	2.9	133	2.9	0.862	61.7	LOS F	5.7	146.6	0.96	1.39	2.67	18.2
18ax	R1	30	2.9	38	2.9	0.862	61.7	LOS F	5.7	146.6	0.96	1.39	2.67	18.2
18bx	R3	61	2.9	77	2.9	0.862	61.7	LOS F	5.7	146.6	0.96	1.39	2.67	17.9
Approach		275	2.9	348	2.9	0.862	51.8	LOS F	5.7	146.6	0.94	1.27	2.26	19.7
East: Highway 6														
1	L2	133	2.8	139	2.8	0.453	23.4	LOS C	1.8	45.6	0.85	0.96	1.26	25.9
1a	L1	194	2.8	202	2.8	1.212	150.7	LOS F	32.5	831.7	1.00	2.86	8.14	10.7
6	T1	201	2.8	209	2.8	1.212	150.7	LOS F	32.5	831.7	1.00	2.86	8.14	10.7
16	R2	23	2.8	24	2.8	1.212	150.7	LOS F	32.5	831.7	1.00	2.86	8.14	10.6
Approach		551	2.8	574	2.8	1.212	120.0	LOS F	32.5	831.7	0.96	2.40	6.48	12.5
North: Mel Rey Rd														
7	L2	26	0.8	31	0.8	0.656	36.2	LOS E	3.0	76.2	0.91	1.11	1.70	23.6
4	T1	90	0.8	106	0.8	0.656	36.2	LOS E	3.0	76.2	0.91	1.11	1.70	23.6
14a	R1	28	0.8	33	0.8	0.656	36.2	LOS E	3.0	76.2	0.91	1.11	1.70	23.4
14	R2	19	0.8	22	0.8	0.656	36.2	LOS E	3.0	76.2	0.91	1.11	1.70	23.1
Approach		163	0.8	192	0.8	0.656	36.2	LOS E	3.0	76.2	0.91	1.11	1.70	23.5
West: Highway 6														
5	L2	12	2.4	14	2.4	1.258	162.8	LOS F	42.8	1091.1	1.00	3.27	9.45	10.1
2	T1	186	2.4	216	2.4	1.258	162.8	LOS F	42.8	1091.1	1.00	3.27	9.45	10.1
12	R2	250	2.4	291	2.4	1.258	162.8	LOS F	42.8	1091.1	1.00	3.27	9.45	10.0
12b	R3	220	2.4	256	2.4	0.447	13.5	LOS B	2.1	54.3	0.72	0.81	1.05	29.8
Approach		668	2.4	777	2.4	1.258	113.6	LOS F	42.8	1091.1	0.91	2.46	6.68	12.8
All Vehicles		2924	2.3	3474	2.2	1.258	58.9	LOS F	42.8	1091.1	0.82	1.45	3.36	18.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 Site: 101 [2022 Total AM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] ft				mph
South: Mel Rey Rd														
3b	L3	101	5.3	109	5.3	0.110	4.7	LOS A	0.4	10.7	0.38	0.27	0.38	32.5
3	L2	339	5.3	365	5.3	0.721	15.3	LOS C	11.4	297.1	0.72	0.87	1.29	29.3
8	T1	56	5.3	60	5.3	0.721	15.3	LOS C	11.4	297.1	0.72	0.87	1.29	29.3
18	R2	313	5.3	337	5.3	0.721	15.3	LOS C	11.4	297.1	0.72	0.87	1.29	28.5
Approach		809	5.3	870	5.3	0.721	13.9	LOS B	11.4	297.1	0.68	0.80	1.17	29.3
SouthEast: I-70 Off Ramp														
3bx	L3	14	7.4	16	7.4	0.039	9.2	LOS A	0.1	3.1	0.68	0.68	0.68	30.5
3x	L2	1	7.4	1	7.4	0.343	13.2	LOS B	1.3	34.1	0.72	0.78	0.92	30.0
3ax	L1	85	7.4	98	7.4	0.343	13.2	LOS B	1.3	34.1	0.72	0.78	0.92	29.7
18ax	R1	21	7.4	24	7.4	0.343	13.2	LOS B	1.3	34.1	0.72	0.78	0.92	29.8
18bx	R3	35	7.4	40	7.4	0.343	13.2	LOS B	1.3	34.1	0.72	0.78	0.92	28.9
Approach		156	7.4	179	7.4	0.343	12.8	LOS B	1.3	34.1	0.72	0.77	0.90	29.6
East: Highway 6														
1	L2	163	3.5	247	3.5	0.373	10.5	LOS B	1.7	43.7	0.66	0.71	0.81	30.2
1a	L1	63	3.5	95	3.5	0.467	11.5	LOS B	2.6	66.4	0.68	0.78	0.98	31.2
6	T1	136	3.5	206	3.5	0.467	11.5	LOS B	2.6	66.4	0.68	0.78	0.98	31.5
16	R2	27	3.5	41	3.5	0.467	11.5	LOS B	2.6	66.4	0.68	0.78	0.98	30.6
Approach		389	3.5	589	3.5	0.467	11.0	LOS B	2.6	66.4	0.67	0.75	0.91	30.8
North: Mel Rey Rd														
7	L2	46	4.1	55	4.1	0.535	18.0	LOS C	2.7	69.3	0.78	0.93	1.30	29.0
4	T1	120	4.1	143	4.1	0.535	18.0	LOS C	2.7	69.3	0.78	0.93	1.30	28.9
14a	R1	38	4.1	45	4.1	0.535	18.0	LOS C	2.7	69.3	0.78	0.93	1.30	28.7
14	R2	19	4.1	23	4.1	0.535	18.0	LOS C	2.7	69.3	0.78	0.93	1.30	28.2
Approach		223	4.1	265	4.1	0.535	18.0	LOS C	2.7	69.3	0.78	0.93	1.30	28.8
West: Highway 6														
5	L2	15	5.1	24	5.1	0.855	31.3	LOS D	12.4	322.1	0.92	1.48	2.61	24.8
2	T1	123	5.1	195	5.1	0.855	31.3	LOS D	12.4	322.1	0.92	1.48	2.61	24.8
12	R2	250	5.1	397	5.1	0.855	31.3	LOS D	12.4	322.1	0.92	1.48	2.61	24.3
12b	R3	73	5.1	116	5.1	0.107	4.3	LOS A	0.4	10.2	0.34	0.23	0.34	34.0
Approach		461	5.1	732	5.1	0.855	27.0	LOS D	12.4	322.1	0.83	1.28	2.25	25.6
All Vehicles		2038	4.9	2636	4.9	0.855	17.3	LOS C	12.4	322.1	0.73	0.93	1.41	28.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 Site: 101 [2022 Total PM (Site Folder: General)]

New Site

Site Category: (None)

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: Mel Rey Rd														
3b	L3	651	2.0	814	2.0	0.712	14.1	LOS B	11.4	288.5	0.69	0.72	1.07	28.8
3	L2	225	2.0	281	2.0	0.758	16.8	LOS C	15.2	386.8	0.78	0.91	1.35	29.0
8	T1	171	2.0	214	2.0	0.758	16.8	LOS C	15.2	386.8	0.78	0.91	1.35	29.0
18	R2	252	2.0	315	2.0	0.758	16.8	LOS C	15.2	386.8	0.78	0.91	1.35	28.2
Approach		1299	2.0	1624	2.0	0.758	15.5	LOS C	15.2	386.8	0.74	0.81	1.21	28.8
SouthEast: I-70 Off Ramp														
3bx	L3	78	2.9	99	2.9	0.428	28.9	LOS D	1.5	38.8	0.89	0.98	1.27	24.4
3x	L2	1	2.9	1	2.9	0.996	93.3	LOS F	10.3	264.1	0.99	1.75	4.04	14.6
3ax	L1	110	2.9	139	2.9	0.996	93.3	LOS F	10.3	264.1	0.99	1.75	4.04	14.6
18ax	R1	46	2.9	58	2.9	0.996	93.3	LOS F	10.3	264.1	0.99	1.75	4.04	14.6
18bx	R3	61	2.9	77	2.9	0.996	93.3	LOS F	10.3	264.1	0.99	1.75	4.04	14.4
Approach		296	2.9	375	2.9	0.996	76.3	LOS F	10.3	264.1	0.96	1.55	3.31	16.3
East: Highway 6														
1	L2	133	2.8	139	2.8	0.482	26.0	LOS D	1.9	48.8	0.87	0.99	1.33	25.2
1a	L1	194	2.8	202	2.8	1.383	220.4	LOS F	48.7	1245.1	1.00	3.51	10.75	8.1
6	T1	212	2.8	221	2.8	1.383	220.4	LOS F	48.7	1245.1	1.00	3.51	10.75	8.1
16	R2	45	2.8	47	2.8	1.383	220.4	LOS F	48.7	1245.1	1.00	3.51	10.75	8.0
Approach		584	2.8	608	2.8	1.383	176.1	LOS F	48.7	1245.1	0.97	2.94	8.60	9.6
North: Mel Rey Rd														
7	L2	40	0.8	47	0.8	0.805	51.5	LOS F	4.8	119.9	0.95	1.28	2.28	20.4
4	T1	82	0.8	96	0.8	0.805	51.5	LOS F	4.8	119.9	0.95	1.28	2.28	20.3
14a	R1	68	0.8	80	0.8	0.805	51.5	LOS F	4.8	119.9	0.95	1.28	2.28	20.2
14	R2	14	0.8	16	0.8	0.805	51.5	LOS F	4.8	119.9	0.95	1.28	2.28	20.0
Approach		204	0.8	240	0.8	0.805	51.5	LOS F	4.8	119.9	0.95	1.28	2.28	20.3
West: Highway 6														
5	L2	12	2.4	14	2.4	1.334	193.9	LOS F	51.0	1300.4	1.00	3.59	10.72	8.9
2	T1	193	2.4	224	2.4	1.334	193.9	LOS F	51.0	1300.4	1.00	3.59	10.72	8.9
12	R2	257	2.4	299	2.4	1.334	193.9	LOS F	51.0	1300.4	1.00	3.59	10.72	8.8
12b	R3	220	2.4	256	2.4	0.456	14.0	LOS B	2.2	55.8	0.73	0.83	1.08	29.6
Approach		682	2.4	793	2.4	1.334	135.9	LOS F	51.0	1300.4	0.91	2.70	7.61	11.4
All Vehicles		3065	2.2	3640	2.2	1.383	77.2	LOS F	51.0	1300.4	0.85	1.68	4.13	16.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 **Site: 101 [2040 Background AM (Site Folder: General)]**

New Site

Site Category: (None)

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: Mel Rey Rd														
3b	L3	110	5.3	118	5.3	0.118	4.7	LOS A	0.4	11.6	0.37	0.26	0.37	32.5
3	L2	366	5.3	394	5.3	0.758	16.8	LOS C	14.4	374.0	0.75	0.94	1.42	28.7
8	T1	49	5.3	53	5.3	0.758	16.8	LOS C	14.4	374.0	0.75	0.94	1.42	28.7
18	R2	342	5.3	368	5.3	0.758	16.8	LOS C	14.4	374.0	0.75	0.94	1.42	27.9
Approach		867	5.3	932	5.3	0.758	15.2	LOS C	14.4	374.0	0.70	0.86	1.28	28.8
SouthEast: I-70 Off Ramp														
3bx	L3	15	7.4	17	7.4	0.043	9.7	LOS A	0.1	3.5	0.69	0.69	0.69	30.3
3x	L2	1	7.4	1	7.4	0.362	14.1	LOS B	1.4	36.4	0.74	0.81	0.98	29.6
3ax	L1	89	7.4	102	7.4	0.362	14.1	LOS B	1.4	36.4	0.74	0.81	0.98	29.3
18ax	R1	16	7.4	18	7.4	0.362	14.1	LOS B	1.4	36.4	0.74	0.81	0.98	29.4
18bx	R3	38	7.4	44	7.4	0.362	14.1	LOS B	1.4	36.4	0.74	0.81	0.98	28.5
Approach		159	7.4	183	7.4	0.362	13.7	LOS B	1.4	36.4	0.74	0.80	0.95	29.2
East: Highway 6														
1	L2	178	3.5	270	3.5	0.420	11.7	LOS B	2.1	53.6	0.68	0.76	0.93	29.7
1a	L1	69	3.5	105	3.5	0.489	12.2	LOS B	2.8	71.7	0.70	0.81	1.05	30.8
6	T1	141	3.5	214	3.5	0.489	12.2	LOS B	2.8	71.7	0.70	0.81	1.05	31.1
16	R2	20	3.5	30	3.5	0.489	12.2	LOS B	2.8	71.7	0.70	0.81	1.05	30.2
Approach		408	3.5	618	3.5	0.489	12.0	LOS B	2.8	71.7	0.69	0.79	1.00	30.4
North: Mel Rey Rd														
7	L2	29	4.1	35	4.1	0.465	16.8	LOS C	2.1	53.1	0.78	0.89	1.18	29.5
4	T1	99	4.1	118	4.1	0.465	16.8	LOS C	2.1	53.1	0.78	0.89	1.18	29.5
14a	R1	31	4.1	37	4.1	0.465	16.8	LOS C	2.1	53.1	0.78	0.89	1.18	29.2
14	R2	21	4.1	25	4.1	0.465	16.8	LOS C	2.1	53.1	0.78	0.89	1.18	28.7
Approach		180	4.1	214	4.1	0.465	16.8	LOS C	2.1	53.1	0.78	0.89	1.18	29.3
West: Highway 6														
5	L2	16	5.1	25	5.1	0.873	33.3	LOS D	13.7	356.5	0.93	1.55	2.78	24.3
2	T1	123	5.1	195	5.1	0.873	33.3	LOS D	13.7	356.5	0.93	1.55	2.78	24.3
12	R2	261	5.1	414	5.1	0.873	33.3	LOS D	13.7	356.5	0.93	1.55	2.78	23.8
12b	R3	80	5.1	127	5.1	0.118	4.4	LOS A	0.4	11.3	0.36	0.25	0.36	33.9
Approach		480	5.1	762	5.1	0.873	28.5	LOS D	13.7	356.5	0.84	1.33	2.38	25.2
All Vehicles		2094	5.0	2709	4.9	0.873	18.2	LOS C	14.4	374.0	0.75	0.97	1.49	28.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 Site: 101 [2040 Background PM (Site Folder: General)]

New Site

Site Category: (None)

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: Mel Rey Rd														
3b	L3	712	2.0	890	2.0	0.763	16.0	LOS C	15.6	396.1	0.74	0.77	1.21	28.2
3	L2	236	2.0	295	2.0	0.765	16.9	LOS C	16.0	405.9	0.77	0.85	1.28	29.0
8	T1	157	2.0	196	2.0	0.765	16.9	LOS C	16.0	405.9	0.77	0.85	1.28	28.9
18	R2	276	2.0	345	2.0	0.765	16.9	LOS C	16.0	405.9	0.77	0.85	1.28	28.2
Approach		1381	2.0	1726	2.0	0.765	16.5	LOS C	16.0	405.9	0.76	0.81	1.24	28.4
SouthEast: I-70 Off Ramp														
3bx	L3	86	2.9	109	2.9	0.508	35.4	LOS E	1.9	47.8	0.91	1.03	1.42	22.9
3x	L2	1	2.9	1	2.9	1.037	108.0	LOS F	12.0	307.3	1.00	1.87	4.52	13.3
3ax	L1	111	2.9	141	2.9	1.037	108.0	LOS F	12.0	307.3	1.00	1.87	4.52	13.3
18ax	R1	33	2.9	42	2.9	1.037	108.0	LOS F	12.0	307.3	1.00	1.87	4.52	13.3
18bx	R3	67	2.9	85	2.9	1.037	108.0	LOS F	12.0	307.3	1.00	1.87	4.52	13.1
Approach		298	2.9	377	2.9	1.037	87.1	LOS F	12.0	307.3	0.97	1.62	3.62	15.1
East: Highway 6														
1	L2	145	2.8	151	2.8	0.556	31.4	LOS D	2.3	59.1	0.89	1.04	1.48	23.8
1a	L1	212	2.8	221	2.8	1.458	253.1	LOS F	53.9	1377.8	1.00	3.68	11.52	7.2
6	T1	214	2.8	223	2.8	1.458	253.1	LOS F	53.9	1377.8	1.00	3.68	11.52	7.3
16	R2	25	2.8	26	2.8	1.458	253.1	LOS F	53.9	1377.8	1.00	3.68	11.52	7.2
Approach		596	2.8	621	2.8	1.458	199.1	LOS F	53.9	1377.8	0.97	3.04	9.08	8.7
North: Mel Rey Rd														
7	L2	29	0.8	34	0.8	0.771	50.7	LOS F	4.1	102.5	0.95	1.23	2.12	20.5
4	T1	67	0.8	79	0.8	0.771	50.7	LOS F	4.1	102.5	0.95	1.23	2.12	20.5
14a	R1	67	0.8	79	0.8	0.771	50.7	LOS F	4.1	102.5	0.95	1.23	2.12	20.4
14	R2	15	0.8	18	0.8	0.771	50.7	LOS F	4.1	102.5	0.95	1.23	2.12	20.1
Approach		178	0.8	209	0.8	0.771	50.7	LOS F	4.1	102.5	0.95	1.23	2.12	20.4
West: Highway 6														
5	L2	13	2.4	15	2.4	1.465	250.3	LOS F	63.5	1618.0	1.00	4.02	12.50	7.3
2	T1	197	2.4	229	2.4	1.465	250.3	LOS F	63.5	1618.0	1.00	4.02	12.50	7.3
12	R2	266	2.4	309	2.4	1.465	250.3	LOS F	63.5	1618.0	1.00	4.02	12.50	7.2
12b	R3	239	2.4	278	2.4	0.532	17.1	LOS C	2.7	70.0	0.77	0.92	1.27	28.4
Approach		715	2.4	831	2.4	1.465	172.4	LOS F	63.5	1618.0	0.92	2.99	8.75	9.6
All Vehicles		3168	2.3	3765	2.2	1.465	90.0	LOS F	63.5	1618.0	0.86	1.76	4.48	14.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 Site: 101 [2040 Total AM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: Mel Rey Rd														
3b	L3	110	5.3	118	5.3	0.123	4.9	LOS A	0.5	12.0	0.40	0.30	0.40	32.4
3	L2	368	5.3	396	5.3	0.799	19.6	LOS C	17.1	445.0	0.83	1.16	1.77	27.7
8	T1	60	5.3	65	5.3	0.799	19.6	LOS C	17.1	445.0	0.83	1.16	1.77	27.7
18	R2	342	5.3	368	5.3	0.799	19.6	LOS C	17.1	445.0	0.83	1.16	1.77	27.0
Approach		880	5.3	946	5.3	0.799	17.8	LOS C	17.1	445.0	0.78	1.05	1.60	28.0
SouthEast: I-70 Off Ramp														
3bx	L3	15	7.4	17	7.4	0.046	10.2	LOS B	0.1	3.6	0.71	0.71	0.71	30.1
3x	L2	1	7.4	1	7.4	0.401	15.7	LOS C	1.6	41.7	0.76	0.85	1.08	29.1
3ax	L1	91	7.4	105	7.4	0.401	15.7	LOS C	1.6	41.7	0.76	0.85	1.08	28.8
18ax	R1	22	7.4	25	7.4	0.401	15.7	LOS C	1.6	41.7	0.76	0.85	1.08	28.9
18bx	R3	38	7.4	44	7.4	0.401	15.7	LOS C	1.6	41.7	0.76	0.85	1.08	28.0
Approach		167	7.4	192	7.4	0.401	15.2	LOS C	1.6	41.7	0.76	0.84	1.04	28.7
East: Highway 6														
1	L2	178	3.5	270	3.5	0.430	12.1	LOS B	2.2	55.3	0.69	0.78	0.96	29.6
1a	L1	69	3.5	105	3.5	0.528	13.4	LOS B	3.2	82.3	0.72	0.86	1.15	30.3
6	T1	145	3.5	220	3.5	0.528	13.4	LOS B	3.2	82.3	0.72	0.86	1.15	30.6
16	R2	29	3.5	44	3.5	0.528	13.4	LOS B	3.2	82.3	0.72	0.86	1.15	29.8
Approach		421	3.5	638	3.5	0.528	12.9	LOS B	3.2	82.3	0.71	0.82	1.07	30.1
North: Mel Rey Rd														
7	L2	49	4.1	58	4.1	0.626	23.3	LOS C	3.4	88.4	0.83	1.03	1.55	27.1
4	T1	129	4.1	154	4.1	0.626	23.3	LOS C	3.4	88.4	0.83	1.03	1.55	27.1
14a	R1	41	4.1	49	4.1	0.626	23.3	LOS C	3.4	88.4	0.83	1.03	1.55	26.9
14	R2	21	4.1	25	4.1	0.626	23.3	LOS C	3.4	88.4	0.83	1.03	1.55	26.5
Approach		240	4.1	286	4.1	0.626	23.3	LOS C	3.4	88.4	0.83	1.03	1.55	27.0
West: Highway 6														
5	L2	16	5.1	25	5.1	0.976	53.3	LOS F	21.8	568.0	1.00	2.04	4.22	20.0
2	T1	133	5.1	211	5.1	0.976	53.3	LOS F	21.8	568.0	1.00	2.04	4.22	20.0
12	R2	271	5.1	430	5.1	0.976	53.3	LOS F	21.8	568.0	1.00	2.04	4.22	19.6
12b	R3	80	5.1	127	5.1	0.120	4.5	LOS A	0.4	11.5	0.36	0.26	0.36	33.9
Approach		500	5.1	794	5.1	0.976	45.5	LOS E	21.8	568.0	0.90	1.76	3.60	21.1
All Vehicles		2208	4.9	2855	4.9	0.976	24.8	LOS C	21.8	568.0	0.80	1.18	2.00	26.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 Site: 101 [2040 Total PM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] ft				mph
South: Mel Rey Rd														
3b	L3	712	2.0	890	2.0	0.771	16.6	LOS C	16.6	421.6	0.77	0.84	1.31	28.0
3	L2	241	2.0	301	2.0	0.811	19.9	LOS C	21.2	538.6	0.86	1.06	1.62	28.0
8	T1	184	2.0	230	2.0	0.811	19.9	LOS C	21.2	538.6	0.86	1.06	1.62	27.9
18	R2	276	2.0	345	2.0	0.811	19.9	LOS C	21.2	538.6	0.86	1.06	1.62	27.2
Approach		1413	2.0	1766	2.0	0.811	18.2	LOS C	21.2	538.6	0.82	0.95	1.46	27.8
SouthEast: I-70 Off Ramp														
3bx	L3	86	2.9	109	2.9	0.533	38.8	LOS E	2.0	50.5	0.92	1.05	1.47	22.2
3x	L2	1	2.9	1	2.9	1.193	161.3	LOS F	21.9	559.8	1.00	2.38	6.66	10.2
3ax	L1	116	2.9	147	2.9	1.193	161.3	LOS F	21.9	559.8	1.00	2.38	6.66	10.1
18ax	R1	49	2.9	62	2.9	1.193	161.3	LOS F	21.9	559.8	1.00	2.38	6.66	10.1
18bx	R3	67	2.9	85	2.9	1.193	161.3	LOS F	21.9	559.8	1.00	2.38	6.66	10.0
Approach		319	2.9	404	2.9	1.193	128.3	LOS F	21.9	559.8	0.98	2.02	5.26	11.9
East: Highway 6														
1	L2	145	2.8	151	2.8	0.577	33.8	LOS D	2.4	61.7	0.90	1.06	1.53	23.2
1a	L1	212	2.8	221	2.8	1.620	322.9	LOS F	68.2	1742.7	1.00	4.11	13.26	5.9
6	T1	225	2.8	234	2.8	1.620	322.9	LOS F	68.2	1742.7	1.00	4.11	13.26	5.9
16	R2	47	2.8	49	2.8	1.620	322.9	LOS F	68.2	1742.7	1.00	4.11	13.26	5.9
Approach		629	2.8	655	2.8	1.620	256.3	LOS F	68.2	1742.7	0.98	3.40	10.55	7.2
North: Mel Rey Rd														
7	L2	43	0.8	51	0.8	0.930	76.9	LOS F	7.5	188.7	0.98	1.53	3.23	16.6
4	T1	88	0.8	104	0.8	0.930	76.9	LOS F	7.5	188.7	0.98	1.53	3.23	16.6
14a	R1	74	0.8	87	0.8	0.930	76.9	LOS F	7.5	188.7	0.98	1.53	3.23	16.5
14	R2	15	0.8	18	0.8	0.930	76.9	LOS F	7.5	188.7	0.98	1.53	3.23	16.3
Approach		220	0.8	259	0.8	0.930	76.9	LOS F	7.5	188.7	0.98	1.53	3.23	16.5
West: Highway 6														
5	L2	13	2.4	15	2.4	1.551	287.7	LOS F	71.8	1829.6	1.00	4.27	13.51	6.5
2	T1	204	2.4	237	2.4	1.551	287.7	LOS F	71.8	1829.6	1.00	4.27	13.51	6.5
12	R2	273	2.4	317	2.4	1.551	287.7	LOS F	71.8	1829.6	1.00	4.27	13.51	6.4
12b	R3	239	2.4	278	2.4	0.529	16.9	LOS C	2.7	69.4	0.77	0.91	1.26	28.5
Approach		729	2.4	848	2.4	1.551	198.9	LOS F	71.8	1829.6	0.92	3.17	9.49	8.6
All Vehicles		3310	2.2	3932	2.2	1.620	112.0	LOS F	71.8	1829.6	0.89	1.99	5.22	13.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Intersection						
Int Delay, s/veh	4.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	26	43	50	22	18	22
Future Vol, veh/h	26	43	50	22	18	22
Conflicting Peds, #/hr	0	3	3	0	5	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	54	63	28	23	28
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	90	0	222	64
Stage 1	-	-	-	-	63	-
Stage 2	-	-	-	-	159	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1505	-	766	1000
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	870	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1501	-	727	996
Mov Cap-2 Maneuver	-	-	-	-	727	-
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	828	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		5.2		9.5	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	854	-	-	1501	-	
HCM Lane V/C Ratio	0.059	-	-	0.042	-	
HCM Control Delay (s)	9.5	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-	

Intersection						
Int Delay, s/veh	4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	38	24	26	27	30	16
Future Vol, veh/h	38	24	26	27	30	16
Conflicting Peds, #/hr	0	13	13	0	10	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	45	28	31	32	35	19
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	86	0	176	78
Stage 1	-	-	-	-	72	-
Stage 2	-	-	-	-	104	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1510	-	814	983
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	920	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1491	-	780	965
Mov Cap-2 Maneuver	-	-	-	-	780	-
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	892	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	3.7		9.6		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	836	-	-	1491	-	
HCM Lane V/C Ratio	0.065	-	-	0.021	-	
HCM Control Delay (s)	9.6	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-	

Intersection						
Int Delay, s/veh	5.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	30	60	85	25	30	45
Future Vol, veh/h	30	60	85	25	30	45
Conflicting Peds, #/hr	0	3	3	0	5	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	76	108	32	38	57
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	117	0	332	80
Stage 1	-	-	-	-	79	-
Stage 2	-	-	-	-	253	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1471	-	663	980
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	789	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1467	-	609	976
Mov Cap-2 Maneuver	-	-	-	-	609	-
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	727	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		5.9		10.2	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	786	-	-	1467	-	
HCM Lane V/C Ratio	0.121	-	-	0.073	-	
HCM Control Delay (s)	10.2	-	-	7.6	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-	

Intersection						
Int Delay, s/veh	6.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	40	50	105	30	55	100
Future Vol, veh/h	40	50	105	30	55	100
Conflicting Peds, #/hr	0	13	13	0	10	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	59	124	35	65	118
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	119	0	383	96
Stage 1	-	-	-	-	90	-
Stage 2	-	-	-	-	293	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1469	-	620	960
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	757	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1451	-	554	943
Mov Cap-2 Maneuver	-	-	-	-	554	-
Stage 1	-	-	-	-	923	-
Stage 2	-	-	-	-	684	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		6		11.3	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	755	-	-	1451	-	
HCM Lane V/C Ratio	0.242	-	-	0.085	-	
HCM Control Delay (s)	11.3	-	-	7.7	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.9	-	-	0.3	-	

Intersection						
Int Delay, s/veh	5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	35	60	85	30	30	45
Future Vol, veh/h	35	60	85	30	30	45
Conflicting Peds, #/hr	0	3	3	0	5	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	76	108	38	38	57
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	123	0	344	86
Stage 1	-	-	-	-	85	-
Stage 2	-	-	-	-	259	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1464	-	652	973
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	784	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1460	-	598	969
Mov Cap-2 Maneuver	-	-	-	-	598	-
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	721	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	5.7		10.3		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	776	-	-	1460	-	
HCM Lane V/C Ratio	0.122	-	-	0.074	-	
HCM Control Delay (s)	10.3	-	-	7.7	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-	

Intersection						
Int Delay, s/veh	6.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	45	50	105	35	55	100
Future Vol, veh/h	45	50	105	35	55	100
Conflicting Peds, #/hr	0	13	13	0	10	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	59	124	41	65	118
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	125	0	395	102
Stage 1	-	-	-	-	96	-
Stage 2	-	-	-	-	299	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1462	-	610	953
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	752	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1444	-	544	936
Mov Cap-2 Maneuver	-	-	-	-	544	-
Stage 1	-	-	-	-	917	-
Stage 2	-	-	-	-	679	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		5.8		11.4	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	745	-	-	1444	-	
HCM Lane V/C Ratio	0.245	-	-	0.086	-	
HCM Control Delay (s)	11.4	-	-	7.7	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	1	-	-	0.3	-	

Intersection						
Int Delay, s/veh	5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	30	65	85	25	30	45
Future Vol, veh/h	30	65	85	25	30	45
Conflicting Peds, #/hr	0	3	3	0	5	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	82	108	32	38	57
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	123	0	335	83
Stage 1	-	-	-	-	82	-
Stage 2	-	-	-	-	253	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1464	-	660	976
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	789	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1460	-	606	972
Mov Cap-2 Maneuver	-	-	-	-	606	-
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	727	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	5.9		10.2		
HCM LOS				B		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	783	-	-	1460	-	
HCM Lane V/C Ratio	0.121	-	-	0.074	-	
HCM Control Delay (s)	10.2	-	-	7.7	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-	

Intersection						
Int Delay, s/veh	6.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	45	55	105	30	55	100
Future Vol, veh/h	45	55	105	30	55	100
Conflicting Peds, #/hr	0	13	13	0	10	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	65	124	35	65	118
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	131	0	392	105
Stage 1	-	-	-	-	99	-
Stage 2	-	-	-	-	293	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1454	-	612	949
Stage 1	-	-	-	-	925	-
Stage 2	-	-	-	-	757	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1436	-	546	932
Mov Cap-2 Maneuver	-	-	-	-	546	-
Stage 1	-	-	-	-	914	-
Stage 2	-	-	-	-	684	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		6		11.4	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	745	-	-	1436	-	
HCM Lane V/C Ratio	0.245	-	-	0.086	-	
HCM Control Delay (s)	11.4	-	-	7.7	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	1	-	-	0.3	-	

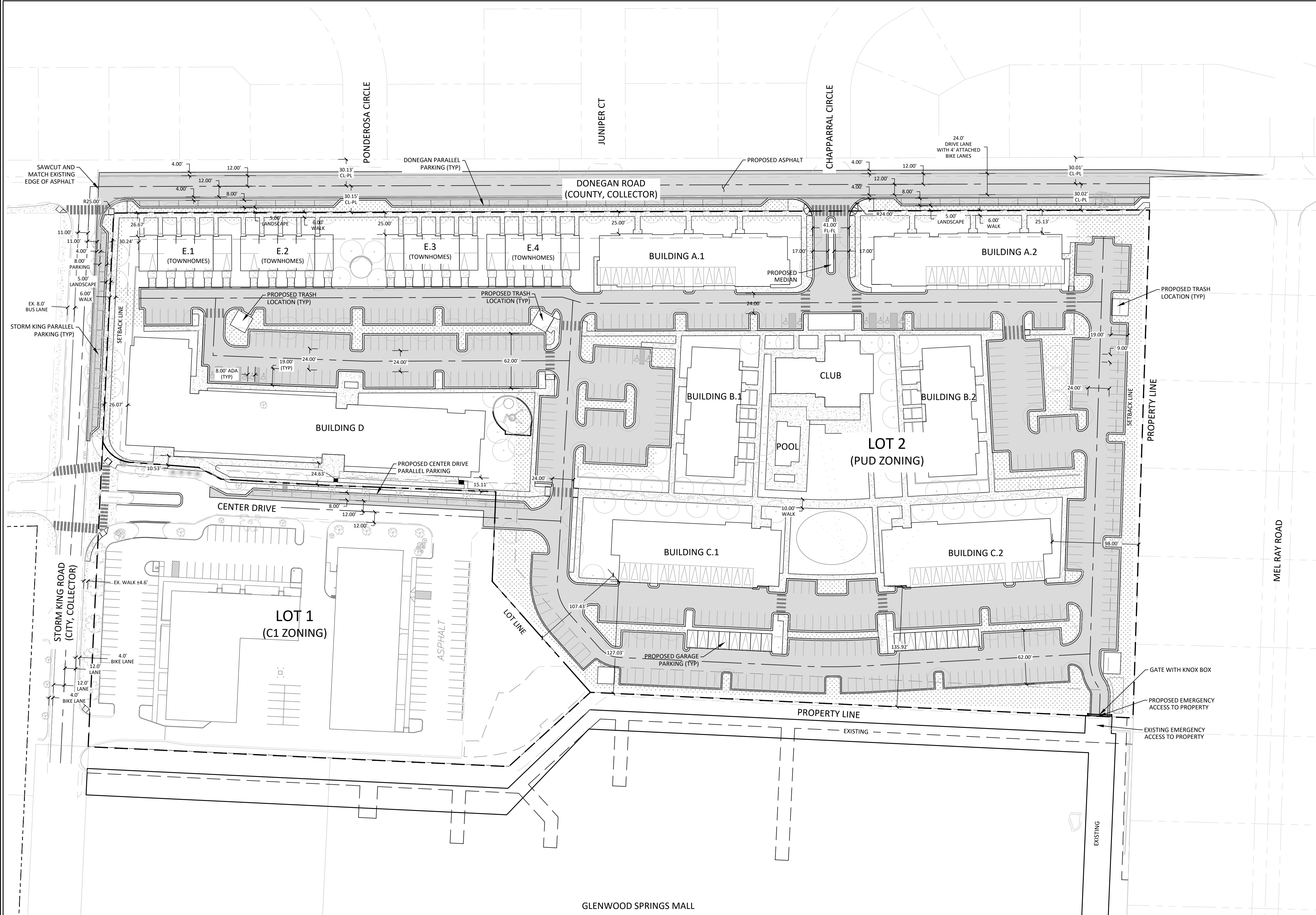
Intersection						
Int Delay, s/veh	4.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	35	65	85	30	30	45
Future Vol, veh/h	35	65	85	30	30	45
Conflicting Peds, #/hr	0	3	3	0	5	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	82	108	38	38	57
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	129	0	347	89
Stage 1	-	-	-	-	88	-
Stage 2	-	-	-	-	259	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1457	-	650	969
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	784	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1453	-	596	965
Mov Cap-2 Maneuver	-	-	-	-	596	-
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	721	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		5.7		10.3	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	773	-	-	1453	-	
HCM Lane V/C Ratio	0.123	-	-	0.074	-	
HCM Control Delay (s)	10.3	-	-	7.7	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-	

Intersection						
Int Delay, s/veh	6.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	50	55	105	35	55	100
Future Vol, veh/h	50	55	105	35	55	100
Conflicting Peds, #/hr	0	13	13	0	10	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	59	65	124	41	65	118
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	137	0	404	111
Stage 1	-	-	-	-	105	-
Stage 2	-	-	-	-	299	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1447	-	603	942
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	752	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1429	-	537	925
Mov Cap-2 Maneuver	-	-	-	-	537	-
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	678	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		5.8		11.5	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	736	-	-	1429	-	
HCM Lane V/C Ratio	0.248	-	-	0.086	-	
HCM Control Delay (s)	11.5	-	-	7.8	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	1	-	-	0.3	-	

APPENDIX E

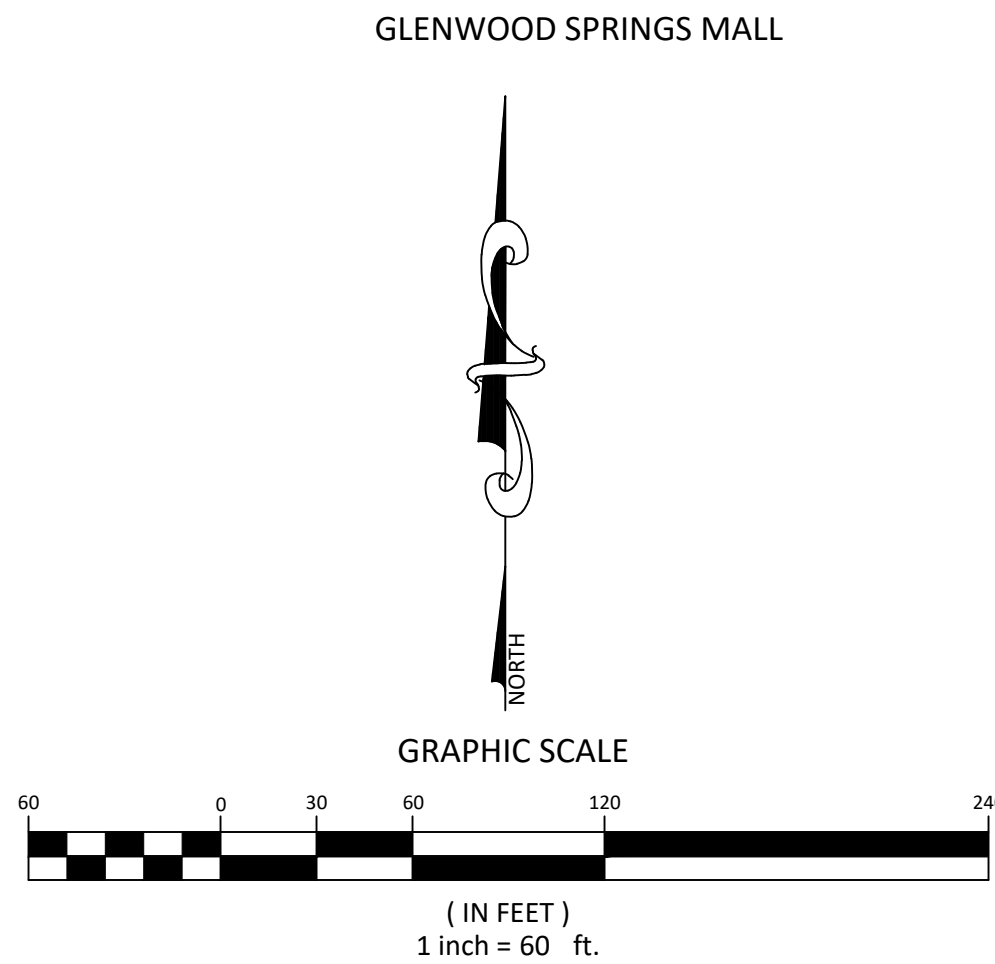
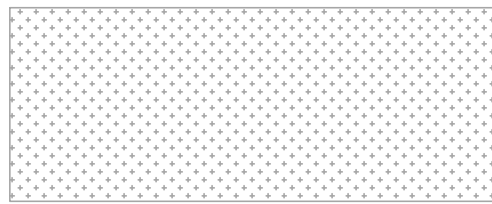
Conceptual Site Plan

G:\2020\2007\LOCAL\CIVIL\DWG\SPLOT\2007 SITE PLAN.DWG - IMP 21, 2021 - 2:03pm



LEGEND:

SNOW STORAGE AREA:



GENERAL PLAN NOTES:

SITE AREA = 15.82 ACRES +/-
LOT 1 AREA = 3.54 ACRES +/-
LOT 2 AREA = 12.28 ACRES +/-

PROPERTY DESCRIPTION

COMMENCING AT A POINT, WHENCE THE THENCE N°87°11'46"W A DISTANCE OF 670.12 FEET; TO THE POINT OF BEGINNING;
BEGINNING AT A POINT; THENCE S°01°52'00"W A DISTANCE OF 575.96 FEET;
THENCE N°87°18'00"W A DISTANCE OF 615.36 FEET;
THENCE S°47°42'00"W A DISTANCE OF 125.06 FEET;
THENCE N°87°18'00"W A DISTANCE OF 476.98 FEET;
THENCE N°02°44'00"E A DISTANCE OF 605.64 FEET;
THENCE N°89°52'00"E A DISTANCE OF 312.68 FEET;
THENCE N°89°49'18"E A DISTANCE OF 860.83 FEET;

COUNTY OF GARFIELD
STATE OF COLORADO

THE SITE IS WITHIN ZONE 'C' OF FEMA FIRM 0800711043C WHICH ARE 'AREAS OF MINIMAL FLOODING'.

DEVELOPMENT SUMMARY:

Gross Site Area: 12.29 AC (535,352.4 SF)

LAND USES:

RESIDENTIAL 402,320 GSF +/-
CLUBHOUSE (RESIDENTIAL OFFICE/AMENITY) 9,600 GSF +/-
CLUBHOUSE (RESIDENTIAL RESTAURANT/PUB) 2,000 GSF +/-
TOTAL GROSS SQUARE FOOTAGE= 413,920 GSF +/-

Proposed Dwelling Units (DU): 360 DU

NOTE: FINAL BUILDING GROSS SQUARE FOOTAGES ARE CONCEPTUAL AND SUBJECT TO REFINEMENT AT THE TIME OF MAJOR SITE PLAN REVIEW.

DEVELOPMENT CRITERIA:

DEVELOPMENT DENSITY

Maximum Gross Residential Density: 29.29 dwelling units/acre

Maximum Gross Non-Residential FAR/Density: 0.022 FAR or 944 GSF/acre

COMMON OPEN SPACE

Minimum Required: 2.46 AC (20% of the Gross Site Area)
Area Provided: 2.52 AC (20.5% of the Gross Site Area)

SETBACKS

Minimum Building Setback from Public Streets:

Donegan Road 25 feet from street right-of-way
Storm King Road 20 feet from street right-of-way

Minimum Building Setback from Private Streets:

Center Drive 10 feet from property line

Minimum Building Setback Internal to the Property

Face of Garage 3 feet from cartway
Abutting Properties 30 feet from property line
Building to Building 20 feet from main building face

Minimum Surface Parking Setback from Public Streets:

Donegan Road 30 feet from street right-of-way
Storm King Road 30 feet from street right-of-way

Minimum Garage Setback from Public Streets:

Donegan Road 30 feet from street right-of-way
Storm King Road 25 feet from street right-of-way

Minimum Side or Rear Parking Setback

Abutting Properties 10 feet from lot line

Notes:

- Setbacks are measured from the face of the building to the existing public street right-of-way, edge of driveway or from abutting property lines.
- Permitted setback encroachments from public streets include the following:
 - Front porches, stoops and balconies may encroach six (6) feet into the setback.
 - Porches, slabs, patios, walks and steps may encroach into setback by any amount provided all components of the encroachment are no greater than 36 inches above ground level.
 - Building roof eaves and other incidental architectural features may encroach 18 inches into setback.
 - Other exceptions to structures within a setback shall comply with Glenwood Springs Development Code.

BUILDING HEIGHT

Maximum Building Height:

Residential Buildings 55 feet
Ancillary Buildings 35 feet
Freestanding Garages 25 feet

PARKING

Minimum Required Parking:

Residential	Quantity	Rate	Required Spaces
Dwelling: Live-Work	13 DU	1.0 SP/DU	13 Spaces
Dwelling: Townhouse	20 DU	1.5 SP/DU	30 Spaces
Dwelling: Multifamily	327 DU	1.5 SP/DU	491 Spaces
Guest Parking ¹	347 DU	1.0 SP/DU	70 Spaces
	Subtotal		604 Spaces

Non-Residential (Clubhouse)	Quantity	Rate	Required Spaces
Restaurant	2,000 SF	1 SP/200 SF	10 Spaces
Office & Amenity	9,600 SF	1 SP/1,000 SF	10 Spaces
	Subtotal		20 Spaces

TOTAL REQUIRED 624 SPACES

Note:

- Guest Parking applies to Dwelling: Townhouse and Multifamily

Proposed Parking:

On-site Parking		
Surface Parking Lot	478	Spaces
Center Street	14	Spaces
Freestanding Garages	16	Spaces
Integral Garages	66	Spaces
Subtotal	574	Spaces ²

Off-site Parking on Public Streets		
Donegan Street	41	Spaces
Storm King Road	10	Spaces
Subtotal	51	Spaces ²

TOTAL PARKING PROVIDED: 625 SPACES

Notes:

- On-site parking includes 14 accessible parking spaces.
- Off-site parking accounts for 8.2% of total parking provided.

Designated Snow Storage:

Snow storage concept locations shown on the PUD plan. Final snow removal and storage plan will be determined for the Major Site Plan submittal.



Know what's below.
Call before you dig.
CALL 2 BUSINESS DAYS IN ADVANCE
BEFORE YOU DIG, GRADE, OR EXCAVATE
FOR THE MARKING OF UNDERGROUND
MEMBER UTILITIES

SOPRIS ENGINEERING, LLC.
CIVIL CONSULTANTS

502 MAIN STREET
CARBONDALE, CO 81623
(970) 704-0311
FAX: (970) 704-0313

DESIGNED BY JPP

DRAWN BY JPP

CHECKED BY YTN

DATE: 01/26/2021

JOB NO. 30017

GLENWOOD APARTMENTS
GLENWOOD SPRINGS, COLORADO

CONCEPT

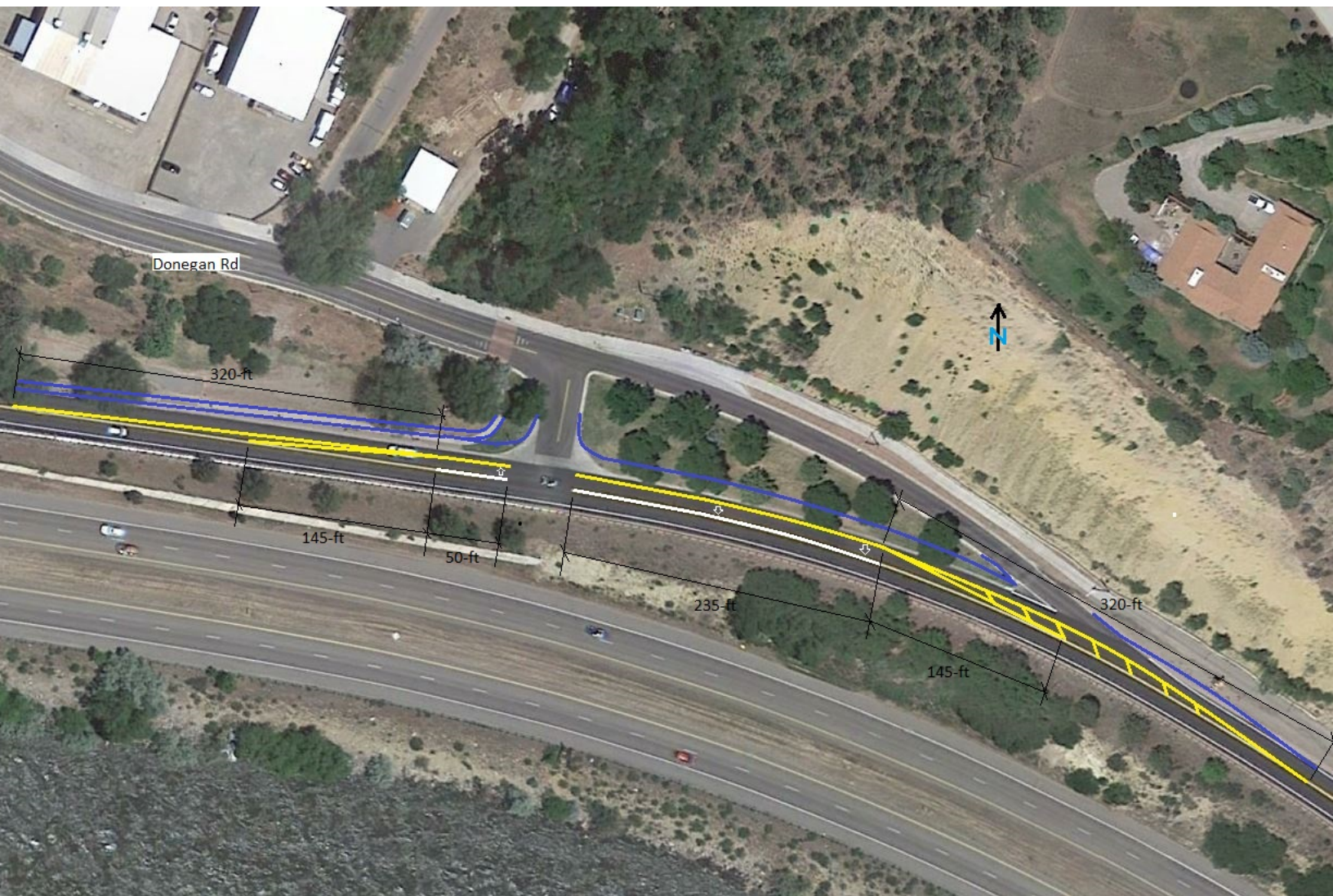
DATE REVISION

TITLE

LOT 2
CONCEPTUAL PUD
PLAN

DRAWING NO.

C-1.0



Glenwood Springs Office
901 Grand Avenue, Suite 201
Glenwood Springs, Colorado 81601
Telephone (970) 947-1936
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January 26, 2021

VIA ELECTRONIC SUBMISSION

Trent Hyatt, Planning Director
City of Glenwood Springs
Community Development Department
101 West 8th Street
Glenwood Springs, Colorado 81601

RE: 214 Center Drive/480 Donegan
Annexation and Zoning Submission

Dear Trent:

214 Center Drive, LLC (“Applicant”) hereby submits applications for the annexation, and zoning (collectively, the “Application”) of the property currently known as 214 Center Drive, Glenwood Springs, Parcel Number 218506100042 (the “Property”). The Property comprises 15.82 acres and is owned by Glenwood Partnership, LLLP (“GP”). Applicant’s affiliate, Commercial Development Services Group, LLC, is under contract to purchase the vacant portion of the Property consisting of 12.29 acres (the “Vacant Parcel”) and will be developing the land after purchase. A duly-noticed neighborhood meeting regarding the proposed annexation of the Property and development of the Vacant Parcel was held on July 1, 2020. Applicant submits and will be pursuing the Application with GP’s approval.

I. DEVELOPMENT TEAM

Applicant: 214 Center Drive, LLC
P.O. Box 9833
Cincinnati, Ohio 45209
paul.schirmer@CDSG-US.COM

Engineer: Sopris Engineering, LLC
502 Main Street, Suite A3
Carbondale, CO 81623
ynichol@sopriseng.com

Architect: Hord Coplan Macht
1800 Wazee Street, Suite 450
Denver, Colorado 80202
miraola@hcm2.com
dkessler@hcm2.com

Legal: Garfield & Hecht, P.C.
901 Grand Avenue, Suite 201
Glenwood Springs, CO 81601
dmcconaughy@garfieldhecht.com
hcarmer@garfieldhecht.com

II. EXISTING CONDITIONS AND UTILITIES

The Property is located in unincorporated Garfield County immediately to the north of the Glenwood Springs Mall and is zoned Commercial Limited. The western Property boundary is adjacent to Storm King Road, its northern boundary is adjacent to Donegan Road, and the eastern boundary abuts six residential lots accessed from Mel Ray Road. Approximately 3.53 acres of the Property are developed with two commercial buildings and related improvements used for office and flex-warehouse space (the “Developed Parcel”). A playground also exists just north of the private road (Center Drive) that provides access to the Property off of Storm King Road. The balance of the Property is a vacant, irrigated field. Submitted herewith is a report from Applicant’s engineer, Sopris Engineering, LLC, that describes, among other things, the existing utilities that serve the Property and future utility needs.

III. SUMMARY OF PROPOSED DEVELOPMENT OF VACANT PARCEL

As noted in the recent market study conducted by Greater Roaring Fork Region Municipal and Organizational Partnership and Applicant’s own independent market study, there appears to be a notable lack of housing available in the Glenwood Springs market. Accordingly, Applicant intends to develop the Vacant Parcel as a primarily residential development with residential, residential amenity, and commercial components. Applicant feels the Vacant Parcel is uniquely positioned for such development seeing as it is only a quarter mile north of the Interstate 70 interchange, making new housing units easily accessible to employment centers throughout the valley. It is also within close walking distance to shopping, restaurants, and schools. The Developed Parcel will remain unchanged as no new development is proposed at this time.

The residential component of the proposed Vacant Parcel development will consist of 360 dwelling units distributed among eleven buildings and three types of housing—townhouse, multi-family, and live/work units. At that unit count, the density of the project would be 29.29 units/acre, which is less than the other apartment complexes recently approved by the City. The entire development will be operated as a rental apartment complex. Under Applicant’s current plan, there will be 95 studio units, 13 live/work units, 110 1-bedroom units, 94 2-bedroom units, 28 3-bedroom units, and 20 townhouse units. The residential buildings range in height from two to or four stories. On-site parking will consist of uncovered surface parking, free-standing garages, and internal garages. Applicant is also proposing to construct additional on-street parallel parking on Donegan Road and Storm King Road, which will provide parking for development residents and the public.

Applicant is aware of the need for affordable housing in the City and therefore intends to participate in the City’s affordable housing program. The rents for approximately ten percent of each housing type except for the live-work units will be deed-restricted to not exceed the maximum rent established by CHFA for 120% AMI in Garfield County. A breakdown of the affordable units is below:

- a. Studio units (95 total units): 5 units restricted to 100% AMI, 6 units restricted to 120% AMI;
- b. 1-Bedroom multi-family units (110 total units): 6 units restricted to 100% AMI, 6 units restricted to 120% AMI;

- c. 2-Bedroom multi-family units (94 total units): 5 units restricted to 100% AMI, 5 units restricted to 120% AMI;
- d. 3-Bedroom multi-family units (28 total units): 1 unit restricted to 100% AMI, 2 units restricted to 120% AMI; and
- e. Townhomes (20 total units): 2 units restricted to 120% AMI
- f. **Total units in development: 360; Total deed-restricted units: 38 units**

The non-residential component of the development will consist of a central clubhouse that includes residential amenities such as a workout facility, meeting rooms, and a lounge area as well as the leasing and administrative office for the complex. The clubhouse will also include a full-service restaurant/pub that will be open to the public and have indoor and outdoor seating. The clubhouse building is planned to be approximately 11,600 square feet. For reference, Applicant anticipates the restaurant to be similar to the Kitchen at Ironbridge. There will also be a pool and spa at the clubhouse, which will be for resident-use only and centrally located within the development as indicated on the illustrative concept plan.

Plans showing conceptual landscaping and general architectural styles anticipated for the Vacant Parcel are included with the Application. Note that all such renderings are conceptual only at this point and are subject to change and refinement at the time of major site plan review.

IV. ANNEXATION

Enclosed with the Application is an annexation petition to signed by GP, the current owner of the Property. The petition asks City Council to annex the entire Property as it currently exists. Once annexed, Applicant will pursue subdivision of the Property into two lots as shown on the conceptual subdivision plat provided herewith concurrently with major site plan review of the PUD portion of the Property. No platted street will be included in the petition, and the entire width of the private street located on the Property will be annexed. Per the annexation map, there will be no issue meeting the 1/6th contiguity requirement for annexation.

There have been no attempts to annex the Property, or any portion thereof, by petition or election within the last twelve months. Considering the location of the Property and the proposed development thereof described below, Applicant believes that a community of interests exists between the City and the Property and that integrating the Property into the City and surrounding development is feasible and desirable. Because the Property is more than 10 acres, an annexation report to be prepared by the City will be required unless the City and Garfield County agree that the report may be waived. C.R.S. § 31-12-108.5(1).

Include among the Application materials is a draft Annexation Agreement. No pre-annexation agreement is needed here because the developed portion of the Property is already served with City water, and no City services will be extended to or utilized on the Vacant Parcel unless and until the Property is annexed and the land is developed. The draft Annexation Agreement addresses issues such as impact fee payment, water rights dedications, and anticipated off-site improvement work. As explained in the engineer's report, Applicant and GP have sufficient Reynolds & Cain ditch shares to dedicate to the City to cover the irrigation needs and consumptive uses on the Vacant Parcel and Developed Parcel. Applicant and GP propose that a portion of those shares be leased back to the Property owners to allow for continued raw water irrigation of the Property. Since the Developed Parcel

is commercial and is already served by City water, the standard impact fees and dedications would not apply to that portion of the Property. Applicant's affiliate has agreed to participate in the City's affordable housing programs and is therefore requesting that the impact fees and dedications for the Vacant Parcel be reduced as provided in Section 070.040.120 of the Municipal Code. Applicant and GP look forward to working with the City to refine the Annexation Agreement.

According to Section 070.060.040.(d) of the City's Municipal Code, annexation plans must conform to state statute, be consistent with the Comprehensive Plan, and include enough information to allow the City to evaluate whether and to what extent the annexation will impact the health, safety, and welfare of the City. As described above, the proposed annexation and the petition for the same satisfy applicable state statutory requirements for annexation. Included with the Application are conceptual engineering plans, an engineering report, a traffic study, and other information related to the impacts of the proposed development of the Vacant Parcel that will allow the City to analyze the impacts of the development on City resources. The impacts of annexation of the Developed Parcel will be minimal seeing as it is already served by City water, receives sanitary sewer service from the West Glenwood Springs Sanitation District, and will not generate any new traffic or use of City streets than has occurred since the Property was developed.

The Future Land Use Map that is part of the City's Comp Plan designates the Property as Mixed-Use and within the Urban Growth Boundary. A mixed-use designation "allows for a variety of uses including commercial, retail, office, restaurant, entertainment and multi-family housing co-existing through design either in a horizontal or vertical fashion." The proposed development of the Vacant Parcel, both alone and combined with the existing development on the Developed Parcel, is consistent with this description. The variety of housing types, restaurant, office space available in the live/work units and on the Development Parcel, and open space areas throughout the property make for a cohesive and workable addition to the City.

Annexing and developing the Property as proposed is consistent with several of the community goals and visions articulated in the Comp Plan. For one, the annexation will direct development to a location that is easy and cost effective to serve. Since the Property is essentially an infill area, all of the infrastructure and services necessary to serve the Property already exist in the immediate vicinity of the Property, including easy access to bus transportation. And the proposed bike lanes on Storm King Road and Donegan Road will add an improved transportation choice for new and existing residents in the area. Annexing the Property will also provide much-needed housing opportunities for a variety of residents, especially considering the affordable housing component of the development. Moreover, annexing the Property will maintain the "small town" character of the City by integrating the new housing with surrounding neighborhoods, providing residents of the development a large, central common area where they can walk, talk, engage, and be active, and offering the public to a place to dine and be social, which is currently lacking in the subject part of the City.

As stated in the Comp Plan, secondary commercial areas such as the Glenwood Springs Mall area are the primary locations for additional growth, including housing and employment uses as they will have minimal impact on the City's older, more established traditional neighborhoods. For that reason, the Comp Plan envisions secondary commercial areas "redevelop into mixed-use neighborhoods with a significant housing component." Indeed, the Comp Plan expressly envisions that the mall and the properties immediately to the north of it (i.e., the Property) "be integrated and

redeveloped into a mixed-use community including a significant component of medium to high density residential uses with an internal system of sidewalks and community spaces thus creating a center focal point for the west end of town.” The annexation and proposed development of the Property squarely meet this vision. Finally, the City’s overall annexation position set forth in the Comp Plan indicates that the City encourages and supports the annexation of the property north of the Glenwood Springs Mall to facilitate a compatible/coordinated mixed-use development. The proposed annexation is therefore consistent in numerous ways the City’s Comp Plan and its annexation policies.

V. PROPOSED ZONING

Upon annexation, the Property must be zoned according to the City’s zoning provisions. Applicant is proposing PUD zoning for the Vacant Parcel since it will include residential and commercial components. A PUD plan showing the proposed layout of the Vacant Parcel and the development standards including, height, setback, density, and parking requirements is submitted with the Application. Commercial District (CO) zoning under the City code is proposed for the Developed Parcel. As indicated on the Lot 1 Proposed Zoning plan, the existing development of the Developed Parcel meets all of the dimensional standards of the CO District except for the front yard setback—the western building on the site is more than the maximum distance from Storm King Road. Additionally, the principal uses on the site—office, warehousing, and a preschool—are all permitted uses in the CO district.

The review criteria applicable to rezoning and PUD rezoning are set forth below, along with Applicant’s response to each:

- a. **The rezoning is consistent with the City’s comprehensive plan and the purpose of the Code:** As explained in the Annexation section of this letter, the Comp Plan contemplates mixed-use development of the property north of the Glenwood Springs Mall. The higher density residential and non-residential components proposed in the PUD plan for the Vacant Parcel, individually and coupled with the commercial-only use of the Developed Parcel, achieve the type of mixed-use development contemplated in the Comp Plan. The housing, transportation, and infill goals met by the proposed development also bring the proposed zoning of the Property in line with the Comprehensive Plan.
- b. **The rezoning is consistent with the proposed purpose statement of the proposed zoning district:** The CO district is intended to, among other things, accommodate general commercial uses with some limited residential uses and to provide a transition between mixed-use and/or residential districts. Zoning the Developed Parcel CO will achieve this purpose in that the existing uses on the parcel are all permitted under the proposed zoning designation. It will serve as a transition between the mall which is commercial-only and the Vacant Parcel which will include both residential and non-residential components. This criteria does not apply to the proposed PUD zoning as there is no purpose statement associated with PUD zoning.
- c. **Substantial changes in the subject area warrant a zoning change:** The Property is currently located in unincorporated Garfield County. If the Property is annexed, it will

come under the City's jurisdiction. The annexation marks a substantial change to the Property seeing as state statute requires that the Property be zoned under the City code within 90 days of annexation.

- d. **The intensity of development in the new zoning district is not expected to create significantly adverse impacts to surrounding properties or the neighborhood:** Zoning the Developed Parcel CO will not create adverse impacts to surrounding properties or neighborhoods because (i) the zoning designation will not result in a change in intensity or type of use from what is currently existing on that portion of the Property, and (ii) the uses allowed under the existing County zoning (CL) are similar to those allowed in the City's CO zone district.

Similarly, the PUD zoning proposed for the Vacant Parcel will not adversely affect the surrounding neighborhood. While the Vacant Parcel is currently undeveloped, it is not subject to a conservation easement or otherwise restricted as open space. As such, development of the Vacant Parcel has always been an option, whether under the County's jurisdiction or the City's. The parking requirements in the proposed PUD plan meet the City's parking requirements, ensuring that parking impacts on surrounding neighborhoods will be mitigated. The traffic generated by the development under the densities and uses proposed will be successfully incorporated into the existing and future roadway network in the area. The required common open space will allow residents to enjoy the outdoors and other residential amenities on-site, reducing impacts to surrounding areas. Required landscaping will also create a buffer between the development and neighboring properties.

- e. **The PUD zoning addresses a unique situation, provides substantial benefit to the City, or incorporates innovative design, layout, or configuration resulting in quality over what could have been accomplished through strict application of a base zoning district or other standards of this Code:** The PUD plan incorporates a design, layout, and configuration for development of the Vacant Parcel that could not be accomplished through strict application of the City's residential or mixed-use zoning regulations. Specifically, the PUD plan contemplates residential density and maximum building heights that are not achievable under the City Code, yet are contemplated in the Comp Plan. That is, the Comp Plan states that secondary centers such as the one at issue here may be redeveloped with buildings up to 4-5 stories. Incorporating these elements into the proposed PUD plan allows for the higher-density residential development envisioned in the Comp Plan at an achievable cost and in a manner the leaves more open space within the development.
- f. **The PUD Plan meets all applicable standards of this Code not expressly modified by the PUD application:** While a summary of the development proposed for the Vacant Parcel is provided with this Application for context, a development permit application has not yet been submitted. As such, whether development of the Vacant Parcel will meet all applicable standards of the Code not modified by the PUD will be evaluated at the time of major site plan approval. The proposed PUD Plan does state, however, that all development standards in the City code not modified by the PUD will apply to development within the PUD going forward.

- g. The PUD Plan includes varied types of housing and densities:** The proposed PUD plan for the Vacant Parcel includes three types of housing: multi-family apartment buildings, townhouses, and live-work units. Since the site is not divided into individual districts, density is determined for the parcel as a whole but is divided between residential and non-residential uses.

VI. SUBMITTAL DOCUMENTS

Applicant submits the following as its Application:

1. Land Use Application form and fee payment (via credit card)
2. Submittal letter
3. Proof of Ownership
4. Annexation Map
5. Annexation Petition
6. Draft Annexation Agreement
7. Improvement Survey Plat
8. Traffic Study
9. Engineer Report from Sopris Engineers
10. Engineering and Architectural Plans including:
 - a. Lot 1 Proposed Zoning plan
 - b. Lot 2 PUD Plan
 - c. Conceptual Plat
 - d. Conceptual Utility Plan
 - e. Conceptual Grading Plan
 - f. Offsite Drainage Plan
 - g. Conceptual Onsite Drainage Plan
 - h. Illustrative Concept Plan And Site Massing
 - i. Conceptual Open Space And Landscape Framework Plan
 - j. Conceptual Architectural Renderings (conceptual renderings only—subject to change)

Please contact us if you need additional information or have questions regarding this letter or any of the Application materials. Applicant requests that the Application be considered by the Planning & Zoning Commission at its March 23, 2021. We look forward to working with the City as we proceed through the application process.

Sincerely,
GARFIELD & HECHT, P.C.



David McConaughy
Haley Carmer
Attorneys for 214 Center Drive, LLC

Enclosures

2400634_1

Paul Schirmer
214 Center Drive, LLC
PO Box 9833
Cincinnati, OH 45209
paul.schirmer@CDSG-US.COM

RE: 480 Donegan, Glenwood Springs, CO – Annexation & Zoning Submission
SE Job # 30017

Paul,

Sopris Engineering, LLC (SE) has prepared the following Engineering Letter for the Annexation & Zoning Submission for the proposed 480 Donegan Subdivision (site) in Glenwood Springs, CO.

The subject property is located directly north of the West Glenwood Mall, north of State Highway 6, east of Storm King Road, south of Donegan Road, and west of the residential units along the west side of Mel Ray Road. The current parcel area is approximately 15.82 acres which will be subdivided into two Lots. Lot 1 is the 3.53 acre developed site in the southwest corner, which has two office buildings and associated parking. Lot 2 is the remaining 12.29 acre parcel which is currently undeveloped open pasture land.

The existing office building development on Lot 1 will remain unchanged with this development. The proposed Lot 2 will be a 360 unit multi-family residential project with a club house. The proposed improvements are shown on the civil plans included with this application.

Existing Conditions

SE has prepared an Improvement Survey Plat (ISP) of the subject property which is included in the application. For the ISP, SE researched the referenced Title Commitment to show easements on and off site that benefit or encumber this property.

Note the existing access easement shown on the mall property as it benefits this property. Refer to the access section below for more information on the mall access.

Note also that a recorded easement document for the existing utilities along the east property line was not found. This easement will be included on the Major Site Plan during the development approval process.

Access

The site has two existing access to Storm King Road which will be maintained. Lot 1 has an existing access at the south west corner of the site. No improvements are proposed to this access. Lot 1 and Lot 2 will share the Center Drive access to Storm King Road, which is the existing street on the north side of Lot 1. In coordination with Lot 1, the island at the Center Drive intersection will be lengthened to the east and the first parking intersection on the south side will be modified to allow for right in turning movements only. This change will improve the traffic flow on Lot 1 and at the Center Drive intersection with Storm King Road.

Lot 2 has a second primary access connection to Donegan Road across from Chaparral Circle.

Note that Storm King Road and Donegan Road are in the County, not in the City Limits. The current Annexation plan does not annex these roads. Further discussion will need to occur with the County to determine if Storm King and Donegan along the project frontage will be annexed or not. As currently proposed, an updated driveway permit will be required for Center Drive, and a new driveway permit for the Lot 2 access at Chapparral will be obtained.

In addition to the primary access locations, an emergency and pedestrian access to the south to the mall is proposed at the SE corner of Lot 2. This development is only proposing pedestrian and emergency access because a street section does not exist on the mall property within the described easement location, and because traffic from the site is served by the primary access locations. Pedestrian access is provided within the existing access easement to the transit stop on State Highway 6 (near the southeast corner of the mall property).

Kimley Horn has prepared a traffic study for the proposed development. The study has identified that a CDOT Access Permit will be necessary at the north leg of the I-70 roundabout interchange known as the Mel Ray Road and Highway 6 intersection. No improvements are necessary at the two primary CDOT intersections adjacent to the site. Refer to the traffic study for more information. It is our understanding that the Mel Ray Road right-of-way at Highway 6 is owned and maintained by Garfield County. SE will coordinate a CDOT access permit submittal with Garfield County and the City of Glenwood Springs during the development approval process.

Emergency Access

The site will have good emergency access from Storm King Road, Donegan Road, and from the mall at the SE corner of Lot 2. The internal streets and parking access aisles have been designed to provide access to all fire trucks and other emergency vehicles. SE will coordinate with the Glenwood Springs Fire District during the Major Site Plan approval process to discuss access, staging, and fire protection hydrant and connection requirements.

Offsite Street Improvements

During the preliminary review and coordination with the City, bike lane and pedestrian connectivity comments were received. The following offsite street improvements are proposed;

Donegan Road: Bike lanes will be added in both directions. Parallel parking and a detached 6 foot wide sidewalk are proposed on the south side of the road. Crosswalk and handicap ramps will be added at each intersection on the south side of the road.

Storm King Road, south of Center Drive: The existing street width provides for two vehicle lanes plus bike lanes. The street will be striped to delineate the lanes. Crosswalk and handicap ramps will be added at each intersection on the east side of the road along the length of the 480 Donegan site frontage.

Storm King Road, north of Center Drive: The existing street section includes parallel parking on the west side that is used by the Two Rivers school for bus parking. The street section will be widened on the east side to include a north bound bike lane, parallel parking, and a detached 6 foot wide sidewalk. Note that a southbound bike lane is not proposed at this time as this would require replacement of the west curb and gutter. The street slope in this section is 5-6% down to the south. With the moderate slope down, bikes and cars can share the lane down to Center Drive. The speed of the bikes will be comparable to the vehicles, and this provides an acceptable solution until the west side of the street is redeveloped. The street will be striped to delineate the lanes. Crosswalk and handicap ramps will be added at each intersection on the east side of the road.

Parking

Refer to the conceptual PUD plans sheet C1.1 and C1.2 for concept parking layout and breakdown by type. Lot 1 has a total of 112 parking spaces with 4 handicap parking spaces. Lot 2 parking is summarized on Sheet C1.2 and will be further detailed for Major Site Plan.

Grading & Drainage

The grading and drainage concept will comply with the City of Glenwood Springs code requirements. The proposed onsite street and parking improvements will be treated for water quality. The increased storm water runoff will be detained to the pre-development existing rate, or the existing storm sewer capacity will be calculated and will not be exceeded. Offsite runoff which flows onsite will be routed through the site. SE will prepare a detailed grading and drainage plan and report for the Major Site Plan submittal. The concept grading and drainage plans are included in the concept site plan set.

The drainage criteria for the City of Glenwood Springs are detailed in Chapter 4 of the Engineering standards. In summary, development is required to provide for water quality treatment, and development shall '*detain for the minor and major storm event up to the point that the stormwater system downstream can accommodate*'.

Offsite:

SE has walked the drainage areas above and below Lot 2, researched storm water as-builts and reviewed old drainage reports. From this research we have prepared a preliminary drainage model in order to understand drainage impacts and to approximate the storm water infrastructure necessary. As described below, the majority of the offsite storm water runoff flows around Lot 2 in Storm King Road and Mel Ray Road. The small drainage basin directly north of Lot 2 will be routed through Lot 2. Offsite drainage is shown on Sheets C4.0.

The drainage basins above Lot 2 are complicated by the existing streets and residential development. Prior to development, the drainage basins followed the natural topography. With development, the storm water runoff flows around structures down to the streets. Each street has a local high point. The storm water runoff flows east and west in drainage channels and in the curb & gutter. There is evidence of reactionary drainage infrastructure including low berms and walls on the downstream side of the street. These apparently have responded to flood events to divert flow around individual properties. The majority of storm water above Lot 2 ends up in the streets which generally direct storm water east and west.

West of Lot 2 and north of Donegan Road, storm water runoff flows down to Donegan Road and then is carried east in the street curb section to the intersection with Storm King Road. If the curb does not have capacity, the storm water will overtop and flow south through residential properties and the Two Rivers Community School. The offsite storm water runoff from this point will flow down Storm King Road following existing patterns. Storm water from this part of the offsite basin doesn't enter the subject site.

East of Lot 2 and north of Donegan Road, storm water flows down to the Donegan Road and Mel Ray Road intersection which is east of Lot 2. A large offsite basin extends to the north, northeast up to an elevation of 9,200+/- . With the existing residential development, the exact storm water runoff pattern is not readily discernible. Storm water runoff from this basin does appear to concentrate at Mel Ray Road. During larger storm events some storm water runoff may reach the east end of Lot 2. With development Lot 2 will accommodate storm water runoff along the east end. This matches the existing condition.

Directly north of Lot 2, the offsite storm water is limited to the runoff from the residential lots directly adjacent to Donegan Road or the residential lots above that. As noted above, the streets above Lot 2 consistently direct runoff east and west. Runoff that hits Donegan Road generally appears to stage up to the crown of Donegan Road and sheet flow south on to the subject site. Donegan Road has local high and low points with very flat grades east and west.

The existing office buildings on Lot 1 in the Southwest corner of the overall site are modeled as offsite drainage. Storm water runoff is directed to curb inlets and storm sewer pipe which flows to the south to connect to existing storm sewer infrastructure on the north side of the mall.

South of the site, SE has reviewed drainage as-builts provided by the developer of the Lot 1 office buildings. The as-builts detail the storm sewer infrastructure on Lot 1 and on the north side of the mall. Two 24" storm sewer pipes were extended to service the subject property, in accordance with an agreement with the mall property to allow the development on Lot 1 and Lot 2 to connect to the storm drain system.

On the mall property, roof runoff and parking lot runoff is directed to curb inlets and storm sewer pipes which increase in size as runoff flows to the west. The storm sewer turns south in a manhole adjacent to Storm King Road and flows in a 42" pipe (per the as-builts) to the northeast corner of the intersection Storm King Road and Highway 6. The storm sewer pipe then turns to the west under Highway 6 and tees into the 72" Mitchell Creek culvert approximately 20' downstream of the 72" upstream pipe inlet. SE has confirmed the alignment of the storm sewer in the field and also confirmed pipe sizes where possible.

Onsite Existing:

The existing site generally slopes down from north to south at moderate slopes. Two concrete storm sewer inlets extend to Lot 2; one at the west central portion of Lot 2 north of the existing office building development, and the second at the east central portion on the south side of Lot 2. The existing site appears to be in good condition with no evidence of flooding or erosion.

Developed Site:

Storm water runoff will be routed on the surface via sheet flow and in drainage swales, and then will be routed in storm sewer pipes to underground detention systems. The storm water runoff will be detained to bleed off to the existing storm sewer at the pre-development rate or the existing storm sewer capacity will be calculated and will not be exceeded. The drainage system will meet the requirements of the Engineering Standards.

Lot 2 will provide water quality treatment for the street and parking improvements. Roof runoff and storm water runoff from landscape and park areas are not contaminated by hydrocarbons and will have separate storm sewer pipes that bypass the water quality treatment to flow direct to the detention system.

Water Quality treatment may include a variety of treatment options. Rain gardens and treatment swales will be used if possible. Treatment may implement water quality treatment manholes, similar to ADS Barracuda manholes, which are described as vortex hydrodynamic separators. The Barracuda manholes are designed to remove at least 80 percent of Total Suspended Solids (TSS) while capable of carrying 100 percent of the design peak flow. Water quality treatment may also utilize sand treatment vaults.

As described above, offsite storm water runoff from Donegan Road and the residential area directly north of the site enters the site. This storm water runoff will be captured in storm inlets constructed within Donegan Road, and will be routed through the site maintaining the historic flow path. The east portion of the runoff will flow to the drainage swale along the east property line. The majority of the runoff will be collected in storm inlets and will be routed in storm sewer pipes to the existing storm sewer infrastructure south of the site.

The drainage and water quality plan, calculations and preliminary details will be provided for the Major Site plan submittal.

Utilities

The existing site utilities are shown on existing condition base map. Based on our research to date it is our understanding that all utilities have capacity and will serve the proposed site. Will serve letters have been requested and letters received are included in the appendix to this report. Proposed utility improvements are discussed here and will be detailed for the Major Site Plan submittal. Concept utility improvements are shown on Sheet C2.0.

Water System

The City of Glenwood Springs water system currently serves Lot 1. Lot 2 will also be served by the city potable water system. The city water main lines exist on the south, west, and north side of Lot 2. There are several existing water service tees at several locations on the south side of Lot 2. SE has coordinated with the Public Works department and has received a will serve letter from the City for water service to this site. The will serve letter notes the City is updating a water model to determine if the offsite water mains have capacity. The estimate of Lot 2 water usage is summarized in Table 1 below.

TABLE 1 - WATER USAGE SUMMARY							
Unit Type	# Baths	SF+/-	# Units	EQR/Unit*	# EQRs	GPD/EQR	GPD
-Studio	1	416	110	0.250	27.500	350	9,625
-1 Bed	1	655	117	0.393	45.981	350	16,093
-2 Bed	2	970	101	0.582	58.782	350	20,574
-3 Bed	2	1330	32	0.798	25.536	350	8,938
Subtotal =			360		157.799		55,230
50% Raw Water Irrigation Reduction =					78.8995		27,615
Clubhouse Add fixtures:			Fixtures	EQR/Fixture	# EQRs	GPD/EQR	GPD
-Restaurant (seats)			100	0.65/10 seats	6.5	350	2,275
-Bathroom			2	0.5	1	350	350
-Sink			2	0.2	0.4	350	140
-Drinking Fountain			2	0.2	0.4	350	140
-Pool			33000	1.0/25,000 GAL	1.3	350	462
-Spa			4500	0.2/500 GAL	1.8	350	630
Subtotal =					11.4		3,367
TOTAL =					90.3	TOTAL =	30,982

*Multi Family EQRs calculated per GW EQR schedule 'Greater of 0.25 EQR per bedroom or 0.06 EQR per 100 square feet, not to exceed 1.00 EQR'.

Note this site will use Reynolds & Cain ditch water for irrigation water. Per the Glenwood Springs code EQR schedule 'When outside irrigation will be exclusively from a raw water source the EQR value as determined through this Section will be reduced by fifty percent (50%) for water only. The reduction of 50% for the residential uses is shown in Table 1 above. We understand from discussions with City Staff that this reduction will need to be discussed further.

The proposed connection locations, onsite water mains, water services and fire hydrants are shown on Sheet C2.0. Four connections to the existing water system are currently proposed, which provide for redundancy and increased flows onsite and offsite. SE will coordinate fire hydrant locations and preliminary building water service sizes during the Major Site Plan process.

Sanitary Sewer

Lot 1 is currently served by the West Glenwood Sanitation District (WGSD). Lot 2 will also be served by the WGSD. The existing sewer main on the north side of the mall is owned and maintained by the WGSD. This main line extends from the mall to the south central portion of Lot 2. SE coordinated the development concept with WGSD staff and also attended a WGSD board meeting on September 14th. WGSD staff has indicated their treatment plant has capacity to serve Lot 2. SE calculated that the existing sanitary sewer line north of the mall has capacity to serve Lot 2. Our calculations and assumptions will be confirmed with the Sanitation District.

There is also an existing private sanitary sewer main line which extends onsite from the WGSD main line through Lot 1. This line has been TV inspected, and the WGSD has indicated that this line is in good condition to be added to the district.

The proposed connection locations, onsite sanitary sewer mains, and services are shown on C2.0. The estimate of sewer usage for Lot 2 is summarized in Table 2 below. SE will continue to coordinate the sanitary service connection and EQR rate with the WGSD.

TABLE 2 - SEWER USAGE SUMMARY					
Multi Family	# Units	EQR/Unit	# EQRs	GPD/EQR	GPD
-Studio	110	0.25	27.5	300	8,250
-1 Bed	117	0.50	58.5	300	17,550
-2 Bed, 2 Bath	101	0.75	75.8	300	22,725
-3 Bed, 2 Bath	32	1.00	32.0	300	9,600
Subtotal =	360		193.8		48,525
Clubhouse Add fixtures:	Fixtures	EQR/Fixture	# EQRs	GPD/EQR	GPD
-Restaurant (seats)	100	0.65/10 seats	6.5	350	2,275
-Toilet	2	0.5	1.0	300	300
-Sink	2	0.2	0.4	300	120
-Drinking Fountain	2	0.2	0.4	300	120
-Pool/Spa	1	1.0	1.0	300	300
Subtotal =	7		9.3		3,115
TOTAL =			203.05	TOTAL =	51,640

Electric:

Lot 1 is currently served by the City of Glenwood Springs electric department. City electric mains exist on the north, south, and east side of Lot 2. SE has coordinated with the Public Works department and has received a will serve letter from the City for electric service to this site. In our coordination with Public Works personnel, the existing overhead three phase electric adjacent to Donegan Road on the north side of Lot 2 will be buried with development.

The concept electric main lines and transformers to serve Lot 2 are shown on C2.0. The locations and infrastructure details will be coordinated further during the Major Site Plan process and as electrical building demands are completed by others.

Fiber Optic:

City of Glenwood Springs fiber optic lines exist adjacent to Lot 2, the Public Works department has provided a will serve letter for fiber optic service. Per the utility locates performed for the ISP, fiber lines exist along the east and south property line, and extend onsite on the south side of Lot 1 to serve the existing onsite office buildings. The proposed fiber optic alignment is not shown specifically on sheet C2.0. We anticipate the alignment will generally follow the electric alignment onsite. SE will continue coordination with Public Works to determine the existing fiber line locations and the proposed alignment onsite.

Telephone/Cable:

SE has had limited communication with telephone and cable. The ISP utility locates show that communications utilities are directly adjacent to Lot 2. The telephone and cable alignments are not shown specifically on sheet C2.0. We anticipate the alignments will generally follow the electric alignment onsite.

Natural Gas:

SE has coordinated and received a will serve letter from Black Hills Energy for natural gas service for this site. Existing gas lines are on the north, west, and south sides of Lot 2. The concept natural gas main lines to serve Lot 2 are shown on C2.0. SE will coordinate the connection locations, main lines, and services with Black Hills Energy as the design progresses.

Irrigation Water

SE has walked the existing irrigation system for this site with the current property owner. The existing site has irrigation water rights from the Reynolds and Cain Ditch. An existing pump station is north of Lot 2 on the piped main ditch alignment. A 6" pressurized irrigation line and a gravity line extend to the existing site under Donegan Road to the north property line.

The proposed Lot 1 uses this irrigation system to irrigate the existing landscape areas onsite. The existing irrigation system also irrigates the landscape area in the Storm King Road right-of-way that adjoins this property. The table below summarizes the irrigated area on Lot 1.

The development on Lot 2 will use a portion of the total raw water shares associated with this property. SE has performed a preliminary analysis and estimate that the shares will be adequate to provide raw water irrigation to this site. We have calculated the approximate irrigation area based on the current site plan and have estimated the flow rate necessary to irrigate this site. The irrigation calculations are included in Table 3 below.

Lot 1 - Irrigation Summary		Lot 2 - Irrigation Summary	
Irrigation Area (SF)=	42,170	Irrigation Area (SF)=	157,000
Irrigation Area (AC)=	0.97	Irrigation Area (AC)=	3.60
Peak Irrigation depth/day (in) =	0.25	Peak Irrigation depth/day (in) =	0.25
Peak Irrigation depth/day (ft)=	0.0208	Peak Irrigation depth/day (ft)=	0.0208
Volume (CF/day) =	879	Volume (CF/day) =	3,271
Volume (gpd) =	6,572	Volume (gpd) =	24,467
Irrigation period (hr)	8	Irrigation period (hr)	8
Irr flow rate (gph)	821	Irr flow rate (gph)	3,058
Irr flow rate (gpm)	13.69	Irr flow rate (gpm)	50.97
Assumed irrigation efficiency	75%	Assumed irrigation efficiency	75%
Adjusted, Final Irr flow rate (gph)	1,095	Adjusted, Final Irr flow rate (gph)	4,078
Adjusted, Final Irr flow rate (gpm)	18.26	Adjusted, Final Irr flow rate (gpm)	67.97

SE will detail the proposed irrigation system as the Lot 2 plan develops. The pump station will be evaluated and will be used until demands exceed the pump ability or the pump needs to be replaced. The pump station will also be relocated and upgraded as necessary to meet the build out demands. Irrigation water flowing in the gravity line will be eliminated with development as flood irrigation will no longer be needed.

In our discussions with the Lot 1 owner, we anticipate this irrigation system will be shared for the entire site, and an agreement for maintenance will be in place. Additional irrigation details will be provided for the Major site plan submittal.

Conclusion

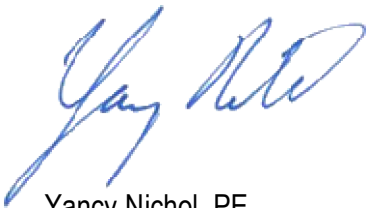
The proposed site has good access to Storm King Road and Donegan Road which provides direct access to the arterial road network. The traffic study demonstrates good levels of service are maintained on the road network and at the CDOT access intersections. The offsite drainage generally flows around Lot 2. Storm water runoff that enters Lot 2 will be routed around and through the site. Lot 2 will provide water quality and detention before connecting to the storm sewer pipes that directs flow direct to Mitchell Creek and the Colorado River. The existing utilities are directly adjacent and adequate to service Lot 2 and will be extended to serve the proposed site

If you have any questions or need any additional information, please call.

Sincerely,
SOPRIS ENGINEERING, LLC



John Petaisto, PE
Project Engineer



Yancy Nichol, PE
Principal

ANNEXATION AGREEMENT

THIS ANNEXATION AGREEMENT made and entered into this ____ day of _____, 20____ by and between the CITY OF GLENWOOD SPRINGS, COLORADO, a Colorado home-rule municipality (hereinafter “City”), GLENWOOD PARTNERSHIP LLLP, a Colorado limited liability limited partnership (“Owner”), and COMMERCIAL DEVELOPMENT SERVICES GROUP, LLC, a Delaware limited liability company (“CDSG”). Each of the City, Owner, and CDSG may be referred to as a Party, and all of the foregoing may be referred to hereinafter as the “Parties.”

W I T N E S S E T H:

WHEREAS, Owner is the owner of certain real property currently located in unincorporated Garfield County, Colorado, more particularly described on Exhibit A attached hereto and incorporated herein (the “Property”); and

WHEREAS, CDSG is under contract to purchase a portion of the Property and develop that portion as mixed-use, multi-family housing development; and

WHEREAS, the portion of the Property to be retained by Owner is currently developed for office and warehouse purposes; and

WHEREAS, Owner desires to annex the Property and connect it to the City of Glenwood Springs and has filed a Petition for Annexation (“Petition”) to do the same; and

WHEREAS, along with the Petition, Owner and CDSG submitted a zoning application for the Property asking that the City approve (i) Commercial (CO) zoning for Owner’s retained portion of the Property and (ii) Planned Unit Development (PUD) zoning for CDSG’s portion of the Property as more fully described in Exhibit B hereto; and

WHEREAS, on _____, 2021, the City Council held a duly and properly noticed public hearing at which time the City Council adopted a resolution finding Owner’s Petition to be in substantial compliance with the statutory requirements for annexation of the Property to the City; and

WHEREAS, on _____, 2021, the City Council held a duly and properly noticed annexation hearing at which time the City Council approved the annexation and zoning of the Property as set forth in Ordinance No. __, Series 2021, and Ordinance No. __, Series 2021; and

WHEREAS, C.R.S. §§31-12-101, *et seq.*, authorizes the City and Owner to enter into an Annexation Agreement; and

WHEREAS, the City and Owner desire to enter into this Agreement to set forth their agreements in writing concerning the terms and conditions of annexation of the Property to the City.

NOW, THEREFORE, for and in consideration of the mutual promises and covenants contained herein, and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the Parties agree as follows:

1. **Purpose.** The purpose of this Agreement is to set forth the terms and conditions of the annexation of the Property to the City. Except as expressly provided for herein to the contrary, all conditions herein are in addition to any and all requirements concerning annexation contained in the Municipal Code of the City of Glenwood Springs (hereinafter “City Code”) or the Municipal Annexation Act of 1965, as amended, C.R.S. §§31-12-101, *et seq.* This Agreement is intended to provide a contractual relationship between the City and Owner to ensure compliance with the City Code, state statutes, and all terms and conditions set forth herein. This Agreement includes additional terms and conditions for the purposes of the Municipal Annexation Act.

2. **Annexation.** The annexation of the Property shall be in accordance with the Colorado Municipal Annexation Act of 1965, C.R.S. §§31-12-101, *et seq.*, as amended.

3. **Zoning.** The PUD Plan attached hereto as Exhibit B shall govern the development of that portion of the Property designated as “PUD” in the Plan. The remaining portion of the Property shall be zoned as Commercial (CO) and subject to the regulations set forth in the City’s Municipal Code. The City agrees that, upon annexation of the Property, the zoning of a portion of the Property as PUD and the remaining portion as Commercial (CO) would be consistent with the City’s Comprehensive Plan.

4. **Specific Conditions.** In consideration of the annexation of the Property, and in further consideration of the City providing municipal services to the Property, as hereinafter provided, the Parties agree that it is appropriate that the following payments, dedications and other exactions be made:

- a. CDSG or its successor or assign shall pay Fire and Emergency Services Impact Fees for the PUD portion of the Property in accordance with Section 070.040.030(g)(5) at the time of building permit for each phase of development, provided that such fees shall be reduced as provided in Municipal Code Section 070.040.120 in connection with the affordable residential units to be constructed by CDSG as set forth in Section 6. Said fees will be paid by Owner or its successor or assign on the Commercial (CO) portion of the Property if required at the time of any future development.
- b. CDSG or its successor or assign shall pay and the City shall accept fees in lieu of land dedication for the benefit of schools in the RE-I School District (the “District”) pursuant to Municipal Code Section 070.040.030(g)(4), or any amended version thereof in force and effect at the time of the final development permit approval for the PUD portion of the Property. Such fees shall be applicable to the number of units proposed for all residential phases scheduled for development and shall be payable upon the issuance of a building permit for a residential dwelling unit. The amount of school impact fees to be paid by CDSG shall be reduced as provided in Municipal Code Section 070.040.120 in connection with the affordable residential units to be constructed by CDSG as set forth in Section 6 hereof. No school land dedication or fee in lieu thereof will be required for the Commercial (CO) portion of the Property.

- c. CDSG or its successor or assign shall pay and the City shall accept fees in lieu of parkland dedication pursuant to Municipal Code Section 070.040.030(g)(2), or any amended version thereof in force and effect at the time of the final development permit approval for the PUD portion of the Property, subject to reductions: (i) as provided in Municipal Code Section 070.040.120 in connection with the affordable residential units to be constructed by CDSG as set forth in Section 6; (ii) for private recreation facilities to be constructed on the PUD portion of the Property; (iii) for actual costs (excluding profit) incurred to construct off-site bike paths and pedestrian trails and sidewalks as explained in Section 8 of this Agreement; and (iv) on any other bases approved by the City under Municipal Code Section 070.040.030(g)(2). No parkland dedication or a fee in lieu thereof will be required for the Commercial (CO) portion of the Property.
- d. CDSG or its successor or assign shall pay all water tap fee and water system improvement fees required under Municipal Code Section 080.040.010(c) and Article 080.060, respectively, applicable to the development of the PUD portion of the Property; provided, however, that such fees shall be reduced as provided in Municipal Code Section 070.040.120 in connection with the affordable residential units to be constructed by CDSG as set forth in Section 6. No water tap fees or water system improvement fees will be required for the Commercial (CO) portion of the Property unless and until additional water capacity is needed therefor, subject to Section 7 of this Agreement. Should a change in use of any structure on any portion of the Property occur in the future that causes an increase in water usage, the owner of the structure will be required to pay the system improvement fee associated with the increased use in accordance with Municipal Code in effect at the time if the change in use.
- e. Owner agrees to pay all actual costs incurred for notice publication, recording fees, and similar reasonable administrative charges related to the annexation of the Property.

5. **Affordable Housing.** CDSG agrees to enter into a an affordable housing deed-restriction agreement consistent with the terms and conditions of Subsection 070.040.120(b)(1) of the Municipal Code. Under said agreement, CDSG will restrict the rent of 10% of each type housing within the PUD portion of the Property except for the live/work units to not more than the maximum rents established according to Colorado Housing and Finance Authority, Colorado County Income and Rent Table, for one hundred twenty (120) percent of the Garfield County Area Median Income (“AMI”), with said affordable units to be divided as follows:

- a. Studio units (95 total units): 5 units restricted to 100% AMI, 6 units restricted to 120% AMI;
- b. 1-Bedroom multi-family units (110 total units): 6 units restricted to 100% AMI, 6 units restricted to 120% AMI;
- c. 2-Bedroom multi-family units (94 total units): 5 units restricted to 100% AMI, 5 units restricted to 120% AMI;
- d. 3-Bedroom multi-family units (28 total units): 1 unit restricted to 100% AMI, 2

- units restricted to 120% AMI;
- e. Townhomes (20 total units): 2 units restricted to 120% AMI
- f. Total units in development: 360; Total deed-restricted units: 38 units

The affordable housing deed-restriction agreement will be finalized and recorded at the earlier of (a) the closing of CDSG's purchase of the PUD portion of the Property or (b) issuance of the first building permit for the same.

6. **Dedication of Water Rights.** At or before the time of recordation of the final plat subdividing the Property as shown in the PUD Plan, Owner and/or CDSG, as appropriate, shall assign to the City, free and clear of all liens and encumbrances (but subject to the provisions of Section 7, below), all of Owner or CDSG's right, title, and interest in and to ____ shares of Reynolds & Cain Ditch Company stock (the "Shares") for useful application within the Property to serve the existing and proposed development thereof. The City, Owner, and CDSG agree that of the Shares to be assigned to the City hereunder, ____ of the Shares satisfy the needs of the development proposed on the PUD portion of the Property and ____ of the Shares satisfy the needs of the existing and proposed development of the Commercial (CO) portion of the Property. Owner shall be entitled to sever and maintain ownership of those water rights not necessary for the City to offset the existing and future use on the Property. Owner or CDSG, as applicable, shall be solely responsible for the costs associated with any legal proceedings, including those related to approval of an augmentation plan or request for change in use, arising from the retention by Owner of any portion of its present water rights. By this conveyance, Owner and CDSG shall fully satisfy any and all water rights dedication requirements of the City for annexation and development of the Property as set forth in the Municipal Charter and Municipal Code and as approved by the City Council.

7. **Lease-Back of Water Rights.** As consideration for the Shares, the City hereby leases all of the water represented by the Shares to Owner and CDSG in the proportion mentioned in Section 6, above, for irrigation of the Property at the rate of \$1.00 per year. The City agrees to lease the Shares to Owner and CDSG until such time as the City may be required to use the Shares for another purpose. In the event the City can no longer lease the Shares to Owner and CDSG, the City will provide notice to Owner and CDSG thereof at least sixty (60) days prior to the termination of use of the Shares and will waive any tap or service improvement fees Owner and CDSG would otherwise be required to pay for increasing their use of City water as a result of losing use of the Shares.

8. **Off-Site Improvement Obligations.** As an element of the City's approval of (i) the Petition, (ii) the PUD zoning application, and (iii) acceptance of this Agreement, CDSG has agreed to design and, upon approval of the City Engineer, construct certain improvements to the surrounding street system, namely:

- a. installing a bike lane along the north and south sides of Donegan Road for the length of the Property and extending east to Soccer Field Road;
- b. installing parallel parking and a detached 6-foot sidewalk on the south side of Donegan Road and extending the sidewalk and related improvements east to Soccer Field Road;

- c. striping bike lanes on the east and west side of Storm King Road south of Center Drive;
- d. widening the east side of Storm King Drive north of Center Drive to add a northbound bike lane, parallel parking, and a detached 6 foot wide sidewalk; ~~and~~
- e. installing an eastbound left turn lane and an eastbound acceleration lane from the southbound left turn lane at the State Highway 6 and Donegan Road intersection consistent with recommendation set forth in CDSG's traffic study; and
- f. improving said streets in connection with the foregoing work.

The improvements described in this Section 8 shall be completed prior to or contemporaneously with the issuance of a final and permanent certificate of occupancy for the first building to be constructed within the PUD portion of the Property. Parkland dedication fees required in connection with development of the PUD portion of the Property shall be reduced by the total actual costs incurred by CDSG to (i) install the northern bike lane along Donegan Road from the western edge of the Property east to Soccer Field Road; (ii) install the southern bike lane, sidewalk, and wall (where necessary) along Donegan Road from the eastern boundary of the Property east to Soccer Field Road; and (iii) grade, asphalt, and improve the northern half of Donegan Road for the length of the Property line. Additionally, fire and emergency service impact fees required in connection with development of the PUD portion of the Property shall be reduced by the total actual costs incurred by CDSG to install the improvements at the Highway 6 and Donegan Road intersection. improvements discussed in this Section 8.

9. **Vested Rights.** In order to allow Owner and CDSG a reasonable opportunity to develop the Property in accordance with this Agreement and the PUD Plan, the development rights and uses approved hereby shall, to the extent allowed by law, constitute a "site specific development plan" under C.R.S. §§24-68-101 *et seq.*, as amended. The site specific development plan shall be vested for a period of five years beginning on the date the final plat subdividing the Property as shown in the PUD Plan is recorded (the "Vested Period"). The Property as to which rights have been vested shall be immune from changes in the City's land use regulations for the duration of the Vested Period except as provided in this Section 9. Except in instances of force majeure, the requirements of federal or state law, cases of preemption or other superior jurisdictional mandate, the City shall not initiate any zoning or land use action which would alter, impair, prevent, diminish, impose a moratorium on development, or otherwise unreasonably delay any of Owner's or CDSG's rights set forth in this Agreement or their plans for development or zoning, as approved by the City. Notwithstanding the foregoing, the establishment of vested property rights under this Agreement shall not prevent the City from enacting and enforcing regulations of general applicability (including, but not limited to, building, fire, plumbing, electrical and mechanical codes, including the preliminary plat and final plat subdivision requirements under the Municipal Code and other City ordinances), except where the approved plans for development of the Property or state or federal regulations provide otherwise, as all of such regulations exist on the date of this Agreement or may be enacted or amended after the date of this Agreement.

10. **Conditions Precedent.** Notwithstanding the date set forth in the introductory paragraph of this Agreement, annexation of the Property shall not be effective, and this Agreement shall not be in force, until:

- a. Final Approval has occurred, meaning the thirtieth day after the effective date of the latest of the motion, ordinance, and/or resolution by which the City Council approves (i) this Agreement; (ii) publication after final passage on second reading of the ordinance by which City Council approves the annexation of the Property; (iii) the zoning of the Property as PUD and Commercial (CO) as provided in Exhibit B; and (iv) subdivision and major site plan approval for the PUD portion of the Property consistent with Exhibit B; and
- b. The annexation map has been recorded with the Garfield County Clerk & Recorder; and
- c. The Parties have executed and delivered this Agreement for recordation with the Garfield County Clerk & Recorder.

11. **Failure of Conditions.** Until all of the conditions set forth in subsection 10 above have been satisfied, this document shall constitute an offer by Owner and CDSG and the City to enter into this Agreement (notwithstanding the Parties' mutual execution and delivery of this document), and the annexation and zoning of the Property shall not be effective. Consequently, at any time before such conditions are satisfied, Owner may withdraw the Petition and Owner and/or CDSG may withdraw its offer to enter into this Agreement. If Owner withdraws the Petition or Owner and/or CDSG withdraw its offer to enter into this Agreement, or if final approval does not otherwise occur for any reason, then this Agreement shall be deemed void and of no force or effect, and the Property shall be deemed not annexed to the City. Owner and CDSG may exercise their rights under this Section 11 independently.

12. **Deannexation.** The provisions of this Agreement, as well as acceptable City zoning of the Property, are material considerations of Owner's agreement to annex the Property to the City. Therefore, in the event (a) the City fails to perform under the terms of this Agreement, or (b) Owner, CDSG, or both are unable to obtain, either before or after annexation proceedings are complete, Commercial (CO) and PUD zoning of the Property as described above and/or subdivision and/or development approval for development of the Property which they in their sole discretion find acceptable, Owner, CDSG, and the City stipulate and agree, pursuant to C.R.S. §31-12-501, that it shall be in the best interest of the City that the Property (or a portion thereof) be de-annexed from the City. In such event, the City agrees that it shall initiate de-annexation proceedings, and to take all steps necessary to effect the de-annexation. The City further acknowledges and agrees that de-annexation is not prohibited by the City Charter or Municipal Code and ordinances, and that the City will not amend its ordinances to preclude a de-annexation permitted hereunder. The Parties' right to de-annex shall be in addition to any other rights available to them at law or under this Agreement. Upon the de-annexation of the Property (or portion thereof) from the municipal boundaries and specific jurisdiction of the City, the City agrees that it shall convey, assign, transfer and quitclaim to Owner or their successors and assigns, any and all water rights (the public dedication of which is more fully described by Section 6 hereof) previously dedicated by Owner hereunder to the City for the public use and benefit.

13. **Assignment.** The parties agree and acknowledge that the rights and obligations of Owner and CDSG under this Agreement may be assigned by them to persons or entities acquiring title to the Property or a portion thereof without the prior consent of the City if, and only if, such

assignee agrees in writing to be bound by the terms and conditions of this Agreement, and the Owner or CDSG, as applicable, shall give notice to the City of any such conveyance, together with the assignee's written agreement to be bound by the terms and conditions of this Agreement.

14. **Waiver of Defects.** In executing this Agreement, Owner and CDSG waive all objections either may have concerning defects, if any, in the formalities whereby it is executed, or concerning the power of the City to impose conditions on Owner or CDSG as set forth herein, and concerning the procedure, substance and form of the ordinances or resolutions adopting this Agreement.

15. **Final Agreement.** This Agreement supersedes and controls all prior written and oral agreements and representations relating to the annexation of the Property to the City, and is the total integrated agreement between the City, Owner, and CDSG.

16. **Modifications.** This Agreement shall not be amended except by subsequent written agreement between the Parties hereto.

17. **Release of Liability.** It is expressly understood that the City cannot legally be bound by the representations of any of its officers or agents or their designees except in accordance with the City Code, City ordinances and the laws of the State of Colorado. Owner and CDSG, when dealing with the City, act at their own risk as to any representation or undertaking by the City officers, agents or their designees which is subsequently held unlawful by a court of law.

18. **Captions.** The captions in this Agreement are inserted only for convenience and in no way define, limit, or prescribe the scope or intent of this Agreement or any part thereof.

19. **Binding Effect.** This Agreement shall be binding upon and inure to the benefit of the Parties hereto and their respective heirs, successors, and assigns.

20. **Severability.** If any provision(s) of this Agreement shall be determined to be void or invalid by a court of competent jurisdiction, then such determination shall not affect any other provision hereof, all of which other provisions shall remain in full force and effect. It is the intention of the parties hereto that, if any provision of this Agreement is capable of two constructions, one of which would render the provision void, and the other of which would render the provision valid, then the provision shall have the meaning that renders it valid.

21. **Governing Law.** The laws of the State of Colorado shall govern the validity, performance and enforcement of this Agreement. Should either party institute legal suit or action for enforcement of any obligation contained herein, it is agreed that the venue of such suit or action shall be in Garfield County, Colorado.

22. **Attorneys' Fees; Survival.** Should this Agreement become the subject of litigation between the City and Owner or CDSG, the prevailing party shall be entitled to attorneys' fees and costs of suit actually incurred, including expert witness fees. All rights concerning remedies and/or attorneys' fees shall survive any termination of this Agreement.

23. **Gender.** Whenever the context shall require, the singular number shall include the plural, the plural the singular, and the use of any gender shall be applicable to all genders.

24. **Counterparts.** This Agreement may be executed in counterparts, each of which shall be deemed an original and all of which, when taken together, shall be deemed one and the same instrument.

25. **Notice.** All notices required under this Agreement shall be in writing and shall be hand-delivered or sent by first class mail postage prepaid, to the addresses of the parties set forth herein. All notices by hand delivery shall be effective upon receipt. All notices by mail shall be considered effective seventy-two (72) hours after deposit in the United States Mail with the proper address as set forth below. Either party by notice so given may change the address to which future notices may be sent.

Notice to the City: City Manager
City of Glenwood Springs
101 West 8th Street
Glenwood Springs, CO 81601

With copy to: City Attorney
101 West 8th Street
Glenwood Springs, CO 81601

Notice to GP: Glenwood Partnership, LLLP

Notice to CDSG: Commercial Development Services Group, LLC

26. **Authority.** Each person signing this Agreement represents and warrants that he/she is fully authorized to enter into and execute this Agreement and to bind the Party it represents to the terms and conditions hereof.

WHEREFORE, the Parties hereto have executed duplicate originals of this Agreement on the day and year first written above.

CITY OF GLENWOOD SPRINGS

_____, Mayor

ATTEST:

City Clerk

GLENWOOD PARTNERSHIP, LLLP:

TITLE:_____

STATE OF COLORADO)
) ss.
COUNTY OF GARFIELD)

Subscribed, sworn to and acknowledged before me this _____ day of _____,
20____, by _____

Witness my hand and official seal.

My commission expires: _____

Notary Public

**COMMERCIAL SERVICES
DEVELOPMENT GROUP, LLC:**

TITLE:_____

STATE OF COLORADO)
) ss.
COUNTY OF GARFIELD)

Subscribed, sworn to and acknowledged before me this _____ day of _____,
20____, by _____

Witness my hand and official seal.

My commission expires: _____

Notary Public

Exhibit A

Description of Property

A PORTION OF THE FOLLOWING DESCRIBED REAL PROPERTY:

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 89° 13' 08" E 866.63 FEET SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER;

THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 605.64 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 130;

THENCE ALONG SAID RIGHT-OF-WAY N 89° 52' 00" E 312.68 FEET;

THENCE N 89° 49' 18" E 860.83 FEET TO THE WEST LINE OF THE MEL-RAY SUBDIVISION;

THENCE ALONG SAID WEST LINE S 1° 52' 00" W 575.96 FEET;

THENCE DEPARTING SAID EAST LINE AND ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL N 87° 18' 00" W 615.36 FEET;

THENCE S 47° 42' 00" W 125.06 FEET;

THENCE N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

COUNTY OF GARFIELD
STATE OF COLORADO.

EXHIBIT B

PUD Plan

DRAFT



Memorandum

To: Trent Hyatt, Senior Planner
From: Hannah Klausman,
Senior Planner, Housing Commission Liaison
Date: February 19, 2021
Re: Planning Item 09-20, R2 Partnership LLC
480 Donegan Development

Please see the following staff comments on the proposed 480 Donegan Development.

Community Housing

The Draft Annexation agreement includes Affordable Housing Components in Section 5. According to the agreement the developer proposes 17 units restricted to 100% AMI, and 18 units restricted to 120% AMI, for an average of 109%. Staff recommends that the affordable housing units meet the standards of proposed Ordinance No. 1, Series 2021 as summarized below, which include a maximum 100% AMI averaged across all deed restricted units.

On February 18, 2021 City Council reviewed Ordinance No. 1, Series 2021 an Inclusionary Housing Code Amendment ordinance. The ordinance requires a second reading and public hearing before final approval.

The requirements of the proposed draft ordinance would apply to all residential and mixed-use developments proposing the construction of ten (10) or more new dwelling units, or the creation of ten or more residential lots. All new residential subdivisions and all new multi-family residential developments shall set aside lots or units for community housing as set forth in this Section.

- a) Twenty (20%) percent of the total residential units shall be deed restricted for Resident Occupied Community Housing.
- b) Ten (10%) percent of the total residential units shall be deed restricted to limit the average Initial Sales Price to no greater than that which is affordable to Households earning no more than 100% AMI; or to limit the Community housing rental unit rental prices in accordance with guidelines established by the City and generally set at rates that are affordable to Households with incomes no higher than 80-100% AMI, averaged over the total required deed restricted units.

Staff recommends conformance with the requirements as included as part of the annexation process.

480 DONEGAN

Please add PUD to the title.

ANNEXATION AND ZONING SUBMISSION CIVIL PLANS: 01/26/2021

Other Comments

1. Have geologic hazards been analyzed for the site? While a full report may not be necessary at this point, it would certainly be good to know if any are applicable. Please add a the following statement (or similar) to the cover sheet and address any known hazards, if applicable. "Hazards to note are _____. A final Geologic Hazard Report will be submitted upon application of a development permit."

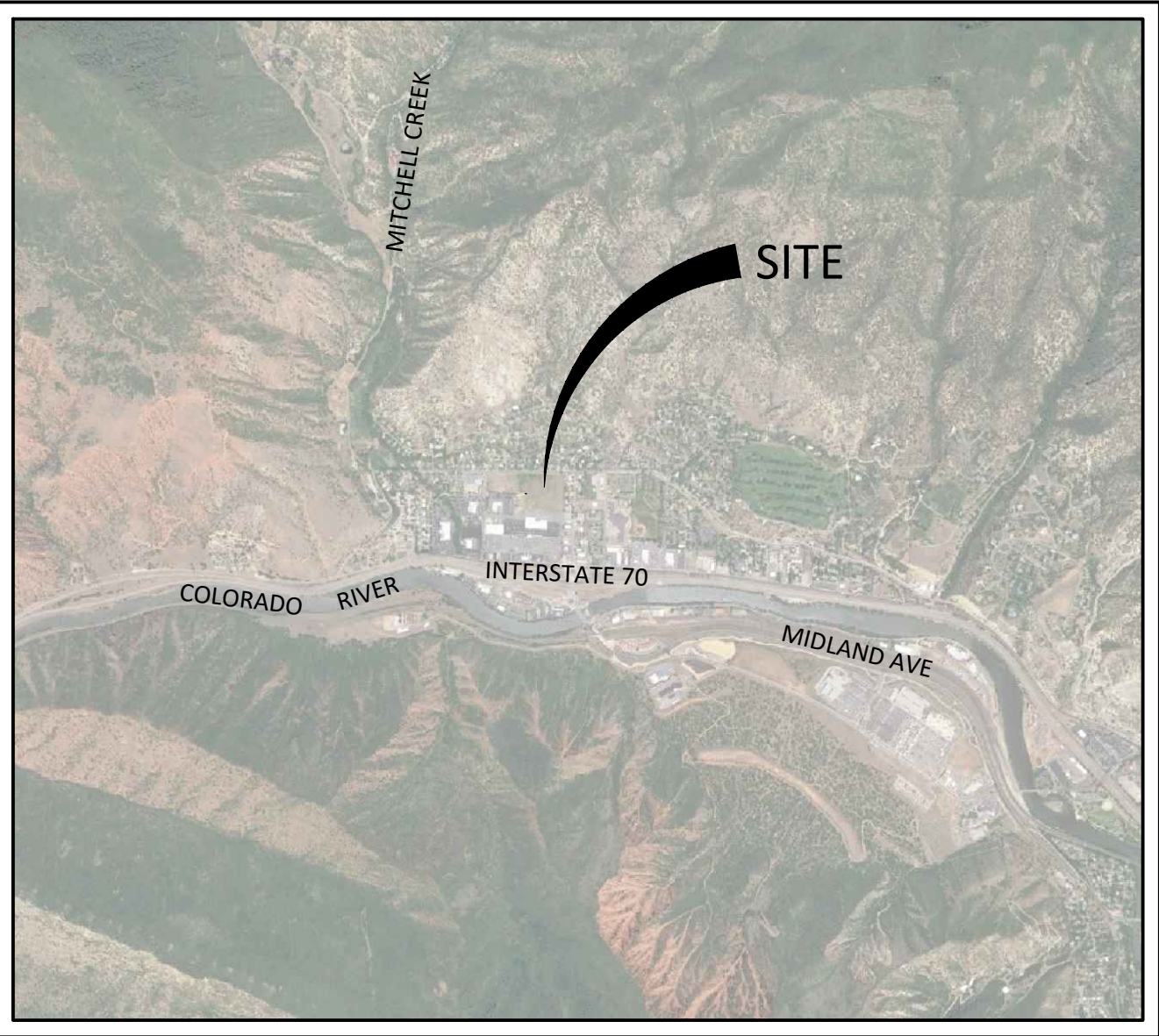
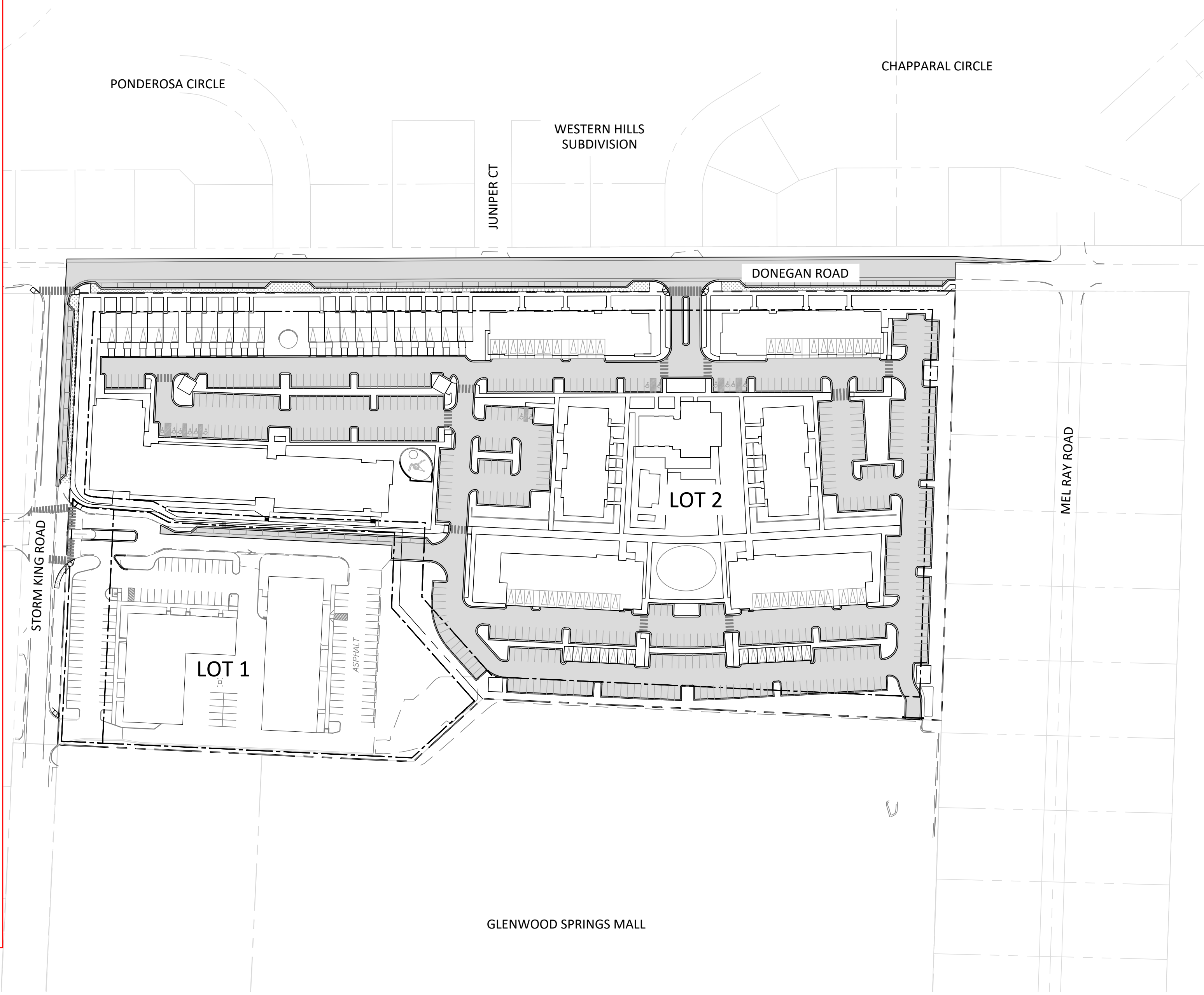
2. Please add the a FEMA floodplain statement (example below) with the following info: community map number, date and indicate whether the site is located within a designated floodplain.
Geologic hazards disclosure. "This property is subject to geologic hazards per the adopted mapping by the City of Glenwood Springs.

3. Please add Public Facilities Statement (i.e. A note shall be placed on the site plan that makes reference to the public facility requirements for the installation and construction and/or contributions.)

4. The Annexation Agreement notes that the development will enter into an affordable housing deed-restriction consistent with the terms and conditions of Subsection 070.040.120 (b)(1). This voluntary program allows for the developer to exit the program at any time. Because this is an annexation, staff believes that it should be clear that the affordable housing will be deed restricted for the full 30 years, rather than being subject to the market conversion provision in the code related to the voluntary program.

5.The development standards of the code require off-site circulation improvements including bikeways, sidewalks proportional to the traffic demands and impacts generated to and along the street by the proposed development, and the improvements will be within the County ROW. The parkland dedication proposed for the bikeway is not identified on the Rivertrail Master Plan, and thus may not be included as part of the required parkland dedication. The Parkland Dedication fees discussed in Section 8 should not be reduced for these improvements.

6. Per Title 080, system improvement fees would still be charged for the Change in use. Whenever the use of any structure changes, as such change in use would be defined in Title 070 so that a larger number of EQR units or proportions of EQR units would become assessable in accordance with the classifications set forth in Section 080.060.020, there shall be charged to and paid by the owner of such structure the system improvement fee for the EQR units attributable to the usage increase caused by the change in use.

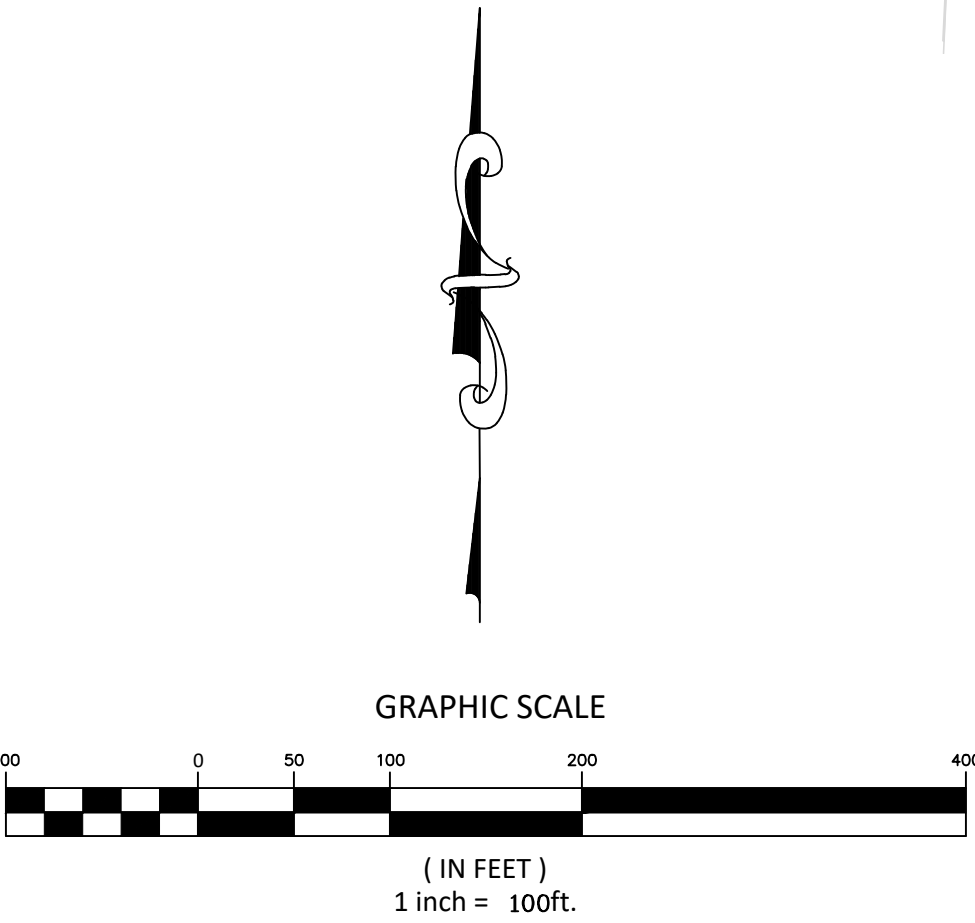


VICINITY MAP
SCALE: 1" = 2000'

PLAN INDEX

- C0.0 - COVER SHEET
- C1.1 - LOT 1 PROPOSED ZONING
- C1.2 - LOT 2 PUD PLAN
- C1.3 - CONCEPTUAL PLAT
- C2.0 - CONCEPTUAL UTILITY PLAN
- C3.0 - CONCEPTUAL GRADING PLAN
- C4.0 - OFFSITE DRAINAGE PLAN
- C4.1 - CONCEPTUAL ONSITE DRAINAGE PLAN
- LA1.0 - ILLUSTRATIVE CONCEPT PLAN AND SITE MASSING
- LA2.0 - OPEN SPACE AND LANDSCAPE FRAMEWORK PLAN
- A1.0 - ARCHITECTURAL PRECEDENT
- A2.0 - CONCEPT RENDERINGS

Please include the survey as part of the this index and plan set.



SOPRIS ENGINEERING-LLC
CIVIL CONSULTANTS
502 MAIN STREET, SUITE A3
CARBONDALE, CO 81623
(970) 704-0311

APPLICANT
214 CENTER DRIVE, LLC
PO BOX 9833
CINCINNATI, OH 45209

HORD COPLAN MACHT
ARCHITECTURE AND LANDSCAPE ARCHITECTURE
1800 WAZEE STREET, SUITE 450
DENVER, CO 80202

GARFIELD & HECHT, P.C.
ATTORNEY
901 GRAND AVENUE, SUITE 201
GLENWOOD SPRINGS, CO 81601

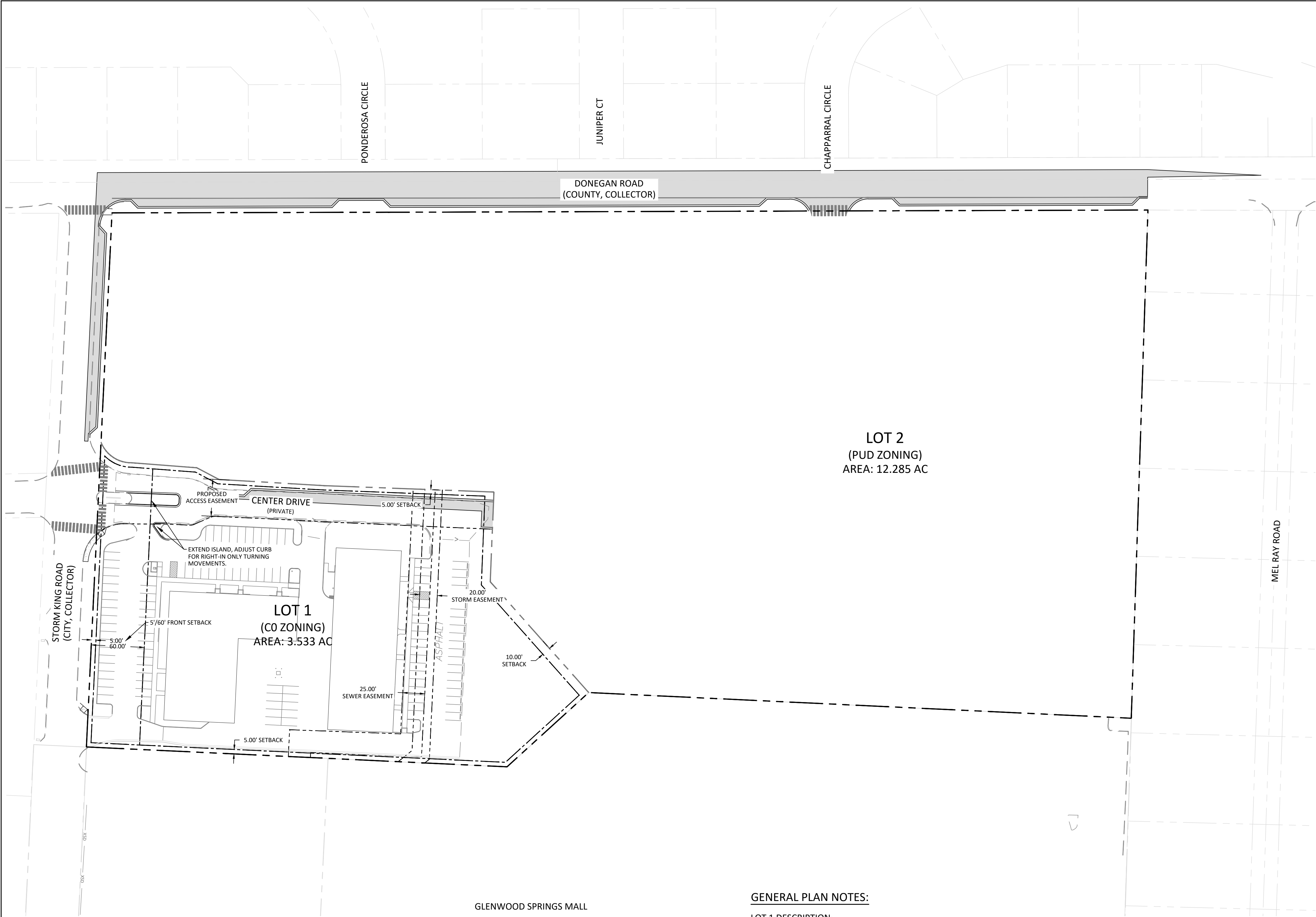
DESIGNED BY	JPP	
DRAWN BY	JPP	
CHECKED BY	YTN	
DATE:		01/26/2021
JOB NO.		30017

GLENWOOD APARTMENTS
GLENWOOD SPRINGS, COLORADO

ANNEXATION AND ZONING SUBMISSION

[illegible]

TITLE	LOT 1 PROPOSED ZONING
DRAWING NO.	C-1.1



PROPOSED LEGEND

 PROPERTY LINE
 EXISTING EASEMENT
 PROPOSED EASEMENT
 PROPOSED SETBACK
 PROPOSED LOT LINE
 PROPOSED CENTERLINE

Please call out percentage of total site in addition to ares for the all the items summarized below.

DEVELOPMENT SUMMARY:

Gross Site Area:	3.54 AC	(154,151.55 SF)
LAND USES:		
BUILDING 1 (WEST L SHAPED BUILDING)		
OFFICE		9,070 GSF +/-
WAREHOUSE		2,716 GSF +/-
PRESCHOOL		2,235 GSF +/-
SOILS LAB		959 GSF +/-
TOTAL BUILDING 1=		14,980 GSF +/-
BUILDING 2 (EAST RECTANGULAR BUILDING)		
OFFICE		9,153 GSF +/-
WAREHOUSE		6,091 GSF +/-
TOTAL BUILDING 2=		15,244 GSF +/-
TOTAL BUILDING GROSS SQUARE FOOTAGE =		30,224 GSF +/-

COMMERCIAL (CO) DEVELOPMENT STANDARDS:

LANDSCAPING

Minimum Required: 0.35 AC (10% of the Gross Site Area)
Area Provided: 0.47 AC (13% of the Gross Site Area)

COMMON OPEN SPACE

Minimum Required: 0.35 AC (10% of the Gross Site Area)
Area Provided: 0.47 AC (13% of the Gross Site Area)

SETBACKS

FRONT:

Minimum	5 feet
Max. (From arterial streets)	60 feet
Max. (From other streets)	40 feet

Building 1 (West L shaped building)	+/- 86 feet (Greater than maximum)
-------------------------------------	------------------------------------

SIDE:

Minimum	5 feet
No maximum designated	

Both buildings are greater than 5 feet

REAR:

Minimum with alley	10 feet
Minimum without alley	7.5 feet
No maximum designated	

Both buildings are greater than 10 feet

BUILDING HEIGHT

Maximum Building Height: 40 feet

One story buildings, less than 40 feet tall

PARKING

Minimum Required Parking:

Office	18,223 SF	1 SP/300 SF	61 Spaces
Warehouse	8,087 SF	1 SP/400 SF	22 Spaces
Preschool	2,235 SF	1 SP/250 SF	9 Spaces
Soils lab (Assumption on parking)	<u>959 SF</u>	<u>1 SP/250 SF</u>	<u>4 Spaces</u>
	<i>Total</i>		<i>96 Spaces</i>

Existing Parking:

Building 1 (West L shaped building)	59 regular spaces, 2 ADA spaces
Building 2 (East rectangular building)	37 regular spaces, 2 ADA spaces
Between buildings	12 regular spaces, 0 ADA spaces
<i>Total existing spaces</i>	108 regular spaces, 4 ADA spaces



**Know what's below.
Call before you dig.**

CALL 2-BUSINESS DAYS IN ADVANCE
BEFORE YOU DIG, GRADE, OR EXCAVATE
FOR THE MARKING OF UNDERGROUND
MEMBER UTILITIES

GENERAL PLAN NOTES:

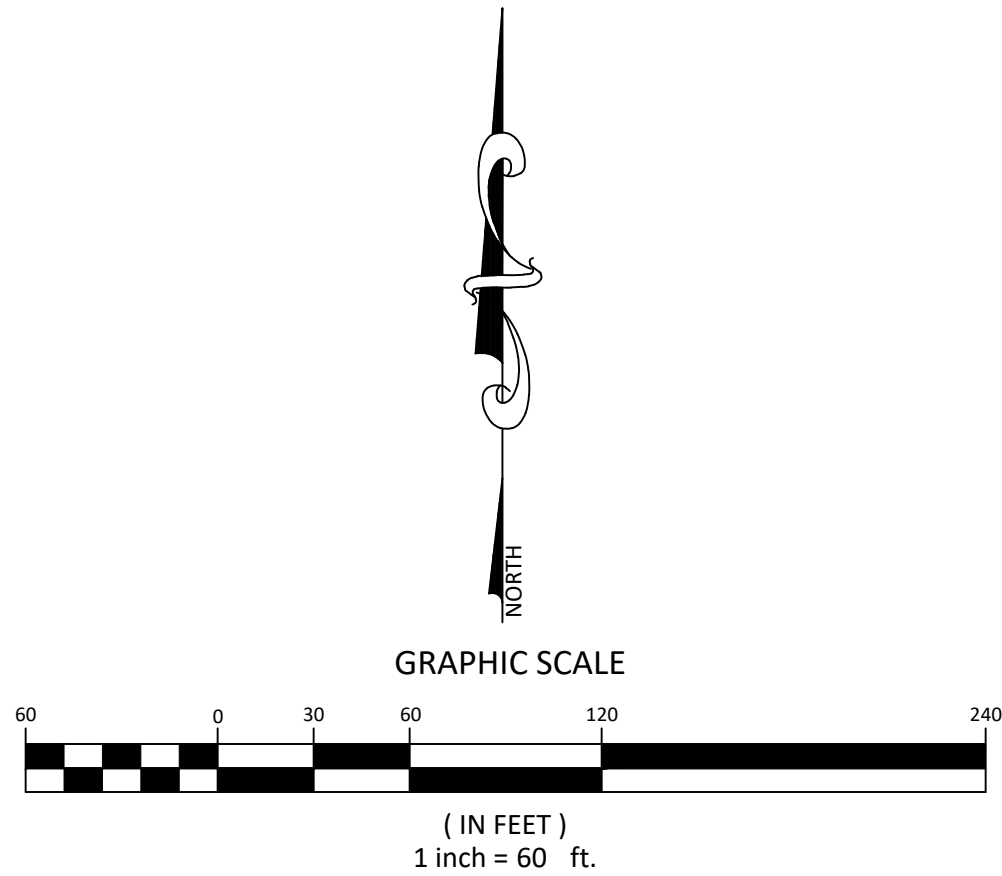
LOT 1 DESCRIPTION:

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION
 WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 38°40'53" E 853.45
 FEET SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE
 OF THE GARFIELD COUNTY CLERK AND RECORDER;
 THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 345.39 FEET;
 THENCE DEPARTING SAID EAST PARCEL LINE ALONG THE ARC OF A NON TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 36.91 FEET AND A CENTRAL
 ANGLE OF 69° 23' 41", A DISTANCE OF 44.71 FEET (CHORD BEARS S 56° 33' 02" E 42.02 FEET)
 THENCE S 85° 36' 58" E 73.64 FEET;
 THENCE S 62° 12' 11" E 28.26 FEET;
 THENCE S 86° 38' 35" E 118.97 FEET;
 THENCE S 87° 50' 32" E 192.99 FEET;
 THENCE S 2° 20' 01" W 101.69 FEET;
 THENCE S 41° 37' 24" E 167.89 FEET TO A POINT ON THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL SUBDIVISION;
 THENCE ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL S 47° 42' 00" W 125.06 FEET;
 THENCE CONTINUING ALONG SAID NORTH LINE N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

SAID LOT 1 CONTAINING 3.533 ACRES, MORE OR LESS

COUNTY OF GARFIELD
STATE OF COLORADO



DESIGNED BY JPP

DRAWN BY JPP

CHECKED BY YTN

DATE: 01/26/2021

JOB NO. 30017

GLENWOOD APARTMENTS
GLENWOOD SPRINGS, COLORADO

ANNEXATION AND ZONING SUBMISSION

PROPOSED LEGEND

PROPERTY LINE
EXISTING EASEMENT
PROPOSED EASEMENT
PROPOSED SETBACK
PROPOSED LOT LINE
PROPOSED CENTERLINE

PUD DEVELOPMENT STANDARDS:

DEVELOPMENT DENSITY

Maximum Gross Residential Density: 30.00 dwelling units/acre
Maximum Gross Non-Residential: 14,000 GSF

USES

Permitted Uses

Multi-Family Dwelling
Townhouse Dwelling
Live-Work Dwelling
Residential Amenities (Workout facilities, business center, meeting spaces)
Restaurant
Administrative or Professional Office
Park/Playground/Open Space
Art Studio
Home Occupation

Prohibited Uses

Adult and child care facilities
Adult entertainment establishments
Maintenance and repair services, including automotive repair
Marijuana establishments
Commercial laundry and dry cleaning
Recreational vehicle park
Industrial Uses

Uses Requiring Special Review Use Permit

Any use not listed as a permitted or prohibited use

Note: The definitions set forth in the Glenwood Springs Municipal Code will apply to the above list of uses.

COMMON OPEN SPACE

Minimum Required: 20% of the Development Site Area

LOT AREA

Lot Area: No Minimum
Landscape Area: 15% of Development Site Area

SETBACKS

Minimum Building Setback from Public Streets:
Donegan Road 25 feet from street right-of-way
Storm King Road 20 feet from street right-of-way

Minimum Building Setback from Private Streets:
Center Drive 10 feet from property line

Minimum Building Setback Internal to the Property
Face of Garage 3 feet from driveway
Abutting Properties 30 feet from property line
Building to Building 20 feet from main building face

Minimum Garage Setback from Public Streets:
Donegan Road 30 feet from street right-of-way
Storm King Road 25 feet from street right-of-way

Minimum Side or Rear Parking Setback
Abutting Properties 10 feet from lot line

Notes:

- Setbacks are measured from the face of the building to the existing public street right-of-way, edge of driveway or from abutting property lines.
- Permitted setback encroachments from public streets include the following:
 - Front porches, stoops and balconies may encroach six (6) feet into the setback.
 - Porches, slabs, patios, walks and steps may encroach into setback by any amount provided all components of the encroachment are no greater than 36 inches above ground level.
 - Building roof eaves and other incidental architectural features may encroach 18 inches into setback.
 - Other exceptions to structures within a setback shall comply with Glenwood Springs Development Code.

BUILDING HEIGHT

Maximum Building Height:
Residential Buildings 55 feet
Ancillary Buildings 35 feet
Freestanding Garages 25 feet

PARKING

Minimum Required Parking:

Residential
Dwelling: Live-Work 1.0 SP/DU
Dwelling: Townhouse 1.5 SP/DU
Dwelling: Multifamily 1.5 SP/DU
Guest Parking¹ 1.0 SP/5 DU

Non-Residential
Restaurant 1 SP/200 SF
Office & Amenity 1 SP/1,000 SF

Note:

- Guest Parking applies to Dwelling: Townhouse and Multifamily Uses Only
- Off-site parking areas shall not account for more than 10% of total provided parking

OTHER

Snow Storage Areas:

- Snow may be stored in landscape areas and parking areas provided that accumulated snow does not restrict access and circulation and is not stored in a manner to obscure sight lines at driveways, sidewalks, or other access points to public or private rights-of-way or fire lanes.
- No minimum amount of additional snow storage area is required. Up to ten (10) percent of the required off-street parking spaces and one hundred (100) percent of those parking spaces in excess of those required under this PUD may be used as snow storage.
- Public rights-of-way shall not be used for snow storage.

Application of City of Glenwood Development Standards: Unless modified by this PUD, the Development Standards set forth in the Glenwood Springs Municipal Code, as amended from time to time, shall apply to this PUD.

Applicant should consider off site bike/ped improvements to connect proposed infrastructure to the existing City network approximately 630 feet to the east.

What else is included in this number other than the clubhouse and restaurant?

Are all commercial uses listed here and below anticipated as being allowed in the live/work units or do you anticipate them someplace else?

Residential districts generally require 20%. Please clarify.

I would add a note regarding future connectivity to redevelopment if/when applicable and add ped connections to this location

We may need to better understand the traffic expectations for this use.

Should this indicate 72 guest spaces for the number of units? Please clarify and/or revise total required as is needed.

Please clarify if this is clubhouse space. You may be able to argue that there is not a need for separate parking for said use since it is a neighborhood amenity not open to the public.

Please clarify how building height is measured. Code standard is midpoint of pitched roof to the adjacent grade. I think it may be beneficial to call out height maximums for street frontages and would recommend lower height for Storm King and Donegon Roads. I think you will receive push back on the proposed maximum which exceeds every zone district in the Code other than M2 which allow 60 feet by special review

Please call out the actual areas you believe is available for snow storage

While I understand why this may not

I am concerned regarding the management/control of onstreet parking for use by the project in this area due to proximity to the school. Has any progress been made with the school in terms of shared parking during the daytime hours. I would think the traffic analysis would need to address the feasibility of this option.

PROPOSED DEVELOPMENT SUMMARY:

Gross Site Area: 12.29 AC (535,352.4 SF)

LAND USES:

RESIDENTIAL (INCLUDING LIVE-WORK) 402,320 GSF +/-
CLUBHOUSE (RESIDENTIAL OFFICE/AMENITY) 9,600 GSF +/-
CLUBHOUSE (RESTAURANT/PUB) 2,000 GSF +/-
TOTAL GROSS SQUARE FOOTAGE= 413,920 GSF +/-

Proposed Dwelling Units (DU): 360 DU
Proposed Residential Density: 29.29 DU/AC
Proposed Lot Coverage: 127,751 GSF (23.8% of the Development Site Area)
Common Open Space Area Provided: 2.51 AC (20.4% of the Development Site Area)
Landscape Area Provided: 1.84 AC (15% of the Development Site Area)

Minimum Required Parking:

	Quantity	Rate	Required Spaces
Dwelling: Live-Work	13 DU	1.0 SP/DU	13 Spaces
Dwelling: Townhouse	20 DU	1.5 SP/DU	30 Spaces
Dwelling: Multifamily	327 DU	1.5 SP/DU	491 Spaces
Guest Parking ¹	347 DU	1.0 SP/5 DU	70 Spaces
Subtotal			604 Spaces

Non-Residential Restaurant	2,000 SF	1 SP/200 SF	10 Spaces
Office & Amenity	9,600 SF	1 SP/1,000 SF	10 Spaces
Subtotal			20 Spaces
TOTAL REQUIRED			624 SPACES

- Guest Parking applies to Dwelling: Townhouse and Multifamily Uses Only
- Off-site parking areas shall not account for more than 10% of total provided parking

Proposed Parking:

On-Site Parking	
Surface Parking Lot	478 Spaces
Center Drive	14 Spaces
Freestanding Garages	16 Spaces
Integral Garages	66 Spaces
Subtotal	574 Spaces¹

Off-Site Parking on Public Streets	
Donegan Street	41 Spaces
Storm King Road	10 Spaces
Subtotal	51 Spaces²

Total Parking Provided: 625 Spaces

Notes:

- On-site parking includes 14 accessible parking spaces.
- Off-site parking accounts for 8.2% of total parking provided.

NOTE: FINAL BUILDING GROSS SQUARE FOOTAGES, DESIGN, AND SITE LAYOUT/CONFIGURATION ARE CONCEPTUAL AND SUBJECT TO REFINEMENT AT THE TIME OF MAJOR SITE PLAN REVIEW.

GENERAL PLAN NOTES:

LOT 2 DESCRIPTION:

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 38°40'53" E 853.45 FEET SAID POINT ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER;
THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 345.39 FEET TO THE POINT OF BEGINNING;
THENCE CONTINUING ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 260.25 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 130;
THENCE ALONG SAID RIGHT-OF-WAY N 89° 52' 00" E 312.68 FEET;
THENCE CONTINUING ALONG SAID RIGHT-OF-WAY N 89° 49' 18" E 860.83 FEET TO THE WEST LINE OF THE MEL-RAY SUBDIVISION;
THENCE ALONG SAID WEST LINE S 1° 52' 00" W 575.96 FEET;
THENCE DEPARTING SAID WEST LINE AND ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL N 87° 18' 00" W 615.36 FEET;
THENCE N 2° 20' 01" E 101.69 FEET;
THENCE N 87° 50' 32" W 192.99 FEET;
THENCE N 86° 38' 35" W 118.97 FEET;
THENCE N 62° 12' 11" W 28.26 FEET;
THENCE N 85° 36' 58" W 73.64 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADUIS OF 36.91 FEET AND A CENTRAL ANGLE OF 69° 23' 41", A DISTANCE OF 44.71 FEET (CHORD BEARS N 56° 33' 02" W 42.02 FEET) TO THE POINT OF BEGINNING.

SAID LOT 2 CONTAINING 12.285 ACRES, MORE OR LESS

COUNTY OF GARFIELD
STATE OF COLORADO.

GRAPHIC SCALE

60 0 30 60 120 240
(IN FEET)
1 inch = 60 ft.



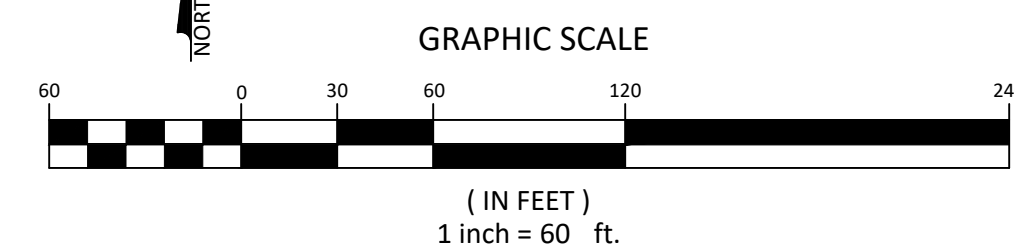
Know what's below.
Call before you dig.

CALL 2 BUSINESS DAYS IN ADVANCE
BEFORE YOU DIG, GRADE, OR EXCAVATE
FOR THE MARKING OF UNDERGROUND
MEMBER UTILITIES

ANNEXATION AND ZONING SUBMISSION

TITLE
PRELIMINARY
GRADING
PLAN

C-3.0



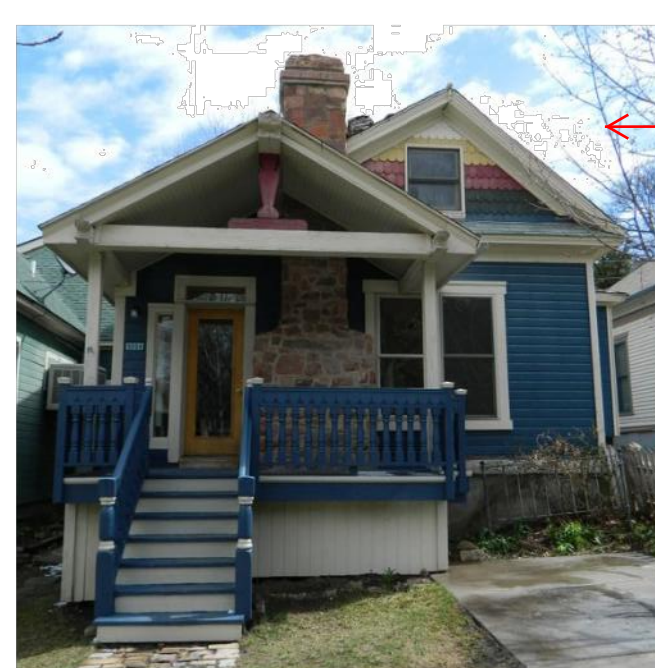
Do you provide to provide a bike lane along Center Drive consistent with other road sections? Please

I recommend adding representative landscaping to all of the buffers depicted on the typicals provided.

A row of four modern townhouses with gabled roofs and large windows, set against a backdrop of trees and a golf course. The townhouses feature a mix of light grey, white, and dark red siding. Each unit has a prominent front entrance with a small porch and a large window above it. The windows are framed in dark wood or metal. The townhouses are surrounded by lush greenery, including trees and a well-maintained lawn. A wooden fence runs along the front of the property.



A photograph of the Hotel Denver, a historic brick building with arched windows and a large sign on the roof. The building is illuminated with warm lights, and several vintage cars are parked in front. A large, faint outline of a city skyline is visible in the background.



APPLICANT
214 Center Drive, LLC
PO Box 9833 Cincinnati, OH 45209
p. 513. 479. 4396

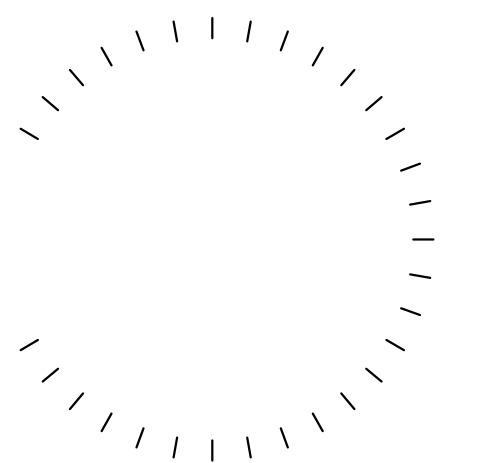
ARCHITECTURE / PLANNING
Hord Coplan Macht, Inc.
1800 Wazee Street, Suite 450 Denver, CO 80202
p. 303. 222. 2151

CIVIL ENGINEER
Sopris Engineering, LLC.
502 Main Street Carbondale, CO 81623
p. 970. 704. 0311 f. 970. 704. 0313

LEGAL
Garfield & Hecht, P.C.
901 Grand Avenue Glenwood Springs, CO 81601
p. 970. 947. 1936

GLENWOOD SPRINGS, COLORADO

ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN

[illegible]

ANNEXATION AND ZONING SUBMISSION



Center Drive



Other Comments

1. I am slightly concerned with the limited number of perspective drawings/renderings provided. I understand the issues with providing elevations for each and every building at this stage but worry the Planning and Zoning Commission and City Council will desire to incorporate more design restrictions and understanding in the PUD. Minimally, I would provide additional concept/perspective renderings (i.e. looking southwest from the northeast corner of the property/Donagan Road, east view from Storm King Road, north view from the mall site, west view from the existing homes along Mel Ray Road. It would be great to see a typical elevation (one site possibly) that explains materials proposed for each building.

2. For any design standards not addressed, I would make a statement as to whether or not the intent is to meet the multi-family residential design standards of the Code.

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480 DONEGAN

GLENWOOD SPRINGS, COLORADO

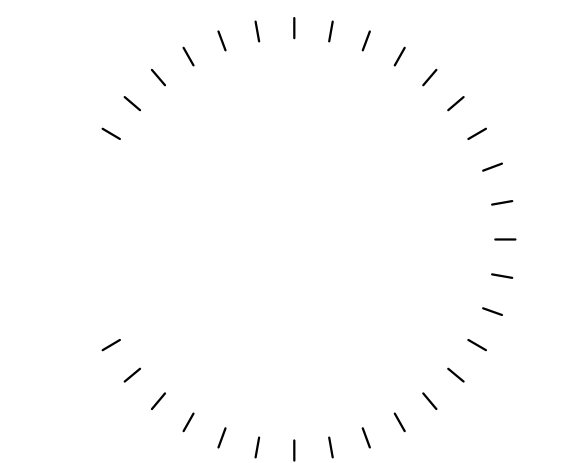
hord | coplan | macht

ARCHITECTURE

LANDSCAPE ARCHITECTURE

PLANNING

INTERIOR DESIGN

[illegible]

Project Name _____
480 DONEGAN

Project Number
22023.00

Date 01/26/2021

Scale _____
AS NOTED

Drawing

CONCEPT RENDERINGS

A2.0

ANNEXATION AND ZONING SUBMISSION

© Hord Coplan Macht, Inc.

NOT FOR CONSTRUCTION

**Engineering
Department**

**Jessica Bowser
Asst. City
Engineer**

Date: February 19, 2021

To: Community Development

Re: 09-20 480 Donegan Annexation Review

Please see the following engineering comments for the 480 Donegan Road Pre-Annexation Document Review. Engineering will not review this application again unless a response to these comments are provided.

General comments:

1. Is there an agreement with the mall for the emergency access? This should not be included as a part of the approval process unless an agreement can be provided. The City cannot grant access across private property.

Traffic Report Comments:

New Comments:

2. The traffic analysis assumes that the entire development is Multi-Family Housing (Mid Rise). Please provide the pages from the 10th Edition of the trip Generation Manual that justifies this assumption and shows the calculations used. The 8th Edition that the engineering department has does not include Multi Family Housing and (221) is not consistent with Multi Family Housing. It would seem that this development should be considered with 240 (Mid-Rise) Apartments and 20 (rented) Townhomes. If any of these units are proposed to be sold, this should be considered. Additionally, the public restaurant trip generation is not considered.
 - a. The housing distribution is:
 - i. 13 Live-Work Units
 - ii. 95 Studio Units
 - iii. 110 1-Bedroom Units
 - iv. 94 2-Bedroom Units
 - v. 3-Bedroom Units
 - vi. 20 Townhomes
 - b. This development includes a 2000 SF Restaurant.
3. External trip Distribution percentages are not provided for many segments of roadway in Figure 8. i.e. Storm King Rd, Mel Rey Road, west Donegan Road, and Hwy 6 from Storm King Road to Mel Rey Road.
4. Daily Traffic Volumes are not provided for many segments of roadway in Figure 9. i.e. Storm King Rd, Mel Rey Road, west Donegan Road, and Hwy 6 from Storm King Road to Mel Rey Road.

Comments on Draft Annexation that were not addressed:

Additional commentary from this review (02/19/2021) is provided in italics.

5. The growth rate of Hwy 6 seems low. It could be assumed that the Mall could bring in addition retailers, or Ami's Acres in the County could expand/redevelop. *The city has also recently received a referral for the development of*

a new Mobile Home Park past Ami's Acres. Figure 7 is inconsistent with the surrounding growth. How come Hwy 6 from Storm King Rd to Mel Rey Road DECREASES from the 2020 Existing Adjusted Volumes – Figure 5 (9500 DTV) to the 2040 Background Traffic Volumes – Figure 7 (8300 DTV) while surrounding roadways/intersections increase? The figures are inconsistent:

Figure 4 (Existing Volumes): HWY 6 DTV = 6,600

Figure 5 (2020 Existing Adjusted Volumes): HWY 6 DTV = 9,500

Figure 6 (2022 Background Traffic Volumes): HWY 6 DTV = 7,700 (**Lower than the 2020 adjusted volumes**)

Figure 7 (2040 Background Traffic Volumes): HWY 6 DTV = 8,300 (**Lower than the 2020 adjusted volumes**)

6. Pedestrian Counts also seem low (0).
 - a. Storm King/HWY 6 intersection: There are employees and residents of the surrounding area that do bike or ride the bus and would interact with this intersection.
 - b. The 114 Exit (Mel Rey/HWY 6): There are absolutely pedestrians and cyclists that utilize this intersection with the number of bus users and the installation of the RRFBs in 2017. Counts for the SUP with CDOT to install the RRFBs were completed that showed the use of this intersection by peds/bikes.
 - c. Donegan Road: This section of Donegan Road is not developed with bike lanes or sidewalk, however many students walk/bike this section of roadway to and from the Two Rivers School. Future projections should also consider an increase in use as this is identified in the City of Glenwood Springs Long Range Transportation Plan as a bicycle route that also provides access to trails up Mitchell Creek Road.
7. Please justify your directional distribution numbers.
 - a. *This was not addressed in the new submittal. Why would 5% of the entering/existing traffic be heading west on Highway 6? What generator would create a distribution to this intersection?*
 - b. *It seems that the distribution might be closer to 50/50 for both entrances, not 75/25.*
 - c. *External Trip Distribution is not provided for many segments of roadways.*
8. Counts were done on August 26th ahead of the local school openings. School traffic in these areas is significant. Recount both pedestrians and turning movements at these intersections:
 - d. Storm King and SH6
 - e. Mel Ray and SH 6
 - f. Storm King and Donegan
 - g. Mel Ray and Donegan
 - h. Storm King and Center Drive
9. PM peak hour at Storm King May coincide with the end of the school day at Two Rivers. Count the peak to coincide with the school to check.
10. SH 6 and Storm King Road LOS improve from the 2022 to 2040 analysis. Why? *Are the LOS tables revised to consider the adjusted counts? This particular issue was not addressed and still shows a LOS improvement...*

Plan Comments:

Comments on Draft Annexation that were not addressed:

11. See the attached plan comments and markups.
12. Sidewalk and bike improvements should extend to Mel Ray Road.
13. Existing pedestrian crossings along Storm King Road should be improved. The ramps should be upgraded to meet ADA/PROWAG requirements with detectable warnings. *The City prefers the installation of directional ramps.*

14. The engineer should review the City's Municipal and Engineering Standards before re-submittal. Many notes and design items are not compliant with these requirements. It is not City's staff's responsibility to be the engineer's QA/QC.
 - a. Legends should match plans.
 - b. Utilities have many potential conflicts, along with design items that are not compliant with the City's Engineering Standards.
 - c. Proposed easements should be identified.

General Requirements:

At the time of Development Plan Submittal:

15. A Preliminary Drainage Report will be required. Drainage should meet both City of Glenwood Engineering Standards and CDOT stormwater standards (whichever is more stringent). The final discharge is to CDOT ROW and the drainage report will need to be reviewed and approved by CDOT.
16. A Preliminary Geotechnical Report will be required.
17. A Preliminary Traffic Report will be required.

At the time of Construction Document Submittal:

18. All final/stamped reports shall be submitted.
 - a. Landscaping plans should include utilities and proposed contours on a background layer for verification of clearances. Often these items are completed after the civil work is completed and they fill in drainage areas or plan directly on top of utilities.
 - b. Landscape plans should also include sight triangles to verify sight distances.
19. CDOT Access Permitting. Access permits include both traffic and stormwater.
20. Retaining Walls will require engineered design and structural calculations. The City may refer these documents out for review as necessary.
21. Stormwater facilities will require a maintenance agreement and plan.
22. Plan and Profiles should be supplied for the private utility mains.
23. Provide S.U.E. plan per Colorado Law CRS 9-1.5-102 requirements or provide a stamped letter determining why this is not a Subsurface Utility Engineering-Required Project.

Before Construction:

24. Any work within the Right of Way shall require appropriate ROW permitting through the City or County. With the ROW permit, the following documents should be submitted:
 - a. Any SUE documents necessary.
 - b. A plan of work to take place in the ROW, with patching shown that meets the requirements of the jurisdiction.
 - c. Traffic Control Plans, as appropriate.
25. The site will require a Grading Permit. With the grading permit, the following documents should be submitted:
 - d. Any SUE documents necessary.
 - e. Final Stamped Drainage Report.
 - f. Final Stamped Civil Documents.
 - g. Final Geotechnical Report.

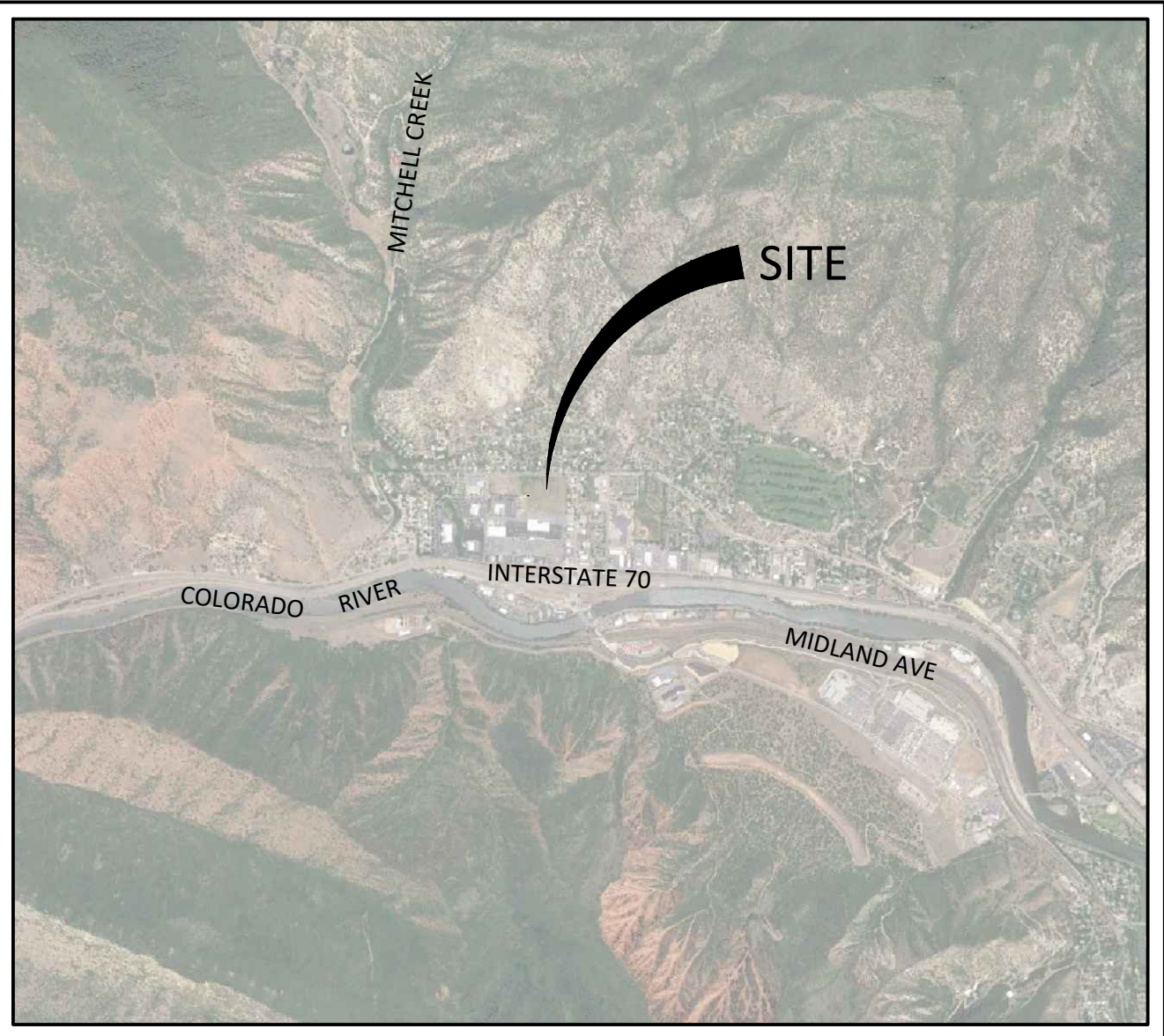
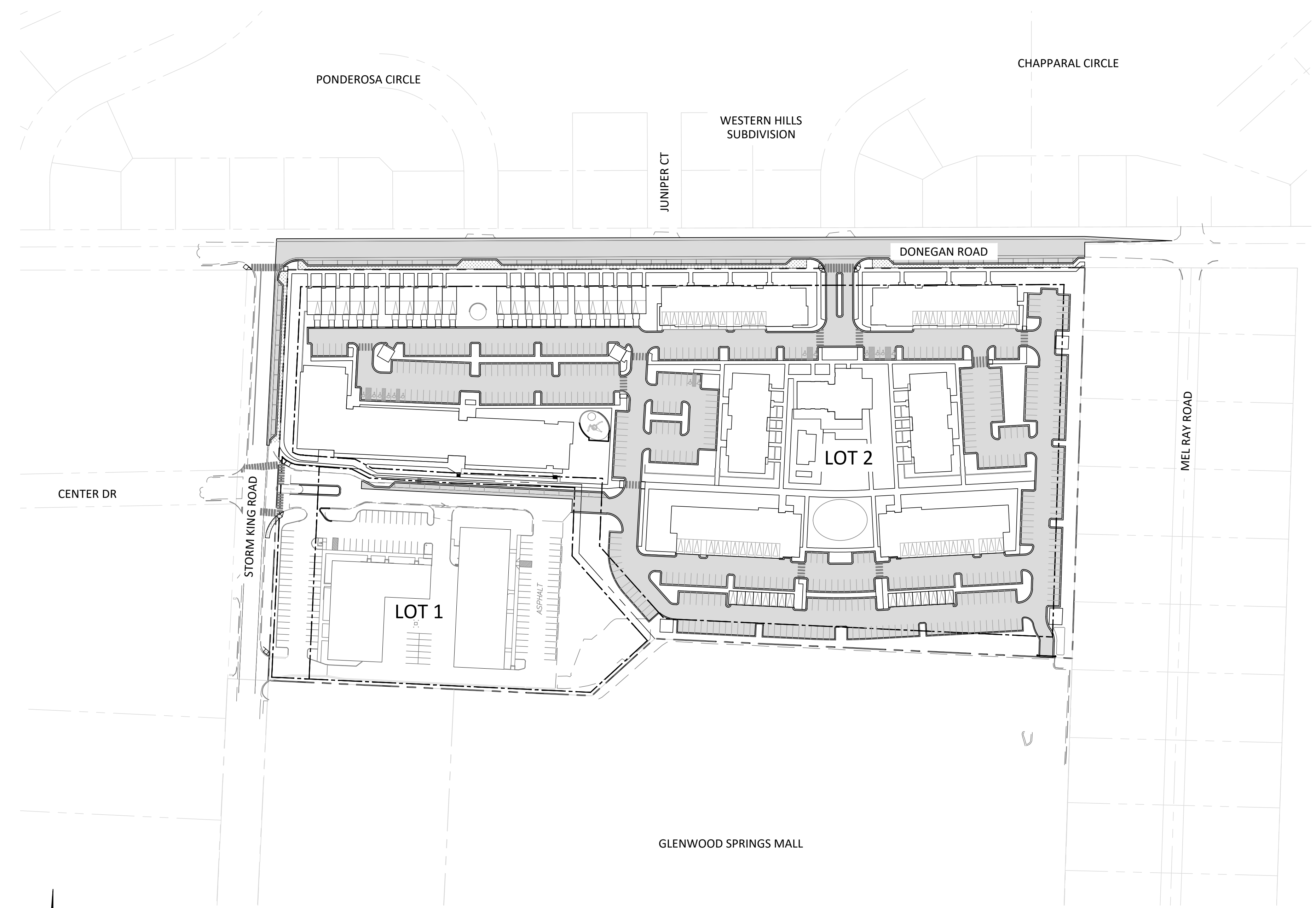
- h. Disturbance over one (1) acre will require a CDPHE Construction Stormwater Discharges Permit. As this development is over one acre, this permit is required, and any State approval should be submitted prior to the issuance of a Grading Permit.
 - i. The City of Glenwood Springs is required to sign as the Responsible Official for all CDPHE CDPS permitting. The permit documentation should be submitted to the City of Glenwood Springs Engineering Department a minimum of three (3) weeks in advance of submittals to the State.

Permit Closeout and Issuance of Certificate of Occupancy Requirements:

- 26. Before engineering completes a walk-through of the subject property
 - a. Draft As-Built plans should be submitted.
 - a. Applicable Stamped Certification Letters:
 - i. Any engineered retaining walls. Letter certifying that the walls were constructed per plan or that address any changes to the design during construction, stamped by a Colorado Licensed Professional Engineer.
 - i. Drainage improvements. Letter certifying that the drainage was constructed per plan or that addresses any site changed, stamped by a Colorado Licensed Professional Engineer.
 - b. Test results for all improvements in the ROW shall be submitted. These should include all testing/backfill associated with any walls that support public facilities.
- 27. Engineering Approval to release the CO will not be provided until the final documents/files are supplied.
 - b. Final As-builts with and Improvement Survey Plat (ISP) should be provided in an AutoCAD, PDF, and Mylar form.
 - c. Certification Letters can be supplied electronically (PDF).
 - d. All easement dedications shall be completed.
 - e. Maintenance Agreement for any water quality and detention facilities.

480 DONEGAN

ANNEXATION AND ZONING SUBMISSION CIVIL PLANS: 01/26/2021

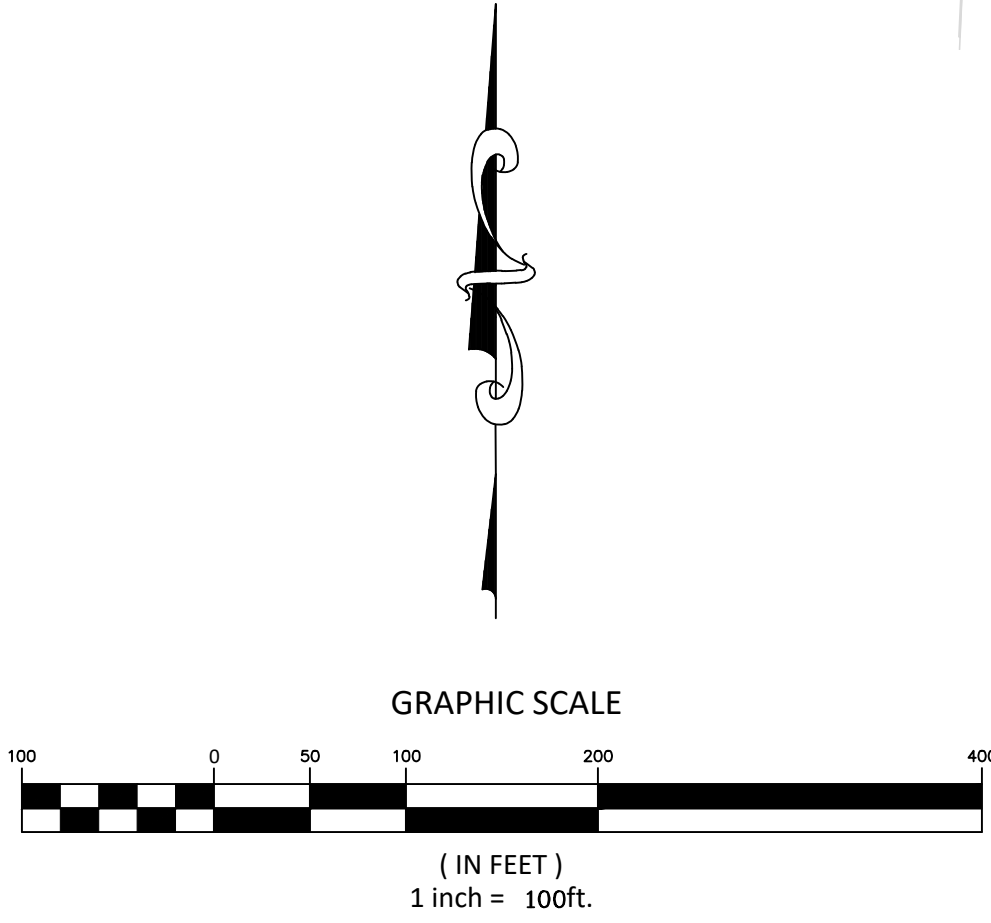


VICINITY MAP
SCALE: 1" = 2000'

PLAN INDEX

- C0.0 - COVER SHEET
- C1.1 - LOT 1 PROPOSED ZONING
- C1.2 - LOT 2 PUD PLAN
- C1.3 - CONCEPTUAL PLAT
- C2.0 - CONCEPTUAL UTILITY PLAN
- C3.0 - CONCEPTUAL GRADING PLAN
- C4.0 - OFFSITE DRAINAGE PLAN
- C4.1 - CONCEPTUAL ONSITE DRAINAGE PLAN
- LA1.0 - ILLUSTRATIVE CONCEPT PLAN AND SITE MASSING
- LA2.0 - OPEN SPACE AND LANDSCAPE FRAMEWORK PLAN
- A1.0 - ARCHITECTURAL PRECEDENT
- A2.0 - CONCEPT RENDERINGS

Existing/
Demolition plan?



SOPRIS ENGINEERING-LLC
CIVIL CONSULTANTS
502 MAIN STREET, SUITE A3
CARBONDALE, CO 81623
(970) 704-0311

APPLICANT
214 CENTER DRIVE, LLC
PO BOX 9833
CINCINNATI, OH 45209

HORD COPLAN MACHT
ARCHITECTURE AND LANDSCAPE ARCHITECTURE
1800 WAZEE STREET, SUITE 450
DENVER, CO 80202

GARFIELD & HECHT, P.C.
ATTORNEY
901 GRAND AVENUE, SUITE 201
GLENWOOD SPRINGS, CO 81601

DESIGNED BY	JPP	
DRAWN BY	JPP	
CHECKED BY	YTN	
DATE: 01/26/2021		
JOB NO. 30017		

GLENWOOD APARTMENTS
GLENWOOD SPRINGS, COLORADO

ANNEXATION AND ZONING SUBMISSION

TITLE	LOT 1 PROPOSED ZONING
DRAWING NO.	C-1.1

PROPOSED LEGEND

- PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- PROPOSED SETBACK
- PROPOSED LOT LINE
- PROPOSED CENTERLINE

The diagram shows a horizontal line with dashed lines above and below it. A red arrow points from the handwritten text "Generally setback lines are not a CL type" to the dashed lines. Another red arrow points from the handwritten text "are same as just darker." to the solid line.

PROPOSED SETBACK
 PROPOSED LOT LINE
 PROPOSED CENTERLINE

are same as just darker.

Generally setback lines are not a CL type (Typ all sheets)

DEVELOPMENT SUMMARY:

DESIGNED BY	JPP	
DRAWN BY	JPP	
CHECKED BY	YTN	
DATE:	01/26/2021	
JOB NO.	30017	

DEVELOPMENT SUMMARY:

Gross Site Area: 3.54 AC (154,151.55 SF)

LAND USES:

BUILDING 1 (WEST L SHAPED BUILDING)

OFFICE	9,070 GSF +/-
WAREHOUSE	2,716 GSF +/-
PRESCHOOL	2,235 GSF +/-
SOILS LAB	959 GSF +/-
TOTAL BUILDING 1=	14,980 GSF +/-

BUILDING 2 (EAST RECTANGULAR BUILDING)

OFFICE	9,153 GSF +/-
WAREHOUSE	6,091 GSF +/-
TOTAL BUILDING 2=	15,244 GSF +/-

TOTAL BUILDING GROSS SQUARE FOOTAGE = 30,224 GSF +/-

COMMERCIAL (CO) DEVELOPMENT STANDARDS:

LANDSCAPING

Minimum Required: 0.35 AC (10% of the Gross Site Area)
Area Provided: 0.47 AC (13% of the Gross Site Area)

COMMON OPEN SPACE

Minimum Required: 0.35 AC (10% of the Gross Site Area)
Area Provided: 0.47 AC (13% of the Gross Site Area)

SETBACKS

FRONT:	
Minimum	5 feet
Max. (From arterial streets)	60 feet
Max. (From other streets)	40 feet

Building 1 (West L shaped building)	+/- 86 feet (Greater than maximum)
-------------------------------------	------------------------------------

SIDE:	Minimum	5 feet
	No maximum designated	

Both buildings are greater than 5 feet

REAR:	
Minimum with alley	10 feet
Minimum without alley	7.5 feet
No maximum designated	

Both buildings are greater than 10 feet

BUILDING HEIGHT

Maximum Building Height: 40 feet

One story buildings, less than 40 feet tall

PARKING

Minimum Required Parking:

Office	18,223 SF	1 SP/300 SF	61 Spaces
Warehouse	8,087 SF	1 SP/400 SF	22 Spaces
Preschool	2,235 SF	1 SP/250 SF	9 Spaces
Soils lab (Assumption on parking)	959 SF	1 SP/250 SF	4 Spaces
	<i>Total</i>		<i>96 Spaces</i>

Existing Parking:

Building 1 (West L shaped building)	59 regular spaces, 2 ADA spaces
Building 2 (East rectangular building)	37 regular spaces, 2 ADA spaces
Between buildings	12 regular spaces, 0 ADA spaces
<i>Total existing spaces</i>	108 regular spaces, 4 ADA spaces



Know what's **below**.
Call before you dig.

CALL 2-BUSINESS DAYS IN ADVANCE
BEFORE YOU DIG, GRADE, OR EXCAVATE
FOR THE MARKING OF UNDERGROUND
MEMBER UTILITIES

G:\2020\30017\CIVIL\DWGS\PLOT\SHEET SET\30017-SITE PLAN.DWG - Jan 26, 2021 - 1:10pm

GENERAL PLAN NOTES:

LOT 1 DESCRIPTION:

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION
WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 38°40'53" E 853.45
FEET SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE
OF THE GARFIELD COUNTY CLERK AND RECORDER;
THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2°44'00" E 345.39 FEET;
THENCE DEPARTING SAID EAST PARCEL LINE ALONG THE ARC OF A NON TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 36.91 FEET AND A CENTRAL
ANGLE OF 69°23'41", A DISTANCE OF 44.71 FEET (CHORD BEARS S 56°33'02" E 42.02 FEET)
THENCE S 85°36'58" E 73.64 FEET;
THENCE S 62°12'11" E 28.26 FEET;
THENCE S 86°38'35" E 118.97 FEET;
THENCE S 87°50'32" E 192.99 FEET;
THENCE S 2°20'01" W 101.69 FEET;
THENCE S 41°37'24" E 167.89 FEET TO A POINT ON THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL SUBDIVISION;
THENCE ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL S 47°42'00" W 125.06 FEET;
THENCE CONTINUING ALONG SAID NORTH LINE N 87°18'00" W 476.98 FEET TO THE POINT OF BEGINNING.

SAID LOT 1 CONTAINING 3.533 ACRES, MORE OR LESS

COUNTY OF GARFIELD
STATE OF COLORADO

GRAPHIC SCALE

(IN FEET)
1 inch = 60 ft.

Packet Page 403

ANNEXATION AND ZONING SUBMISSION

[illegible]

DRAWING NO.

C-1.3



ANNEXATION AND ZONING SUBMISSION

DATE	REVISION
TITLE	C-2.0
CONCEPTUAL UTILITY PLAN	
DRAWING NO.	



NT
MENT
CK
NE

*- Not necessary
show*

DATE:	01/26/2021
JOB NO.	30017

$\}$ exist. strn.?

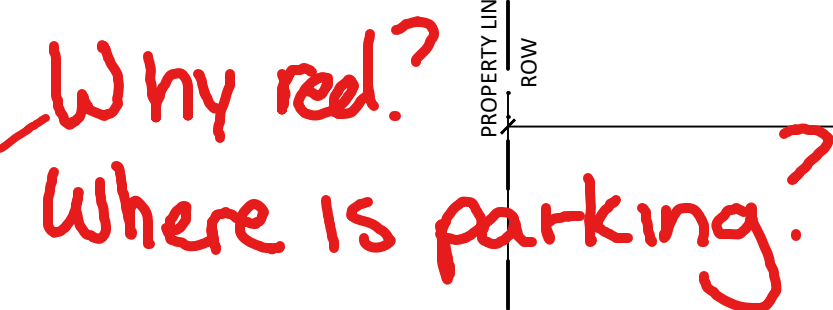
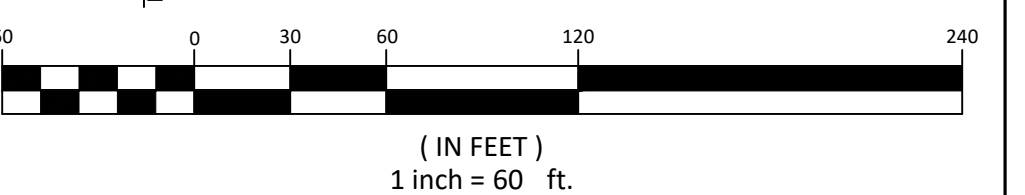
ANNEXATION AND ZONING SUBMISSION

[illegible]

Know what's **below**.
Call before you dig.

DRAWING NO.

C-3.0

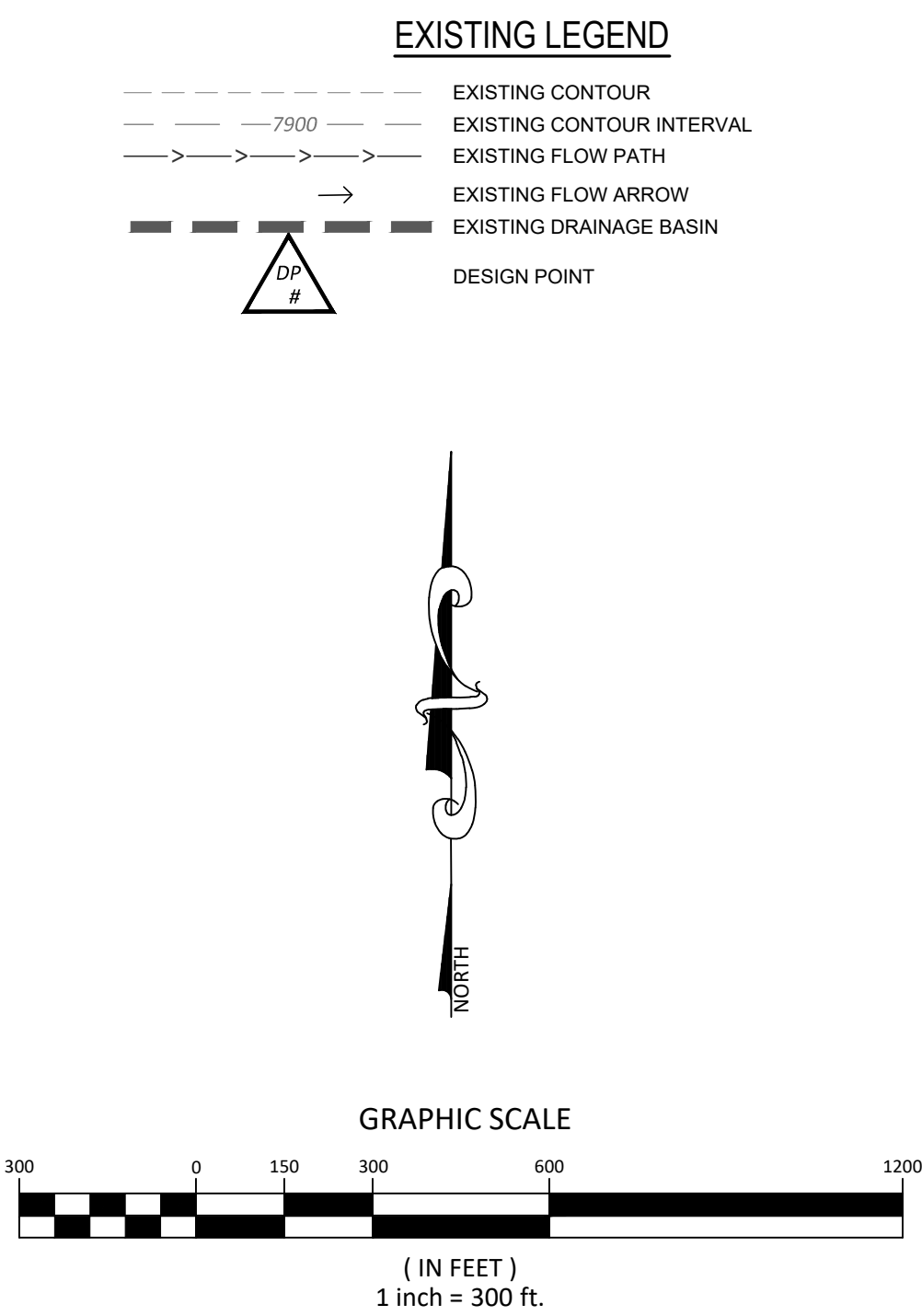


- Doesn't appear to be changing - why show?

ANNEXATION & ZONING SUBMISSION

[illegible]

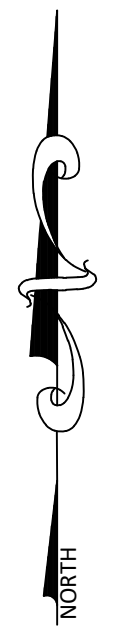
TITLE	OFFSITE DRAINAGE PLAN
DRAWING NO.	C-4.0



ANNEXATION & ZONING SUBMISSION

[illegible]

TITLE	CONCEPTUAL ONSITE DRAINAGE PLAN
DRAWING NO.	C-4.1



**Know what's below.
Call before you dig.**

CALL 2-BUSINESS DAYS IN ADVANCE
BEFORE YOU DIG, GRADE, OR EXCAVATE
FOR THE MARKING OF UNDERGROUND
MEMBER UTILITIES



what is the red?



An aerial photograph of a parking lot with several white buildings. A small red car is visible in the upper right area of the parking lot, marked with a red dot.

Legend

Information: LSC/IRR plan should show faded back util/drain → Anticipate conflicts such as these tree plantings in detention/wq area—



APPLICANT
214 Center Drive, LLC
PO Box 9833 Cincinnati, OH 45209
p. 513. 479. 4396

ARCHITECTURE / PLANNING
Hord Coplan Macht, Inc.
1800 Wazee Street, Suite 450 Denver, CO 80202
p. 303. 222. 2151

CIVIL ENGINEER
Sopris Engineering, LLC.
502 Main Street Carbondale, CO 81623
p. 970. 704. 0311 f. 970. 704. 0313

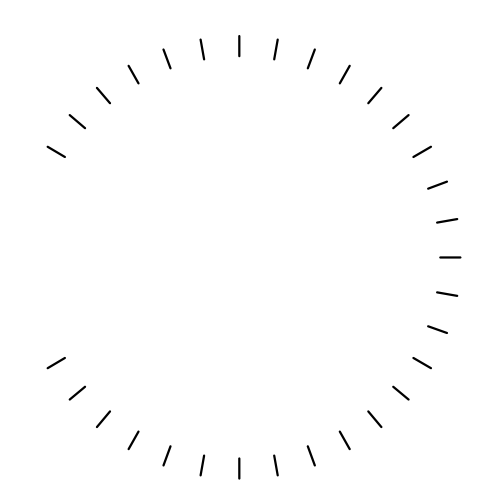
LEGAL
Garfield & Hecht, P.C.
901 Grand Avenue Glenwood Springs, CO 81601
p. 970. 947. 1936

480 DONEGAN

GLENWOOD SPRINGS, COLORADO

hord | coplan | macht

ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN

[illegible]

Project Name
480 DONEGAN

Project Number
22023.00

Date
01/26/2021

Scale
AS NOTED

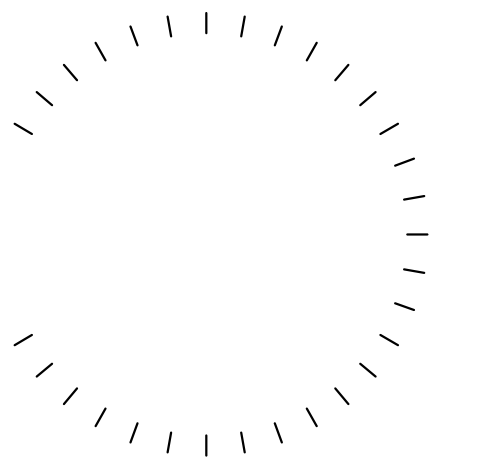
Drawing

ILLUSTRATIVE CONCEPT PLAN AND SITE MASSING

A2.0

ANNEXATION AND ZONING SUBMISSION

NOT FOR CONSTRUCTION

[illegible]

Project Name
480 DONEGAN

Project Number
22023.00

Date 01/26/2021

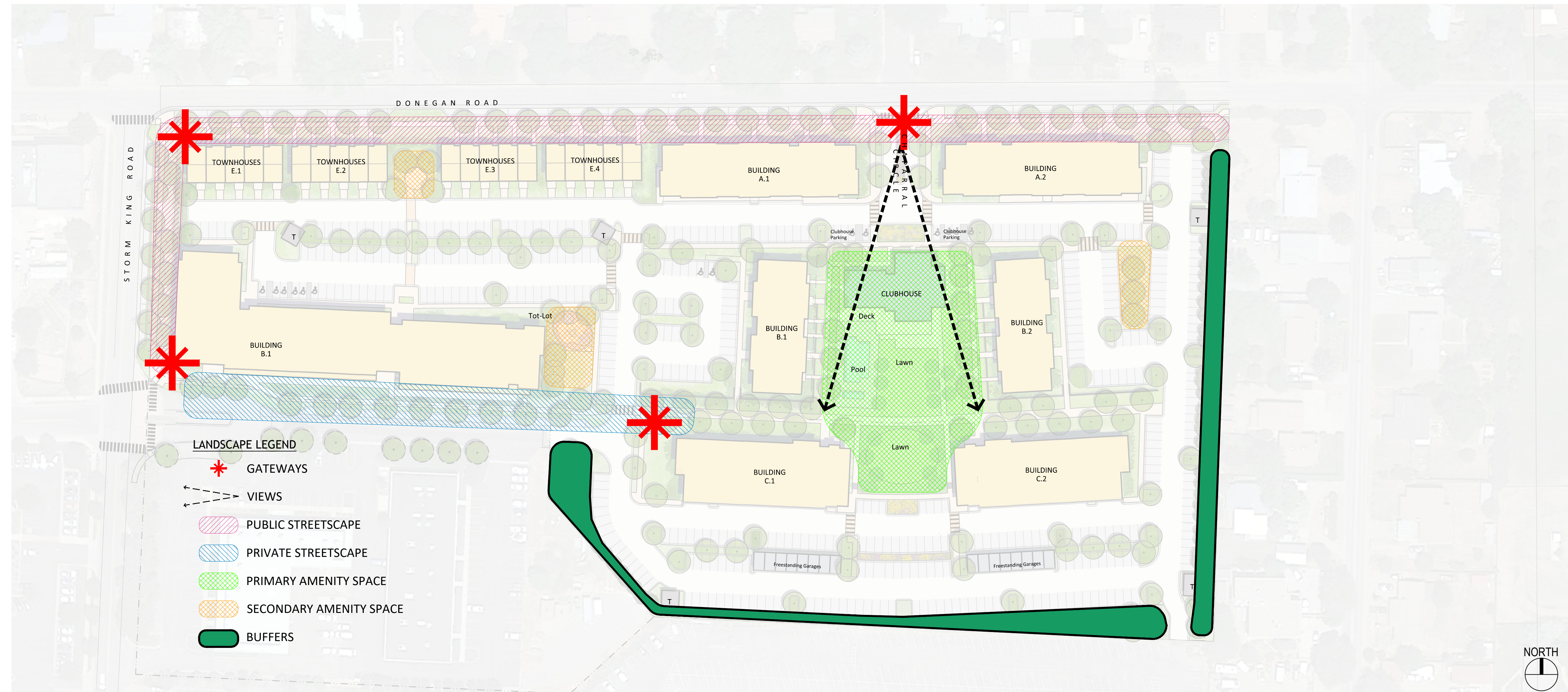
Scale _____
AS NOTED

Drawing

OPEN SPACE AND LANDSCAPE FRAMEWORK PLAN

LA2.0

ANNEXATION AND ZONING SUBMISSION

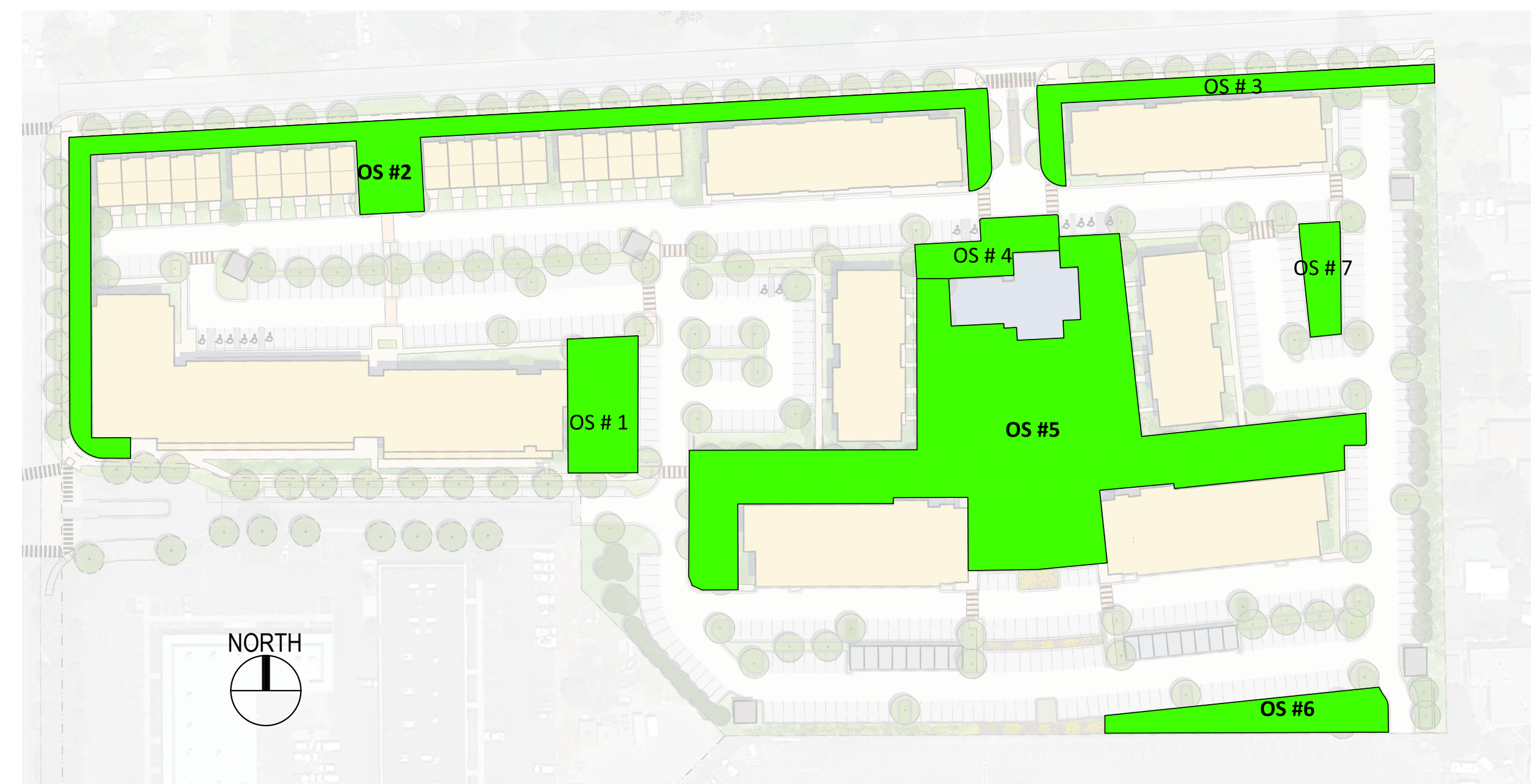


1 | LANDSCAPE FRAMEWORK PLAN

COMMON OPEN SPACE

PROVIDED COMMON OPEN SPACE

Open Space #1	6,938.03 SF
Open Space #2	22,581.94 SF
Open Space #3	6,801.81 SF
Open Space #4	4,263.39 SF
Open Space #5	59,019.81 SF
Open Space #6	6,518.92 SF
Open Space #7	2,994.95 SF
Total	109,118.85 SF
	2.51 AC



2 | OPEN SPACE PLAN



APPLICANT
214 Center Drive, LLC
PO Box 9833 Cincinnati, OH 45209
p. 513. 479. 4396

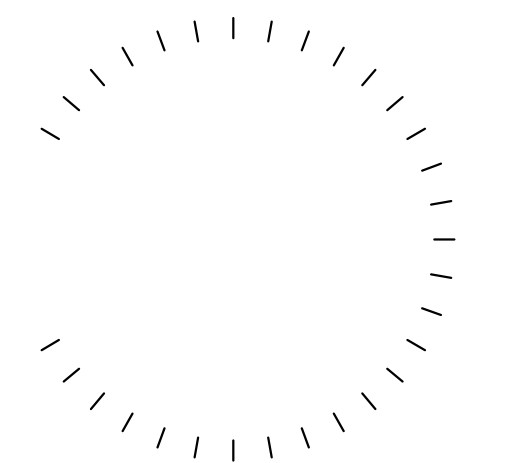
ARCHITECTURE / PLANNING
Hord Coplan Macht, Inc.
1800 Wazee Street, Suite 450 Denver, CO 80202
p. 303. 222. 2151

CIVIL ENGINEER
Sopris Engineering, LLC.
502 Main Street Carbondale, CO 81623
p. 970. 704. 0311 f. 970. 704. 0313

LEGAL
Garfield & Hecht, P.C.
901 Grand Avenue Glenwood Springs, CO 81601
p. 970. 947. 1936

GLENWOOD SPRINGS, COLORADO

ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN

[illegible]

Project Name
480 DONEGAN

Project Number
22023.00

Date
01/26/2021

Scale _____
AS NOTED

Drawing_____

ARCHITECTURAL PRECEDENT

ANNEXATION AND ZONING SUBMISSION



APPLICANT
214 Center Drive, LLC
 PO Box 9833 Cincinnati, OH 45209
 p. 513. 479. 4396

ARCHITECTURE / PLANNING
Hord Coplan Macht, Inc.
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Sopris Engineering, LLC.
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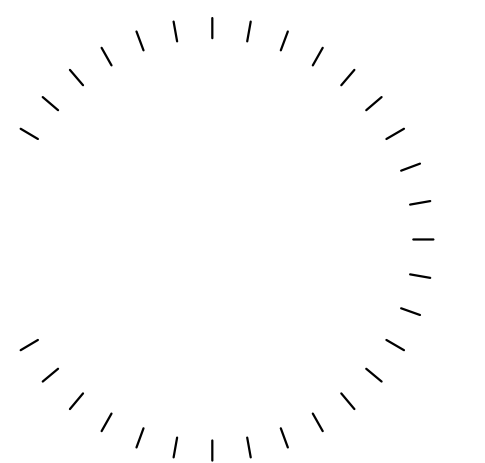
LEGAL
Garfield & Hecht, P.C.
901 Grand Avenue
Glenwood Springs, CO 81601
p. 970.947.1936

480 DONEGAN

GLENWOOD SPRINGS, COLORADO

hord | coplan | macht

ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN

[illegible]

Project Name _____
480 DONEGAN

Project Number
22023.00

Date _____
01/26/2021

Scale _____
AS NOTED

Drawing

CONCEPT RENDERINGS

A2.0

ANNEXATION AND ZONING SUBMISSION

NOT FOR CONSTRUCTION

Hord Coplan Macht, Inc.



Trent L. Hyatt
Senior Planner
City of Glenwood Springs
101 W. Eighth Street
Glenwood Springs, CO 81601

RE: REFERRAL COMMENTS

Trent, As per your request, below are Garfield County Community Development referral comments on R2 Partnership Annexation and Rezoning, Triumph Bell-Rippy and BLD Glenwood Meadows projects. Please do not hesitate to reach out to us if you have any questions or comments.

09-20 R2 Partnership Annexation and Rezoning (214 Center Drive, LLC)

- This application will need to be reviewed by Garfield County Road and Bridge Department for additional comments on impacts to County Roads. In addition to any comments generated by their review, Garfield County Community Development is very concerned with the introduction of significant traffic volume onto predominantly lower density residential areas. Donegan and Melray Road are not designed for the proposed traffic volume or impacts on pedestrians and cyclists. The additional traffic will have a negative impact on the character of the surrounding neighborhood. Consideration needs to be given to finding an alternative to a main entrance on Donegan Road (acknowledging that most traffic utilizing this access will also be using Mel Ray Road) along with providing safe pedestrian and bicycle infrastructure along all impacted roads to alleviate potential conflicts and provide for safe routes for those accessing Two Rivers Community School, Glenwood Middle School and transit services. Preserving a primary access through the mall property should be considered to coincide with any future mall development.
- Annexation should include or address Donegan Road and its status as being accepted into the City Street System.
- Density of the proposed development (29 units/acre) is very inconsistent with surrounding single family residential areas (4 – 5 units/acres) including the Western Hills Subdivision.
- Refinements to the site plan to include townhouse lower density (two story) uses along the entire northern frontage on Donegan Rd. should be considered to create a transition in density to the adjoining single family residential and mitigate impacts of the new development on the streetscape, view planes, and adjoining neighborhoods.

108 Eighth Street, Suite 401
Glenwood Springs, Colorado 81601
(970) 945-8212

- Bike lanes need to be included on all affected roadways including off-site connections to existing bike and pedestrian trails/sidewalks/paths.
- The project appears to be under parked and in particular the live work component does not appear to have adequate off-street parking.
- Storm water drainage improvements warrant careful engineering including assurances for ongoing maintenance of detention facilities.
- There are currently no 4 story structures in the vicinity, because of the surrounding residential neighborhoods, consideration should be given to reduce the maximum height of buildings. Taller structures should be sited toward the mall side of the property away from Mel Ray Road.
- Expanding the affordable housing component should be considered as part of the annexation provisions/agreements.
- Expanding the diversity of use types to include more townhomes, duplexes, and small lot single family units (cluster homes) should be considered to address other affordable housing demand.
- Connections to schools and transit are an important consideration along with other multi-modal transportation elements including pedestrians and bikes.

50-20 TRIUMPH-BELL RIPPY

- No additional comments other than to note the issues with homeless encampments on adjoining properties continue to be a concern.

60-20 BLD (GLENWOOD MEADOWS LLC)

- Staff concurs with City Staff comments on traffic impacts, infrastructure/sanitation issues, development thresholds/entitlement, including the number of proposed units.
- Staff supports the inclusion of units that are truly attainable housing in the city.
- Impacts on adjacent open space trails need to be addressed including existing developer commitments to ongoing maintenance. Given the high number of units recently developed and now proposed at Glenwood Meadows, consideration should be given to requiring developer provided expansion/support to existing trail systems in the vicinity.
- Maintenance concerns related to storm water detention facilities above the site need to be addressed.

Thank you for your consideration of our comments.

Regards,



Sheryl L. Bower, AICP
Garfield County
Community Development Director

From: [Glenn Hartmann](#)
To: [Trent Hyatt](#)
Subject: FW: City of Glenwood Springs Land Use Referral in West Glenwood
Date: Tuesday, March 2, 2021 4:05:36 PM
Attachments: [image001.png](#)

Wyatt's office phone number is 625-8601 and his email is wkeesbery@garfield-county.com I hope the additional comment is helpful. Glenn.

Glenn Hartmann
Principal Planner
970-945-1377 x1570
Ghartmann@garfield-county.com

From: Wyatt Keesbery <wkeesbery@garfield-county.com>
Sent: Monday, March 1, 2021 8:46 AM
To: Glenn Hartmann <ghartmann@garfield-county.com>
Subject: RE: City of Glenwood Springs Land Use Referral in West Glenwood

Glenn,
If they are going to annex anything they need to annex ALL of West Glenwood . I don't want them to annex just portions, it is ALL or nothing.
Wyatt

From: Glenn Hartmann <ghartmann@garfield-county.com>
Sent: Monday, February 22, 2021 9:44 AM
To: Wyatt Keesbery <wkeesbery@garfield-county.com>
Subject: City of Glenwood Springs Land Use Referral in West Glenwood

Hi Wyatt: I've attached referrals from the City of Glenwood Springs for a project on Donegan Rd., just behind the Glenwood Springs Mall. I'm not sure if the city has already been in contact with you but it appears that there may be impacts on County Roads. If you have already dealt with this issue I apologize for the redundancy.

We did send referral comments to the city last week indicating that they need to contact you if they haven't already. I've included an excerpt from their email below with the link to the application and the Planner's contact information. Please give me or Sheryl a call if you have any questions.
Thanks. Glenn.

Glenn Hartmann
Principal Planner
970-945-1377 x1570
Ghartmann@garfield-county.com

November 13, 2020

Updated 2-9-2021

General Comments as follows:

- All internal streets, waterlines, irrigation, electric services, and storm sewer are private. City will maintain ownership of main line electric and fire hydrants; easements will need to be granted for access to the lines and around the lines and hydrants as noted.
- All Fire hydrants must have a 15' easement centered around the hydrant and a utility easement centered on leads and valves. City will require an access easement to the hydrant locations. City will own and maintain all fire hydrants, leads and valves.
- There are no notes, contacts, or lot information on the cover sheet.
- Most of these sheets should be two sheets not one so that that information can be read at a reasonable scale.
- All services that are to be used for combined Fire/Domestic water must be designed and constructed to NFPA24 requirements and will be considered private.
- How will buildings be metered? One large meter or multiple smaller ones? Future designs should show riser room detail with proposed meter layout.
- Raw water irrigation. Need to see a formal proposal. What are the rights associated with the land? If raw water is intended to be used for irrigation domestic water will not be allowed for irrigation purposes to avoid a possible cross connection hazard.
- All publicly/private owned water infrastructure must meet the requirements of the City's engineering standards.
- The city does not provide sanitary sewer for this project. West Glenwood is the provider.
- Public/Private Demarcation points will be all tie-in points for this project downstream of the valve.
- Will the parking along Donegan and Storm King Road be public parking and who will maintain that parking?

Plat Sheet:

- Easements shown on and adjacent to the lot 1 and 2 property should be labelled.
- Label all property lines with B&D's as normally would be on plat.
- Were rebar and caps located on the property boundary? These should be shown on the plat.
- Label all coordinate and datum information, point of beginning on the map and tie point to main corner.

Existing Conditions:

- Drain elevation and size on north side of Lot 1 labelled.
- There is at least one CMP crossing Donegan coming to this lot, review any crossings and label them for size and elevations.

- Show all underground utilities on the property. There are several gas and power items that have lines running to them, but no line work completed.

Utility Plan:

- We do not recommend waterlines to turn corners at 90-degree angles unless they have to at a tee connection.
- The overhead power along Donegan Road and the east property line will need to be undergrounded and connection vaults added for service feeds.
- Internal electrical line looping will need to be coordinated with GES and an easement dedicated for the primary line.
- 2 proposed tie-ins on south side of property behind mall is believed to be AC Pipe all tie-ins must be done with a tee “hot taps” will not be allowed
- There is an existing water stub on the south side of the property that ties directly to the 8” mall parking lot line. The City cannot verify if this is a 8” or 6” stub due to lack of information on the original plan set. Owners to verify size of stub. If the stub is an 8” it can be used for the development, if it is a 6” stub-out then it will need to be abandoned properly and a new stub installed to feed the property.



- Lots of water sanitary and storm crossings. Separation must meet City/CDPHE requirements profiles must be included in future designs. If separation can't be achieved sleeving or encasement will be required
- Engineering's comments are generally in conformance with Public Works.
- Owner will be responsible for cost associated with the electric line extension and or relocation through the ROW/property and all infrastructure for the new development.
- Owner will be responsible for all work involving new electric construction. Final service/transformer and line layout/site planning will need to be coordinated with the City of Glenwood Springs Electric Department.
- Overhead lines adjacent to the property will be undergrounded.

- The Electric estimated fee proposal will be paid in full prior to any work commencing. Any additions to the proposal will be due at time of completion of work or any saving will be refunded at time of completion of work.
- Developer to supply a Load Calculation form to the City of Glenwood Springs Electric Department.
- If the owner would like City broadband contractor to install a 2" electrical conduit adjacent to the main electrical run to be swept up at pedestal locations for Broadband installation. Fiber to be brought to builds at service locations shown on plans.

Thank you,

Matthew Langhorst
City of Glenwood Springs, Director of Public Works

Development Review Comments

Linda DuPriest, AICP

02/21/2021

09-20 R2; 480 Donegan

Following are questions/issues concerning the off-site improvement obligations, specifically the bicycle and pedestrian facilities:

1) Bike lanes on north and south side of Donegan, with parallel parking on the south side

- Door Zone bike lane - Placing a bike lane right next to parallel parking places bicyclists in the hazardous “door zone” and does not meet current best practices for bike facility design. This hazard can be mitigated if the bike lane is extra wide, or if a buffer is striped between the bicycle space and the car parking area.
- What width of bike lane has been scoped for this section of Donegan?
- In addition, a bike lane placed adjacent to parallel parking in this section is inconsistent with the bike lane along the rest of Donegan. There is no other spot along Donegan where bicyclists are positioned within a Door Zone.

Recommendation: The applicant should be required to hire a bicycle facility design specialist and also work closely with the City to make sure this new bike lane utilizes the current best practices in bicycle facility design to ensure the Door Zone issues are mitigated. Since designing it correctly could require additional roadway right-of-way, the City should require a stringent review process for the roadway scoping and design. If the Door Zone issues cannot be mitigated with the available right-of-way, and the parallel parking must remain, the bicycle facility along the south side of Donegan should be a shared-use path to accommodate both pedestrians and bicyclists instead of a bike lane plus sidewalk, and should be designed to connect seamlessly with the bike lanes at the west and east limits of the property.

2) Bike lanes on the east and west side of Storm King south of Center Drive

- Will these lanes continue all the way to Hwy 6?
- What is the planned width?
- Is parallel car parking currently allowed on either side of Storm King in this section?

Recommendation: Again, as above, it is critical to utilize current best practices in bike facility design, and the applicant should be required to hire a bike facility design specialist and work closely with the City on approval.

3) Widening the east side of Storm King Drive north of Center Drive to add a northbound bike lane, parallel parking and a detached 6 ft sidewalk.

- If the road is going to be widened anyway, why is a bike facility being included only on the east side? It is inconsistent, and against best practices of bicycle network design to provide bike facilities along these two key roads, which will include multifamily housing,

but leave it out in just one section on one side of the road. All options should be explored, including participation from the City, to resolve this network inconsistency.

- This section will present the same Door Zone problem as #1 above, by placing a bike lane adjacent to parallel parking. The same stringent design process must be applied to this situation as above by bringing on a bicycle design specialist trained in Door Zone issues.

Recommendation: As above, From the very beginning of the roadway scoping process, the applicant should be required to bring in a bicycle facility and network design specialist to resolve these issues.

Text from Annexation Agreement:

8. Off-Site Improvement Obligations. As an element of the City's approval of (i) the Petition, (ii) the PUD zoning application, and (iii) acceptance of this Agreement, the CDSG has agreed to design and, upon approval of the City Engineer, construct certain improvements to the surrounding street system, namely (a) installing a bike lane the north and south sides of Donegan Road for the length of the Property, (b) installing parallel parking and a detached 6-foot sidewalk on the south side of Donegan Road, (c) striping bike lanes on the east and west side of Storm King Road south of Center Drive, (d) widening the east side of Storm King Drive north of Center Drive to add a northbound bike lane, parallel parking, and a detached 6 foot wide sidewalk, and (e) improving said streets in connection with the foregoing work. The improvements described in this Section 8 shall be completed prior to or contemporaneously with the issuance of a final and permanent certificate of occupancy for the first building to be constructed within the PUD portion of the Property. Parkland dedication fees required in connection with development of the PUD portion of the Property shall be reduced by the total actual costs incurred by CDSG to install the improvements discussed in this Section 8.

From: [Jerry Law](#)
To: [Trent Hyatt](#); wgssanitation@gmail.com
Cc: [Josh Hamel](#)
Subject: RE: Land Use Referrals (480 Donegan Rd)
Date: Tuesday, March 16, 2021 11:01:20 PM
Attachments: [image002.png](#)
[480 Donegan PUD- Arch 2021-03-12. Sheet A2.0.pdf](#)

Trent,

I have reviewed the plan set tonight and it doesn't appear that the WGSD will have any problems with our plant capacity in serving this PUD project. However, I will be talking to our superintendent, Josh Hamel to see if he has any major concerns that would change our answer.

We will be in touch with you, before this Friday with an official WGSD letter stating our position.

On a personal note, Architectural Sheet A2.0 (attached) is a view from my front lawn. Before my wife sees how tall the Townhomes are proposed, could you please explain how the City measures the building height maximum here of 30'?

The Grading Plan shows: a FG of 38'(Sth side); a FF1 of 38.2'; a FF2 of 50.2'(12' is odd, unless it's split-level); Donegan Road is 48.1'. It appears the only way they can stay under 38.2' + 30' = 68.2' is to have a flatter roof...or a split-level. Correct?

Thank you,

Jerry Law, P.E
President, WGSD Board

From: wgssanitation@gmail.com
To: [Trent Hyatt](#)
Cc: ["Josh Hamel"](#); ["Jerry Law"](#)
Subject: RE: Land Use Referrals (480 Donegan Rd)
Date: Tuesday, March 16, 2021 5:47:18 PM
Attachments: [image003.png](#)
[20200914 Minutes.PDF](#)

Trent,

The developers and the engineer for this project did reach out to the District regarding their development in September 2020. Please see the attached 9/14/2020 Minutes.

It appears the District is waiting for more information from the developer/engineer before going forward with a Can & Will Serve Letter.

Please note that I have copied Josh Hamel (District Superintendent) and Jerry Law (President of the Board of Directors) on this email. Jerry and Josh, please scroll down to Item 2 of Trent's email.

Thank you,

Kelly Mullane, District Administrator

West Glenwood Springs Sanitation District

51 Riverine Rd.

Glenwood Springs, CO 81601

tel 970.618.5147

wgssanitation@gmail.com



digester next month as they've had a diffuser rail break off. They will be repairing and cleaning the digester at that time.

Gilstrap Lift Station. A new Barnes pump has been installed in the Gilstrap Lift Station. So far, it's been running great; no emergency calls or rags plugging up the system in the past three weeks. Josh purchased the pump from Munro for \$5,697. The Board suggested he purchase another for a spare. Josh said he'd think about it. He'd like to get two new pumps for the Devereux Lift Station, but the flow through that station is fairly low so he will wait awhile on that.

Ponderosa Circle and Cedar Crest. Asphalt milling will begin this week, followed by paving later in the week or early next week for Ponderosa Circle. Josh thanked Jerry Law for taking the lead on this project by getting it organized and running. He continued that the Cedar Crest project should be 100% complete this week. There is a manhole at the bottom of the hill that Gould Construction is going to replace for the District (approximately \$7,000) and the District will perform the abandonment work itself. Beth McCaffery, owner of 30 Cedar Crest Dr., has a manhole at the bottom of her property that has always been an issue for the District. Beth has a large tree by the manhole, which causes the manhole to become engulfed with roots. Staff frequently jets roots out of the manhole. Beth believes the jetting is causing her tree to wither and asked Josh if the District would pay her \$400 to have her tree trimmed back. Josh and Pete took a couple hours of their time and trimmed Beth's tree for her since she has been a good customer.

5. GLENWOOD SPRINGS APARTMENTS

John Petaisto and Paul Schirmer attended the meeting via phone conference to discuss their conceptual plans for the Glenwood Springs Apartments project located on the 12½ acres behind the Glenwood Springs Mall. The property is owned by Floyd Diemoz. Paul informed the Board that they are in the early stages of designing. In the Spring, they had a density study done and started the annexation process with the City of Glenwood Springs. The project currently proposes 418 units (98 studio apts., 139 1-bedroom apts., 167 2-bedroom apts. and 14 3-bedroom apts.) and a common area with a swimming pool. This equates to approximately 33 units/acre. They have recently switched architectural firms and are now working with HCM Architects, out of Denver. This is the same architectural firm that designed Two Rivers Community School. HCM is presently reconfiguring some of the initial design. Paul continued that they plan to restart the annexation process with the City next month and to restart neighborhood meetings to receive feedback from interested parties. They are also moving forward with identifying infrastructure issues and other situations. John P. stated that they are looking for two items from the District now: 1) a Can & Will Serve Letter; and, 2) determining if the District's system can carry the capacity of the additional flow added by this project. The District should be able to carry the flow, but the Board felt more details on the project were needed. The District Rules & Regulations require 1 EQR per unit. The Board is aware that the City of Glenwood Springs calculates EQR values for multi-family units differently. Sopris Engineering will need provide flow information calculated on 1 EQR per unit. Jerry Law noted Storm King Rd. has a fair slope for lines. The plant is rated for 600,000 gpd. Per Josh, the average daily flow in 2019 was

263,000 gpd. However, there were a few days in June 2019 where the flow was as high as 400,000 gpd. Josh doesn't want flows from this project to trigger a plant expansion for the District. Sonny commented that the CDPHE looks at flows over several months, not days, so the District shouldn't be in the position of starting to plan for a plant expansion. Josh suggested the developers connect their private sewer service lines in several areas as opposed to just one. This would allow them to shut down part of the system if they had any issues. He recommended dividing the property in half by east and west. The eastern half could possibly be best routed to the District lines behind the Mall. It was noted that the Diemoz property already has a sewer line, but it is a private line belonging to Floyd Diemoz; not the District. Paul and John P. will need to contact Floyd to discuss if his private line should be inspected and accepted by the District. The District has an 8' line in Storm King Rd. and north of the Mall and a 12" line in Highway 6 & 24. Paul has not yet closed on this property. The Board thanked John P. and Paul for their time.

6. ATTORNEY'S REPORT

Attorney. Jim had nothing new to report.

7. ADMINISTRATOR'S REPORT

Health Insurance Renewal. Kelly informed the Board that it's Health Insurance renewal time. The deadline for renewals is Friday, 10/16/2020. The Medical PP06, which all employees are currently on, is increasing 5.5% (\$32) per month. The Medical HD2800, which is one of the District's options but is not currently used by anyone, is increasing 3.5% (\$17) per month. There are no increases for Dental and Vision plans. Even though rates are increasing, the CSD/CEBT Trustees approved a dividend that will be payable in February 2021. The amount will be based on the June 30, 2020, unrestricted surplus as determined by the annual independent financial audit and will be based on the June 20, 2020, enrollment figures.

Accounts Payable. Kelly presented the current accounts payable to the Board. **Jerry Law moved to approve the accounts payable in the sum of \$90,174.18 but to hold the CTL Thompson check until their engineer has replied back to the District regarding the hours on the invoice, the motion was seconded by Jerry Olp, and the motion to approve the accounts payable was unanimously approved by a vote of 4 to 0.**

8. OTHER BUSINESS

None.

There being no further business to come before the Board, the meeting was adjourned at 5:55 p.m.

Reviewer	Comment Location	Note #	Comment	Responder	Response
ComDev	Plan C0.0	-	Please add PUD to the title.	SE	Added to Plan
	Plan C0.0	-	Add survey to sheet index	SE	Added to Plan
	Plan C0.0	1	Other #1: Add a prelim. geo hazard statement	SE	Added to Plan
	Plan C0.0	2	#2: Add a FEMA statement	SE	Added to Plan
	Plan C0.0	3	#3 add Public Facilities Statement	SE	Added to Plan
	Plan C0.0	4	#4 Affordable housing deed restriction for full 30 years and not subject to market conversion; See also comment regarding compliance with affordable housing requirements being presented in Ordinance No. 1, Series 2021	480 Donegan	At this time Applicant intends to proceed with the affordable housing proposal set forth in the draft annexation agreement
	Plan C0.0	5	#5 Parkland Dedication should not be offset by bike and pedestrian improvements in County ROW along property frontage	480 Donegan	See changes made to Annexation Agreement
	Plan C0.0	6	#6 System Improvement Fee and EQRs	480 Donegan	See changes made to Annexation Agreement
	Plan C1.1	1	Label % of total Site on all areas in summary	SE w/HCM	% of total areas are included in summary.
	Plan C1.2	1	I am concerned regarding the management/control of onstreet parking for use by the project in this area due to proximity to the school. Has any progress been made with the school in terms of shared parking during the daytime hours. I would think the traffic analysis would need to address the feasibility of this option.	480 Donegan	The Applicant added to available parking spaces, residential guest parking generally does not conflict with the school use. Residential and guest parking will be privately managed. On-street parking will be monitored between Monday to Friday during the school day to prevent residential and guest parking from using public streets.
	Plan C1.2	2	Applicant should consider off site bike/ped improvements to connect proposed infrastructure to the existing City network approximately 630 feet to the east.	SE	Proposed Bike/Pedestrian Improvements extend to Soccer Field Road as shown on C3.0 and C3.1
	Plan C1.2	3	Please call out the actual areas you believe is available for snow storage	SE	Area is noted on plan. The snow storage will be detailed for Major Site Plan
	Plan C1.2	4	I would add a note regarding future connectivity to redevelopment if/when applicable and add ped connections to this location	SE	A future connectivity note and draft sidewalk connectivity has been added to plan.
	Plan C1.2	5	Is public use of the bar/resturant anticipated in the traffic report? Please Clarify	KH	The resturant is included in the updated traffic report.
	Plan C1.2	6	Please clarify if this is clubhouse space. You may be able to to argue that there is not a need for separate parking for said use since it is a neighborhood amenity not open to public	HCM	The Office and Amenity space is intended for the residential community only. Applicant revised parking requirements to exclude these uses, see Sheet C1.2.
	Plan C1.2	7	Should this indicate 72 guest spaces for the number of units? Please clarify and/or revise total required as is needed.	HCM	The The Glenwood Springs Municipal Code does not require guest parking for Live/Work units, see Table 030.1: Table of Allowed Uses. The Applicant applied guest parking to townhouse and multifamily uses per Table 030.1: Table of Allowed Uses.
	Plan C1.2	8	We may need to better understand the traffic expectations for this use.	HCM	The Applicant applied the required parking ratio per The Glenwood Springs Municipal Code to the Live-Work uses. The impact of Live-work units on traffic is included in the updated traffic report.
	Plan C1.2	9	Please clarify how building height is measured. Code standard is midpoint of pitched roof to the adjacent grade. I think it may be beneficial to call out height maximums for street frontages and would recommend lower height for Storm King and Donegon Roads. I think you will receive push back on the proposed maximum which exceeds every zone district in the Code other than M2 which allow 60 feet by special review.	HCM	The Applicant added a note to define how building height is measured. The Applicant revised the Maximum Building Height Table, on Sheet C1.2 to address building height for each building, with particular attention to building height along Donegan Road.
	Plan C1.2	10	What else is included in this number other than the clubhouse and restaurant?	HCM	The maximum gross non-residential floor area provides space for the clubhouse, including residential amenity, support space and storage and restaurant. The non-residential floor area will be refined prior to Major Site / Architectural Plan Submission.

21		Plan C1.2	11	Are all commercial uses listed here and below anticipated as being allowed in the live/work units or do you anticipate them someplace else?	HCM	The Applicant provided a note to describe acceptable non-residential uses that may occur within a live-work unit, see Sheet C1.2.
22		Plan C1.2	12	Residential districts generally require 20%. Please clarify.	HCM	The Applicant revised note to require 20% of development site area for landscaped areas.
23		Plan C3.0	1	Show parking on east side of Storm King	SE	Review updated sections on C3.0
24		Plan C3.0	2	Show representative landscaping on sections	SE w/HCM	The Applicant will revise sections to include landscape elements.
25		Plan C3.0	3	Bike lane on Center Drive?	480 Donegan	The Applicant will not provide bike lanes on Center Drive to preserve existing trees. The private street speed limits will be low and sections will be designed for low speeds considering pedestrian and bicycle safety.
26		PLAN LA1.0	1	While a full landscaping plan is not required, I recommend adding a representative chart identifying the total amount of landscape and hardscape areas expressed in square feet and as a percentage of the total lot area. For parking areas, note square footage of landscaped area and as a percentage of the parking area; include total number of required and provided trees, shrubs, and perennials per the Code.	HCM	The Applicant provided a chart to identify the quantity of landscape areas required per Article 070.040. The calculations are shown on Sheet LA3.0. This information will be refined with more detail at the time of Major Site/Architectural Plan submission.
27		PLAN LA1.0	2	I would add cross section views which depict mature representations of the various landscaping buffer areas	HCM	The Applicant provided typical sections to describe landscape buffers, see Sheet LA 4.0.
28		Plan A1.0	1	These residential photos are not representative of west Glenwood.	HCM	The Applicant revised and expanded the precedent images to address local conditions, see Sheet A1.0 and design vision, see Sheet A1.1.
29		Plan A1.0	2	Please call out which proposed building each of these pics are representative of.	HCM	On Sheet A1.1 the Applicant categorized precedent images to relate to proposed building types.
30		Plan A2.0	1	I am slightly concerned with the limited number of perspective drawings/renderings provided. I understand the issues with providing elevations for each and every building at this stage but worry the Planning and Zoning Commission and City Council will desire to incorporate more design restrictions and understanding in the PUD. Minimally, I would provide additional concept/perspective renderings (i.e. looking southwest from the northeast corner of the property/Donegan Road, east view from Storm King Road, north view from the mall site, west view from the existing homes along Mel Ray Road. It would be great to see a typical elevation (one site possibly) that explains materials proposed for each building.	HCM	The Applicant enlarged the views and provided an additional perspective view to help explain the architectural character. The Applicant identified materials on illustrations, see Sheets A2.0- A2.3. Architectural elevations will be developed at the time of Major Site/Architectural Plan submission.
31			2	For any design standards not addressed, I would make a statement as to whether or not the intent is to meet the multi-family residential design standards of the Code.		The Applicant intends to meet the multi-family residential design standards of The Glenwood Springs Municipal Code Article 070.040.080 Residential Site and Building Design, if criteria was not modified by PUD standards listed on Sheet C1.2.
32		Plan A2.0	3	Revise typo of Center Drive	HCM	The Applicant corrected typo.
33		Email	4	Applicant should consider installing improvements to Mel Ray Road to accommodate bicycles and pedestrians in some form or fashion, understanding that the existing right-of-way width will affect what improvements can be done	480 Donegan	Applicant is willing to discuss this concept but will need to further evaluate existing conditions and feasibility of proposed improvements
34	Eng.	Letter-GC	1	Written Response required	SE	The applicant has revised plans and responds to comments here.
35		L-GC	2	Agreement for emergency access?	SE	The easement that grants ingress and egress over the Mall property to the owner, occupants, and users of the subject property was reserved in the warranty deed recorded at Reception No. 308914. The easement is also shown on the Mall subdivision plat recorded at Reception No. 336102.
36		L-Traffic		2. Justify ITE used, public restaurant trips?	Kimley Horn (KH)	ITE 10th Edition info provided to City. Trip Generation Added for Restaurant.
37				3. Figure 8 - External Trip Distr.	KH	Distribution Explained to City Staff.
38				4. Figure 9 Daily Traffic Volumes	KH	Additional Daily Traffic Volume Projections Added to the Figure.
39				(Annex comments not addressed)		All comments are addressed here and changes are reflected on the plan.

40			5. Growth Rate seem low	KH	Updated with new counts conducted.
41			6. Ped counts seem low	KH	Updated with new counts conducted.
42			7. Justify direction Distribution	KH	Distribution Explained to City staff.
43			8. Counts 08/26 before school opening	KH	Updated with new counts conducted.
44			9. PM Peak hour coincide w/ 2 Rivers school	KH	New counts conducted from 2 pm to 6 pm for school traffic adjacent to school.
45			10. Why does SH6 & Storm King LOS improve?	KH	Explained, City was comparing 2022 total (with project) to 2040 background (without project).
46	L-Plan		11. See attached Plan comments	SE/HCM	The applicant has revised plans and responds to comments here.
47			12. Sidewalk & Bike Improv extend to Mel Ray	SE	Proposed Bike/Pedestrian Improvements extend to Soccer Field Road as shown on C3.1
48			13. Improv Ped xings, have directional ramps	SE	The updated plans show concept ramp and crossing improvements, which will be further detailed for major site plan.
49			14. Compliance w/ Municipal & Eng Standards	SE	The applicant did not find a checklist for Rezone & Annex. The concept plans show the general scope intent sufficient for this application
50			14a. Legends match plans	SE	Legends have been updated and will continue to be refined as the design progresses.
51			14b. Utility conflicts	SE	Will detail for Major Site Plan
52			14c. Show proposed easements	SE	Will detail for Major Site Plan
53	L-Gen Req.		15-17 At time of Devel Plan Subm...	SE	Will detail for Major Site Plan
54			18-23 At time of CD subm	SE	Will detail for CDs
55			24-25 Before Construction	SE	Requirements noted
56			26-27 Permit Closeout & CO	SE	Requirements noted
57	Plan C0.0		Add Ex. Demo plan	SE	The Improvement Survey Plat (ISP) has been added to the plan set. The site has limited demolition. This will be detailed for major site plan.
58	Plan C1.1		Benchmark, Basis of Bearing, Label POB	SE	These items are included on the ISP and the conceptual plat, and don't need to be duplicated here.
59	Plan C1.2	1	Prefer Directional Ramps	SE	The updated plans show concept ramp and crossing improvements, which will be further detailed for major site plan.
60		2	Show County line on Storm King	SE	County line added consistent with Annexation map location at SW corner of site.
61		3	X' Proposed Access esmt	SE	Note added to plan
62		4	4.00' (Label bike lanes on dims)	SE	Label added to plan
63		5	Only label 24' drive lanes	SE	Label added to plan
64		6	Live Work Parking rate less than Townhouse	HCM	1 Space per Dwelling, Live-work is per code, seeTable 030.1 Table of Allowed Uses
65		7	Staff Qs: Trash allowed in setback?	COGS - Trent?	The applicant requests staff confirmation. The trash location will be moved if needed and detailed on the Major Site Plan.
66		8	Staff Qs: Easement for SW public access	COGS - Trent?	The applicant requests staff confirmation.
67	Plan C1.3	1	Fix text conflicts	SE	Text conflicts fixed.
68		2	Label point of beginning (POB)	SE	Benchmark, Basis of Bearing, Label POB are labeled on this sheet.
69		3	Add Legend	SE	Legend has been added
70	Plan C2.0	1	Don't show setback on Util Plans	SE	Setback was removed from plan
71		2	Electric should be red	SE	Revised on plan
72		3	Where is Gas	SE	Hatch conflict removed from plan.
73		4	Easement redlines	SE	Will detail for Major Site Plan
74		5	Consider relocate handicap parking with sewer manhole	SE	Will evaluate and revise for Major Site Plan
75		6	Sewer conflict note	SE	Sewer service moved to eliminate conflict.
76		7	A SUE or exclusion letter will be needed	SE	The applicant will provide this for Major Site Plan
77		8	Reword Shallow utility work responsibility note	SE	Note revised to clarify shallow utility service line work is the responsibility of the contractor.
78		9	Information only: IRR, Storm San, all must maintain separation from Water	SE	Noted, will detail for Major Site Plan
79	Plan C3.0	1	Gen comment: curb cuts instead of inlets	SE	Will evaluate / detail for Major Site Plan

80		2	Show parking on east side of Storm King	SE	The cross section has been corrected on C3.0
81		3	Why show Storm king s/ of Center	SE	Section is to show existing condition and the lane striping for bike lanes. Note added, 'FOR LANE STRIPING UPDATES'.
82		4	Donegan extend Asphalt Hatch west	SE	Proposed asphalt extended west, final extents will be determined for Major Site Plan.
83		5	Survey Shows CMP/PVC	SE	EX CMP/PVC are existing irrigation lines. Note added to plan.
84		6	W. Barracuda conflict w/ Sidewalk	SE	Will detail for Major Site Plan
85		7	Recommend concrete valley pan	SE	Will detail for Major Site Plan
86		8	Is this a drain?	SE	Noted on plan
87		9	What do these area drains catch?	SE	Will detail for Major Site Plan
88		10	Retaining wall / curb	SE	Will detail for Major Site Plan
89		11	Don't show setback on Grading Plans	SE	Setback was removed from plan
90		12	Show ex. Storm in legend	SE	Added to legend
91	Plan C4.1	1	Show proposed contours	SE	Concept contours were added to plan.
92	Plan A2.0	1	Add Legend	HCM	The Applicant provided a legend for open space framework plan.
93	Plan A2.0	2	What are the red lines	HCM	The Applicant removed extraneous lines from illustrative concept plan.
94	Plan A2.0	3	Show utility lines, coordinate w/ tree plantings	HCM	The Applicant will refine landscape planting location with revised utilities at the time of Major Site/Architectural Plan review.
95	GarCO	1 in part	1 Review with Road & Bridge on impact to County Rds	SE	The applicant met with Wyatt at County Road and Bridge on 03/04. Wyatt reviewed and provided comments on this application to Sheryl.
96		2	Significant added traffic on lower density res. Areas	SE	The traffic is added to existing collector roads which provide direct access to State Highway 6.
97		3	Donegan & Mel Ray not designed for proposed traffic	SE	The traffic study demonstrate good levels of service on the road network surrounding the site.
98		4	Remove main entrance on Donegan	SE	The traffic study demonstrates good levels of service for this entrance.
99		5	Provide safe ped and bike infrastructure	SE	Pedestrian and Bike improvements are proposed on the streets adjacent to the property and extending east on Donegan.
100		6	Design for future primary access through Mall	SE	The design allows for a future access through the Mall. The current plan can only be designed for the current condition.
101		2	Annex should include Donegan Road	SE	The applicant will comply with annexation conditions as directed by the City.
102		3	Density of the proposed development (29 units/acre) is very inconsistent with surrounding single family residential areas (4 - 5 units/acres) including the Western Hills Subdivision. Density much higher than adjacent	HCM & 480 Donegan	The Glenwood Springs Comprehensive Plan, revised 2014, identifies this property for mixed-use development (see Map 2.1 Future Land Use-North Portion of City, page 21 of Comprehensive Plan). The description of Mixed-use includes multi-family (see page 29 of Comprehensive Plan). The Applicant's plan through design provides a transition between existing single-family and existing commercial uses on the mall site. Proposed two-story buildings are placed adjacent to existing single-family and taller multi-family adjacent to the mall site. The proposal provides a horizontal mix of land uses across properties between Donegan Road and Route 133.
103		4	Refinements to the site plan to include townhouse lower density (two story) uses along the entire northern frontage on Donegan Rd. should be considered to create a transition in density to the adjoining single family residential and mitigate impacts of the new development on the streetscape, view planes, and adjoining neighborhoods.	HCM & 480 Donegan	The Applicant is providing two-story walk-up apartments and townhouses to match the scale and height of proposed townhouses along Donegan Road. These buildings provide height and scale transitions to the adjoining neighborhood.
104		5	Include bike lanes on all roads, extending offsite	480 Donegan	Pedestrian and Bike improvements are proposed on the streets adjacent to the property and extending east on Donegan.
105		6	Under parked, especially live work	HCM	The Applicant is providing parking to meet the off-street parking requirements of the The Glenwood Springs Municipal Code, see Table 030.1: Table of Allowed Uses.
106		7	Storm water careful engineering w/ detailed Maint.	SE	Will detail for Major Site Plan
107		8	No 4 story in vicinity, should reduce, located to south	HCM	The Applicant is proposing two-story buildings along Donegan Road, uphill and adjacent to existing residents. Taller buildings are located downhill and closer to the mall to reduce visual impact to adjacent residents. See Sheet C2.1 for details regarding maximum building heights per building type.
108		9	Expand affordable housing	HCM & 480 Donegan	The Applicant is voluntarily providing 10% affordable housing.

109	10		More res. Diversity	HCM & 480 Donegan	The Applicant increased the diversity from initial plan submitted October 16, 2020 to include townhouses, live-work as well as a variety of multifamily building types.
110	11		Expand on school & transit connections	480 Donegan	The proposed pedestrian and bike improvements improve the connections to school and transit. The improvements provide a safe, separated pedestrian area along Donegan Road, which currently does not exist.
111	Pub Works The applicant has reviewed and takes no exception to the comments provided. Response to comments that should be addressed now are listed here. Additional design and coordination will occur for MSP.				
112	Gen-1		All internal streets, waterlines, irrigation, electric services, and storm sewer are private. City will maintain ownership of main line electric and fire hydrants; easements will need to be granted for access to the lines and around the lines and hydrants as noted.	SE	Noted, this will be detailed for Major Site Plan
113	Gen-2		All Fire hydrants must have a 15' easement centered around the hydrant and a utility easement centered on leads and valves. City will require an access easement to the hydrant locations. City will own and maintain all fire hydrants, leads and valves.	SE	Noted, this will be detailed for Major Site Plan
114	Gen-3		No notes, contact, lot info on cover sheet	SE	Notes added, other information provided on following sheets
115	Gen-11		Donegan & Storm King parking public, who maintains?	480 Donegan	The City will maintain the parking and bike route.
116	Plat-12		Label all easements	SE	Easements are labeled, further detail will be provided for Major Site Plan
117	Plat-13		Label all property lines	SE	Property line labels added
118	Plat-14		Label monument corners on Plat	SE	Monuments have been added.
119	Plat-15		Label coordinate, datum, point of beg., tie	SE	Information added to the plat sheet
120	Ex-16		Label drain on N. side of Lot 1	SE	Labeled on ISP and noted on Civil utility and grading sheets
121	Ex-17		Label CMP crossing Donegan	SE	Labeled on ISP and noted on Civil utility and grading sheets
122	Ex-18		Show all ex utilities, gas & power?	SE	The improvement survey plat (ISP) included extensive locates. This will be checked during the SUE process for Major Site Plan
123	Util-19		No 90's on Waterlines	SE	Will detail for Major Site Plan
124	Util-22		Mall water main AC Pipe? Tee connection not hot tap	SE	Noted on plan, detail for MSP
125	Util-23		Only ex 8" stubs can be used for main lines	SE	Noted
126	Util-26		Generally agree w/ Eng. Comments	SE	Noted
127	Util-30		Fee for Electric proposal paid in full before work	SE	Noted, for information only for this application
128	Util-32		City Fiber available, add 2" conduit to building service	SE	Noted on plan, detail for MSP
129	Trans	1 in part	Door zone concern, wider lane?	480 Donegan	A two foot wide striped zone has been added to the proposed street section. Refer to sections on C3.0
130			Width of bike lane	SE	A four foot wide bike lane is maintained through all offsite street sections, with an additional two foot wide 'door zone' striped zone where parallel parking is proposed.
131			Bike lanes in vicinity don't have parallel parking	SE	Noted, extra width for a 'door zone' has been provided.
132			Required to hire bike facility design specialist	480 Donegan	The applicant has revised the proposed section after discussion with the Traffic Engineer. Further coordination with City Staff will occur for Major Site Plan.
133			Extra bike lane width may require ROW, extra close review by City	480 Donegan	Easements are proposed for any sidewalk improvements onsite. No revisions to ROW are proposed.
134			If not possible shared bike/ped trail on south side	480 Donegan	The applicant studied this option but this provides crossing concerns at intersections, requires westbound bikes cross traffic at two locations, and also introduces close bike/pedestrian interaction. Maintaining bike lanes consistent with the existing street is a better solution.
135			Can bike lanes continue all the way to 6?	SE	It appears bike lane striping could be added south of the site. This item requires City staff direction.
136	2 in part		What is the planned width of bike lanes	SE	4 foot wide as dimensioned on plan and in section on C3.0
137			Parallel car parking exist on Storm King?	SE	No parking exists on Storm King. The proposed parking lines up with the change to residential
138			Required to hire bike facility design specialist	480 Donegan	The applicant has revised the proposed section after discussion with the Traffic Engineer. Further coordination with City Staff will occur for Major Site Plan.

139	3 in part	If the road is going to be widened anyway, why is a bike facility being included only on the east side? It is inconsistent, and against best practices of bicycle network design to provide bike facilities along these two key roads, which will include multifamily housing, but leave it out in just one section on one side of the road. All options should be explored, including participation from the City, to resolve this network inconsistency.	480 Donegan	Further discussion with the City is required on this item. Impacts to existing uses requires discussion with Two Rivers School to determine if adding a bike lane on the west side of the road is possible.
140		This section will present the same Door Zone problem as #1 above, by placing a bike lane adjacent to parallel parking. The same stringent design process must be applied to this situation as above by bringing on a bicycle design specialist trained in Door Zone issues.	480 Donegan	Further disussion is required as noted in the comment above.

From: harlangwen2@aol.com <harlangwen2@aol.com>
Sent: Friday, March 19, 2021 4:06 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Cc: paul.schirmer@cdsg-us.com
Subject: Proposed West Glenwood Pasture Development at 214 Center Drive

I have been a resident of 0060 Ponderosa Circle, West Glenwood Springs, CO for 49 years and have experienced much growth and changes. The proposed West Glenwood development of 360 units at 214 Center Drive is of great concern to me as it will be an enormous impact on our existing infrastructure, roads, utilities, emergency services (police, sheriff, fire department), schools, traffic, etc.

This will create a dangerous and safety situation for the students and teachers at the close proximity of the Two Rivers School which already has a traffic congestion problem and then to add another 500-1,000 vehicles from the proposed rental units.

I experienced the Storm King Fire and the Coal Seam Fire. West Glenwood was evacuated with the Coal Seam Fire and that caused an immense dangerous problem getting to I-70 even though it is within 1/4 mile from me and other residents. We were trapped and stuck in traffic for awhile. On August 4th of this year there was a small fire about 4:30pm on the north side of I-70 close to South Canyon. I happened to be at the Meadows Shopping Mall which is 2.3 miles from my house and decided at 7:00pm to come home knowing the fire was extinguished. Because of the traffic jams these fires create it took me 3 1/2 hours to be in my garage. This

was horrifying experience at the age of 80 who does not drive after dark. Never again do I want to be in that situation again with added vehicles in the neighborhood.

Patio homes or single dwelling homes would be much more complimentary to West Glenwood Pasture at 214 Center Drive and needed more than rental apartments as we have seniors moving away from Glenwood because of the lack of this sort of homes.

Homeowned dwellings would be a better choice than rentals.

I also am concerned that the contractors would not be from this area which would mean building costs and rental dollars leaving the area.

Pray that the residents of West Glenwood and all of Glenwood concerns would be heard and considered for the betterment of all.

Sincerely,
Gwendolyn

From: cojeffp@gmail.com <cojeffp@gmail.com>
Sent: Friday, March 19, 2021 4:54 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Cc: Ingrid Wussow <ingrid.wussow@cogs.us>
Subject: West Glenwood pasture annexation

Gretchen,

I'm writing you to express my concern about the potential annexation of the pasture behind the mall into city limits. While continued growth is necessary and there is a demand for it, I do not believe we as a community should be adding this type of density (at this rate). This land is not in the city limits and there are plenty of reasons to be concerned with this project. First, in my mind, is the impact it will have on the services that are already lagging behind. While I do not have precise numbers, I would estimate this approval would add approximately 15% more housing units into our community. We already have issues with road congestion, classroom sizes, water, and electric infrastructure, etc. Due to the landlocked nature of our community, it is not easy to expand these services and housing developments of any density do not pay for themselves. Over the last several years we have seen an enormous number of housing approvals – Oasis Creek Apartments, Red Mountain Lofts, Triumph-Bell Rippy apartments to name a few. Cumulatively these projects represent a massive increase in the number of housing units within Glenwood Springs.

Growth and change are inevitable. As a community, we need to expand slowly and in a sustainable manner that maintains the characteristics of why so many of us choose to call Glenwood Springs home. Annexing property into the city to facilitate unchecked growth is the wrong path forward. While it's a bit of a chicken and egg scenario, we need to work to balance growth with the expansion of the required underlying services. Roads and access cannot be expanded to facilitate this type of growth within a landlocked community. Schools and utility systems upgrades are already lagging (massive water rate increases proposed). These are only a few of many reasons to be concerned about projects like this. Please express my concern to the Planning and Zoning commission as they consider yet another massive housing project and annexation.

Regards,
Jeff Peterson

From: Emilie Zepernick <dremilie@hotmail.com>
Sent: Saturday, March 20, 2021 8:49 AM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: West Glenwood Springs Pasture Development

Hi Gretchen,

We need your help please stop the 362 unit development!

Extreme stress to our current residents! Fire evacuation timing would be dangerous and life threatening to the current residents.

Our neighborhood is flooded with cars and 18 wheelers every time there is a closure on Hwy 70 which occurs several time a year either from south canyon, Glenwood canyon or Hwy 82.

Fire danger happens every year and evacuation timing with all the cars and 18 wheelers that already park in our neighborhood plus and an additional added multifamily unit 362 is dangerous and life threatening! Donagan and Mel ray were designed for single family residents not for multi family housing units.

Please stop this multi family housing project!

Sincerely,

Emilie Zepernick,DC

101 Chapparal Circle,

Glenwood Springs, Co. 81601

Sent from [Mail](#) for Windows 10

-----Original Message-----

From: annachiro <annachiro@yahoo.com>

Sent: Saturday, March 20, 2021 9:17 AM

To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>

Subject: 360 mixed level units near Mel ray and donegan rd

As a home owner of over 20 years on chapparal cir- I have see a few fires.

In 2002 the cold steam fire - it took over an hour to get out of west glenwood springs to downtown glenwood (900 cooper ave - my office at the time).

Last year, 2020, when there was a fire between west glenwood and new castle, My friend stay at the house, till I-70 west bound was open - so she could go home to new castle. The I-70 west bound freeway entrance is only .3 miles away , a two minute drive- it took her over a hour to get to the I-70 west entrance ! I can not imagine what would happen if there were additional 360 housing units in the area!

The area of Donagen and Melray is a high risk fire danger areas- a 360 unit development could be deadly to all humans in the area.

Anna Bernstein

101 Chapparal cir

Glenwood springs , co 81601

-----Original Message-----

From: nancy brown <nbrown49@hotmail.com>

Sent: Saturday, March 20, 2021 11:07 AM

To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>

Subject: West Glenwood Pasture development

Hello

My name is Nancy Brown and I've lived on Chapparral Circle since 1985. I'm writing to voice my very serious concerns with this development.

First off is the fire concern. Once I-70 is closed for anything (fires, mud slides, accidents) our West Glenwood neighborhoods become filled with cars and trucks waiting for the road to open. It's one big gridlock. I couldn't get in my car and get to safety if my life depended on it. And it easily could. This is very scary.

Another concern is the volume of traffic this will bring to our neighborhoods. With 1100-1200 new tenants it will be a ton more cars and trucks. These roads are small and narrow and for the most part have no curbs, gutters and sidewalks. It would just be too much of an increase.

Maybe the four story height has been addressed, but come on. Someone is being very greedy to want to squeeze so many units in that area. Even three stories would be too tall. There is nothing that tall out here. We like our views of the mountains across the river.

I realize that development is going to happen but it would be nice if some consideration would be given to the residents who don't want an over crowded development in our neighborhood.

Make these developers rethink their planning. Don't give in to them just to get this land developed. If they walk away maybe someone new with a smaller, less dense, even single family homes or duplexes plan will come along.

Thank you

Nancy Brown

From: linda drake <lindalunardesigns@gmail.com>
Sent: Saturday, March 20, 2021 11:49 AM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: West Glenwood Pasture Development

Attention Community Development Department

We have lived in West Glenwood on Ponderosa Drive for 13 years now and STRONGLY oppose the proposed 360 mixed level units that are projected housing 1100 to 1200 tenants.

We already suffer from bumper to bumper traffic on Grand Avenue and now add 800 (at least) cars to that mix???? The density is outrageous and I have not spoke to one west Glenwood resident that thinks this is a good idea. Our law enforcement department is already overwhelmed and this will create a terrible strain on them.

And if we are hit with wildfire or mudslides? That would create a nightmare traffic snarl and I for one, do not want to be stuck in traffic because of the traffic here in west Glenwood.

We are asking for sensible growth and planning because this town is not just about this developer's projected profit. We live here year round, we have invested in our town and area and do not want to see our safety or way of life impacted just to make money for some developer. Remember, you represent us not the developer.

Do the right thing for all of us. Not just a few investors.

Linda Drake Gilbert
Dan Gilbert
135 Ponderosa Drive
Glenwood Springs, CO 81601

-----Original Message-----

From: Trary LaMee <trarylamee@yahoo.com>

Sent: Saturday, March 20, 2021 5:15 PM

To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>

Subject: West Glenwood development meeting

Hello Gretchen,

I'd like to express my concerns about the development proposal for the land adjacent to the West Glenwood mall.

As a citizen of West Glenwood I have many good reasons to oppose the idea, and one of the most crucial and undeniable is safety.

Those on the city council must know that when I-70 is closed for any reason—roadwork in the canyon, fires, or accidents—West Glenwood gets backed up and congested, as cars passing along the highway pull into our neighborhood, waiting for I-70 to reopen.

Last summer during the fires we had trouble leaving and re-entering our own neighborhood due to the I-70 traffic clogging our backstreets and the frontage road.

I ask the council to imagine a fire (God forbid) on the hills behind West Glenwood: how will fire trucks get in? Where would they stage a fire-fighting effort if there is no open space and no open roads? How will the residents get out?

This is already a concern now, as it is! If this new enormous development is allowed to pass, local daily congestion will be dramatically worse, and a wildfire would be a disaster.

Because there are regrettably few walkable amenities (other than automobile dealerships!), new families can be expected to bring 2 cars per household.

Our quality of life is on the line, for sure!

But so is our health and safety.

Trary LaMee

834 Donegan Road

Sent from my iPhone

-----Original Message-----

From: Szucs, Jane <jszucs@coloradomtn.edu>

Sent: Sunday, March 21, 2021 4:38 PM

To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>

Subject: West Glenwood Development

To: Gretchen Ricehill

Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

I am writing to express my opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley in general may have a housing need, but to allow 360 residential units, with 1200 tenants with only 650 parking spaces to be built on a plot of land next to a rural neighborhood is a concern for me on many levels.

Safety:

I'm confident that last year's wildfires in South Canyon and Glenwood Canyon have demonstrated the need for wise decisions to be made as you plan a strong and safe community for all residents of Glenwood Springs. Shortly after the South Canyon wildfire, the residents of West Glenwood saw firsthand how quickly gridlock occurred, leaving almost every road impassable until late into the evening.

To add another 1200 residents to the current 3500 residents of West Glenwood would be utterly catastrophic. Not only do all of these residents need to evacuate safely, but there are elderly and disabled residents who may need assistance, families with young children, as well as two schools and many daycare facilities. We are not talking IF a wildfire will happen again in Glenwood Springs but WHEN.

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." West Glenwood has many roads leading to A SINGLE ROAD - Highway 6. Highway 6 cannot allow for the safe evacuation of all the residents of West Glenwood as it stands today. Depending on the location of the fire, emergency vehicles may block off one or more roads to enable access to a fire or flood area, which would further restrict evacuation efforts.

Impact on Traffic:

The roads in West Glenwood are entirely inadequate to support a development of this size. The addition of 1000-1500 vehicles to our streets will create a traffic nightmare of overwhelming proportions and will turn West Glenwood into a parking lot. COVID has dramatically reduced traffic, and any traffic study done during these months will not reflect the reality of this area.

Proximity to schools:

Currently, the developer plans to have their main exit immediately opposite both the Two Rivers School and the Montessori School currently housed in the Glenwood Business Center. Even if the developer moves the exit street to somewhere else on Storm King, congestion and safety concerns for our young children, their parents, and our teachers are inevitable.

Green Space:

Glenwood residents value the beauty of the land and recognize the importance of green space; we will be losing yet another precious piece of land for our environment and wildlife. This pasture also affords West Glenwood with a good measure of protection against the spread of wildfires. Bike paths exist around town coming almost to this piece of property for both tourists and residents to recreate and enjoy this valley. Many tourists bike past the pasture to visit the area's Fish Hatcheries.

I urge you to protect its current population and help keep its residents safe by rejecting the application to annex and rezone this property.

Jane Szucs
912 Minter Avenue
Glenwood Springs, CO 81601
Sent from my iPad

From: Erin Wiencek <jerinwiencek@gmail.com>
Sent: Sunday, March 21, 2021 5:16 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Concerns with the West Glenwood Pasture Development

Dear Gretchen -

We live at 123 Creekside Court and use Donegan, Storm King, and Mel Rey roads to travel to town or out of town.

We already regularly experience speeding on Storm King and Donegan and cars not heeding stop signs at the corner of Mel Rey and Donegan. In a normal year, without the reduced traffic due to Covid, these roads can be crowded and difficult when accessing adjoining roads – such as Hwy 6 and 24, or the West Glenwood Roundabout. During last year's 111 fire, West Glenwood was in complete gridlock for several hours. Had there been a reason for us to evacuate we would not have been able to do so. We did read stories about emergency personnel – police and medical – not being able to traverse through that traffic.

We have seen that there is a traffic study camera at the corner of Donegan and Mel Rey and have read that the traffic study is being done by the developer. We hope that there will be studies at each area impacted by the proposed development, and that they will be done by a third party.

The current development plan shows the only entrance and exit on Storm King Road. This area is already a congested traffic problem during delivery and pick up of students attending the Two Rivers Community School. Of primary concern is the safety of the students, especially with the added traffic from a single entrance and exit to the development.

There is a lot of pedestrian traffic on Donegan and Mel Rey roads, but no sidewalks. This often requires vehicular traffic to move into the oncoming lane to safely pass.

The density proposed in the development is 360 dwellings with 1.5 parking spaces per unit. The parking is not sufficient to accommodate the projected numbers of dwellers.

Please consider all of the negative impacts this development would create in our neighborhood.

Thank you.

Ken and Erin Wiencek

From: Russ Brown <russellbrown.co@gmail.com>

Sent: Sunday, March 21, 2021 5:46 PM

To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>

Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

I am writing to express my opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley in general may have a housing need, but to allow 360 residential units, with 1200 tenants with only 650 parking spaces to be built on a plot of land next to a rural neighborhood is a concern for me on many levels.

Safety:

I'm confident that last year's wildfires in South Canyon and Glenwood Canyon have demonstrated the need for wise decisions to be made as you plan a strong and safe community for all residents of Glenwood Springs. Shortly after the South Canyon wildfire, the residents of West Glenwood saw firsthand how quickly gridlock occurred, leaving almost every road impassable until late into the evening.

To add another 1200 residents to the current 3500 residents of West Glenwood would be utterly catastrophic. Not only do all of these residents need to evacuate safely, but there are elderly and disabled residents who may need assistance, families with young children, as well as two schools and many daycare facilities. We are not talking IF a wildfire will happen again in Glenwood Springs but WHEN.

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Proximity to schools:

Currently, the developer plans to have their main exit immediately opposite both the Two Rivers School and the Montessori School currently housed in the Glenwood Business Center. Even if the developer moves the exit street to somewhere else on Storm King, congestion and safety concerns for our young children, their parents, and our teachers are inevitable.

Green Space:

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I urge you to protect its current population and help keep its residents safe by rejecting the application to annex and rezone this property.

This property needs to be a Park which this city has a limited amount of for recreating. We already have a large population in a constrained geographical area and our traffic woes of today will grow and you don't need to grow them this way...

--

Russ Brown
russellbrown.co@gmail.com
970-945-2800 hm
970-618-9552 (Verizon cell)

-----Original Message-----

From: Jeremy Gerbaz <jeremygerbaz@comcast.net>

Sent: Sunday, March 21, 2021 6:21 PM

To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>

Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

I am writing to express my opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley in general may have a housing need, but to allow 360 residential units, with 1200 tenants with only 650 parking spaces to be built on a plot of land next to a rural neighborhood is a concern for me on many levels.

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Also people already drive like way to fast on Donegan Rd so when you are out walking you have to keep an eye out so you don't get hit by a car adding way more traffic will make it almost impossible to go for a walk.

Proximity to schools:

Currently, the developer plans to have their main exit immediately opposite both the Two Rivers School and the Montessori School currently housed in the Glenwood Business Center. Even if the developer moves the exit street to somewhere else on Storm King, congestion and safety concerns for our young children, their parents, and our teachers are inevitable.

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I urge you to protect its current population and help keep its residents safe by rejecting the application to annex and rezone this property.

Jeremy Gerbaz
35 Gamba Dr

Sent from my iPad

-----Original Message-----

From: Carrie <carrie.bowen@gmail.com>

Sent: Sunday, March 21, 2021 7:42 PM

To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>

Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

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I urge you to protect its current population and help keep its residents safe by rejecting the application to annex and rezone this property.

Having lived in this area throughout my life, it is imperative that we maintain and preserve this area as a safe environment for children and families that walk and ride bikes along Donegan Road. At any time in the summer, spring and fall families are walking, riding running on this road. This is to say nothing of the wildlife that could be affected. There are wild turkeys that live and migrate into yards on this road and the eagles that come every year to lay their eggs. The effects of building apartments in this area can be detrimental to the citizens and wildlife in this area.

Carrie Bowen
35 Gamba Dr.
Glenwood Springs, CO 81601

Give thanks to The Lord, for he is good; his love endures forever. Psalm 106:1

From: Michelle Vogel <chellee1145@gmail.com>
Sent: Sunday, March 21, 2021 8:23 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Development

To: gretchen.ricehill@cogs.us

Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

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I urge you to protect its current population and help keep its residents safe by rejecting the application to annex and rezone this property.

I live on a very narrow road that is already has cars driving to fast. Have about been driven off road couple times. To add more cars to neighborhood will only have more people and cars taking that road for shortcut.

Your name
Michelle Vogel
355 county red 132
Glenwood springs

From: Shannon <shanderb41@gmail.com>

Sent: Sunday, March 21, 2021 9:14 PM

To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>

Subject: Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

I am writing to express my opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley in general may have a housing need, but to allow 360 residential units, with 1200 tenants with only 650 parking spaces to be built on a plot of land next to a rural neighborhood is a concern for me on many levels.

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I urge you to protect its current population and help keep its residents safe by rejecting the application to annex and rezone this property.

Bryan and Shannon Derby
Ponderosa Circle West Glenwood

Sent from my iPhone

From: Jamie and Bob <jbdarien79@gmail.com>
Sent: Monday, March 22, 2021 10:06 AM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: West Glenwood Pasture Development

As advised we are submitting comments as members of the public being directly affected by the proposed annexation and rezoning of the land directly behind the Glenwood Springs Mall. In our view the proposed development will have serious adverse affects on our quality of life and personal sense of safety and security.

Our neighborhood consists primarily of single family homes. There are also four schools. County Road 130 features significant pedestrian and bicycle usage; it also provides a direct route to the frequently visited state fish hatchery.

Our concerns are vested in impacts on infrastructure (including water and sewer) increased traffic, lack of parking and inability to have safe egress in the event of emergency.

The neighborhood has been subject to serious wildfire activity including the storm King Fire where 14 lives were lost and the Coal Seam Fire where 39 structures were destroyed. There have been two mandated evacuations and numerous pre evacuation notices. These events have shown how extraordinarily difficult evacuation is.

We believe that adding approximately 800 to 1200 people to the neighborhood and an additional 800 to 1600 cars will compromise the sense of safety and security to the residents.

For these reasons, we ask the committee not to approve the proposed request of the annexation to the city.

Sincerely,
Bob and Jamie Darien

0019 Chaparral Cir. Glenwood Springs, CO

From: lindyenwold@aol.com <lindyenwold@aol.com>
Sent: Monday, March 22, 2021 10:50 AM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Cc: lindyenwold@aol.com; enewolderrik@yahoo.com; elaine.71@comcast.net
Subject: West Glenwood Pasture Development

Hello Gretchen Ricehill, Director of the Community Development Department,

My name is Belinda (Lindy) Enewold and I am a home owner at 266 Mt. Shadows Drive, Glenwood Springs, CO. I just retired from teaching in Port Isabel, TX. My plans are to return to my West Glenwood home. I am very concerned about the change that is taking place in that mountain town. It seems it is no longer going to have the quaintness, the mountain flavor, nor have the peaceful and open scenery that I and so many others, moved there for, especially in that neighborhood. Instead, there are going to be buildings that block the very vistas I/we bought our properties for! We have no huge factories or big businesses as calling cards for 'the masses' of people to settle in our area. We mostly cater to seasonal tourist trades. Why should we sacrifice our town, our scenic views, tax our community services (police, fire, emergency, hospital, etc.)? Our streets and appropriate access for such services don't support such large constructions, specifically apartment complexes, to encourage them to come. Fire engines and snowplows hardly fit down our West Glenwood streets even today. From past experiences, we all know that forest fires require speedy evacuations. We had to turn highway I-70 and roads into one-way evacuation lanes, some of us, 4-wheel drive or not, drove over ditches and road shoulders, only 'to get in a traffic jam line'. Where were we to go? There weren't many safe places to head to! That was a very frightful experience for us. How are you going to evacuate even a larger number of people?

Worst case scenario: If West Glenwood home owners get trapped on the North side of Donegan because of a fire/disaster involving the proposed building area, what route do we take? Only two streets (Ponderosa Drive and Mel Ray) lead to Donegan Rd that abuts the site. It would not be available if blocked off by the disaster or by apparatus and personell responding to and fighting it, etc. Traffic flow would have to divert West onto 132 Rd., if we get past a part of Donegan, and then go down Mitchell Creek to Hwy 6.. If we get past the East Donegan part, we would continue down Mel Ray to Hwy 6. If blocked at the corner, we would have to continue towards the golf club and town via Donegan. If both those routes (Ponderosa Dr. and Mel Ray) are blocked, we can only head up into the mountain by foot, at the top of Ponderosa Drive. Keep in mind that all these roads are narrow. Storm King Rd (off of Donegan) is an exit to Hwy 6, assuming we reach it before it is unavailable. In a major disaster that involves the proposed building site and surrounding area, West Glenwood residents could be potentially trapped if things go horribly wrong. The memory of not having many escape routes is still vivid in my mind from the forest fire situation years ago. Imagine having no escape route!

Assuming every unit gets filled, our schools, school bus and other transportation services, grocery stores, clothing stores, etc. are not sufficient even now! The snowball effect won't be able to be stopped! Glenwood Springs and West Glenwood Springs will become cities, and all that that implies. That is not what I, and many others, moved here for. I am against such things happening especially to my neighborhood, where I planned on returning to. There are other locations that are more appropriate for such large complexes, instead of our more typically -sized family houses, if we. are not able to stop this development. Are all the units that have been built to date filled? Why build more?

I hope I have expressed my summarized feelings clearly. If you respond by phone, please leave a message as I don't answer phone numbers not recognized.

Thank you,

Belinda (Lindy) Enewold
P O Box 687
Port Isabel, TX 78578
956-346-2660

To: gretchen.ricehill@cogs.us

Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

I am writing to express my opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley in general may have a housing need, but to allow 360 residential units, with 1200 tenants with only 650 parking spaces to be built on a plot of land next to a rural neighborhood is a concern for me on many levels.

Safety:

I'm confident that last year's wildfires in South Canyon and Glenwood Canyon have demonstrated the need for wise decisions to be made as you plan a strong and safe community for all residents of Glenwood Springs. Shortly after the South Canyon wildfire, the residents of West Glenwood saw firsthand how quickly gridlock occurred, leaving almost every road impassable until late into the evening.

To add another 1200 residents to the current 3500 residents of West Glenwood would be utterly catastrophic. Not only do all of these residents need to evacuate safely, but there are elderly and disabled residents who may need assistance, families with young children, as well as two schools and many daycare facilities. We are not talking IF a wildfire will happen again in Glenwood Springs but WHEN.

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." West Glenwood has many roads leading to A SINGLE ROAD - Highway 6. Highway 6 cannot allow for the safe evacuation of all the residents of West Glenwood as it stands today. Depending on the location of the fire, emergency vehicles may block off one or more roads to enable access to a fire or flood area, which would further restrict evacuation efforts.

Impact on Traffic:

The roads in West Glenwood are entirely inadequate to support a development of this size. The addition of 1000-1500 vehicles to our streets will create a traffic nightmare of overwhelming proportions and will turn West Glenwood into a parking lot. COVID has dramatically reduced traffic, and any traffic study done during these months will not reflect the reality of this area.

Proximity to schools:

Currently, the developer plans to have their main exit immediately opposite both the Two Rivers School and the Montessori School currently housed in the Glenwood Business Center. Even if the developer moves the exit street to somewhere else on Storm King, congestion and safety concerns for our young children, their parents, and our teachers are inevitable.

Green Space:

Glenwood residents value the beauty of the land and recognize the importance of green space; we will be losing yet another precious piece of land for our environment and wildlife. This pasture also affords West Glenwood with a good measure of protection against the spread of wildfires. Bike paths exist around town coming almost to this piece of property for both tourists and residents to recreate and enjoy this valley. Many tourists bike past the pasture to visit the area's Fish Hatcheries.

I urge you to protect its current population and help keep its residents safe by rejecting the application to annex and rezone this property.

Cindy and David Gray
283 Sunny Acres Road, GWS

-----Original Message-----

From: Debbie Wolf <dwolf1228@gmail.com>
Sent: Monday, March 22, 2021 2:01 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject:

Gretchen.ricehill@cogs.us

Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

I am writing to express my opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley in general may have a housing need, but to allow 360 residential units, with 1200 tenants with only 650 parking spaces to be built on a plot of land next to a rural neighborhood is a concern for me on many levels.

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I urge you to protect its current population and help keep its residents safe by rejecting the application to annex and rezone this property.

Debbie Wolf
270 Donegan Rd
Glenwood

Sent from my iPhone

From: BandD <bcroissant@comcast.net>

Sent: Monday, March 22, 2021 2:56 PM

To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>

Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

We are writing to express our opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive .

From what we understand there will be 360 residential units occupying 1200 tenants with only 650 parking spaces. This is a concern! As members of the Glenwood Church of Christ, we have seen first hand the issue with inadequate parking spaces for the allotted units located directly east of the church. The church overflows with residents parking in the church lot as the parking is not sufficient within the boundaries of the townhomes. We have also seen the influx of cars backing up on Donegan while picking up from lift up and if you are ever at Two Rivers after school trying to pick up children, you will also see the traffic impact just from that. We can't imagine adding an influx of additional traffic from residents in these proposed units.

Safety is also a major concern. We lived on Ponderosa during the Storm King Fire and the line of cars back then was tremendous trying to get out of West Glenwood, then again after the Coal Seam fire. This is a safety issue!

To borrow from other concerned citizens words:

"Last year's wildfires in South Canyon and Glenwood Canyon have demonstrated the need for wise decisions to be made as you plan a strong and safe community for all residents of Glenwood Springs. Shortly after the South Canyon wildfire, the residents of West Glenwood saw firsthand how quickly gridlock occurred, leaving almost every road impassable until late into the evening.

To add another 1200 residents to the current 3500 residents of West Glenwood would be utterly catastrophic. Not only do all of these residents need to evacuate safely, but there are elderly and disabled residents who may need assistance, families with young children, as well as two schools and many daycare facilities. We are not talking IF a wildfire will happen again in Glenwood Springs but WHEN.

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Currently, the developer plans to have their main exit immediately opposite both the Two Rivers School and the Montessori School currently housed in the Glenwood Business Center. Even if the developer moves the exit street to somewhere else on Storm King, congestion and safety concerns for our young children, their parents, and our teachers are inevitable."

We urge you to reject the current application as it is and not to annex and rezone this property.

Barry and Darcy Croissant

134 Ptarmigan Dr

From: Todd Hurst <gwshandyman@gmail.com>

Sent: Monday, March 22, 2021 4:27 PM

To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>

Subject: correction on the last line.

I am writing to express my opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley in general may have a housing need, but to allow 360 residential units, with 1200 tenants with only 650 parking spaces to be built on a plot of land next to a rural neighborhood is a concern for me on many levels.

Hello My name is Todd Hurst. I reside at 547 Donegan Rd. I have lived at this property for 16 years. I am a lifelong resident of Glenwood Springs. I am 4 of 5 generations from Glenwood Springs. My family has been here since the 1890s. This is our home and the reason we all live here is for the small town atmosphere that Glenwood still has. I cannot emphasize enough how this project is just not the right fit for Glenwood, especially West Glenwood!

Just to list a couple of the problems with this project:

Traffic. To add another 900 to 1200 vehicles to an already overcrowded valley is irresponsible and dangerous! As it stands right now 300 vehicles a day go (many accelerating over the speed limit) by my house on Donegan. Adding this development would increase it to 2000+ a day, that is unacceptable! The evacuation of all these people in an emergency is impossible. If you annex this county land as city, you will be responsible for any and all deaths that may result from the inability to safely evacuate in an emergency.

Population. We do not need continuous growth! There is a finite amount of open space left here. We MUST preserve it at all costs. We do not want to become another CA. Nobody wants that, that is why we live here. We need more open

space, not less. This was proven by Covid in this last year. We have already added several huge apartment complexes in just the last couple years, and hardly any single family, owner occupied housing. We are not Aspens solution to their lack of housing for their work force.

Jobs. Where are all these people going to work? GWS does not have an abundance of jobs. The valleys economy is just barely recovering from this last year.

To allow an out of state developer, who has nothing but a profit based interest to develop one of the last open spaces we have in our community, is devastating. There is no benefit to the citizens of GWS, and the property taxes are not worth the loss of this space. This project is reminiscent of the strip mine for me, it destroys the small town atmosphere. We need to take a serious look at slowing the future growth rate, limited space and resources demand it. I truly hope that you hear my voice. This is the point of no return, and you as our elected officials need to put our best interests at heart, not profit.

Thank you for your time and consideration,

Todd Hurst

-----Original Message-----

From: Jennifer Zwickl <jmzwickl@gmail.com>

Sent: Monday, March 22, 2021 2:01 PM

To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>

Subject: West Glenwood Development

Dear Gretchen,

Please see the attached letter regarding my concerns over the development of 214 Center Drive in West Glenwood. Please forward this on to the entire planning and zoning commission. Now is the time for responsible growth, that allows for infrastructure and resources to keep pace; something this community is already lacking. Thank you for your time.

Sincerely,

Jennifer Zwickl

Chaparral Circle Resident

March 21, 2021

To: gretchen.ricehill@cogs.us
Attn: Glenwood Springs, Colorado Planning and Zoning Committee

Regarding: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

Dear Gretchen Ricehill and Members of the Planning and Zoning Committee of Glenwood Springs Colorado,

I am writing today against the planned development of 214 Center Drive in West Glenwood. While you are considering this proposed development, I ask that you think about the following information carefully prior to allowing R2 Partnership LLC. to move forward with developing this 12.2 acre property with 360 residential units.

Safety

During the South Canyon fire in August 2020 Mel Ray Rd, Donegan Rd and HWY 6 & 24 were turned into parking lots, and no evacuation orders had been initiated. The Glenwood Canyon Fire of 2020, Coal Seam Fire of 2002 and the deadly Storm King Fire of 1994 demonstrate how quickly a small wildfire can become catastrophic and deadly. If the South Canyon this last August had blown up like these other local fires, the entire West Glenwood community would have been locked into our homes, with no ability to evacuate with all exits blocked. In addition, a heated argument developed between a driver parked on Donegan and a home owner whose property was being disrespected and it took over 40 minutes for Glenwood PD to respond, **with the officer stating he could not get through traffic**. Help couldn't get in, and we couldn't get out if we needed to evacuate. PLEASE SEE ATTACHED PHOTOS AT THE END OF THIS LETTER.

Traffic

Any traffic study completed during the current COVID-19 pandemic will be inaccurate at best! With many people unemployed, or having reduced hours, along with the number of people working from home due to office &/or school closures has significantly impacted the number of cars currently on the road in our community. Under the best conditions there were times it took 10 minutes for me to leave my house on Chaparral Circle, drive down Donegan to Mel Ray and through the round-about to access I-70 or Midland Ave during the morning commute at 7:15 am. When roads have been snow-packed there have been times that same distance took an hour during my morning commute. At the very least these impact studies need to be completed post pandemic before allowing this development to move forward.

Quality of Living for Glenwood Residents

In addition to the negative impacts to the West Glenwood Community I want to discuss the overall quality of living in Glenwood, especially for our kids. We have only one grocery store, that under the best circumstances struggled to keep shelves stocked. We have only one affordable mental health facility for lower income individuals and families, Mind Springs. They are inaccessible to many due to location, in addition to the fact that counseling appointments are hard to make on a consistent basis, with it often taking months to see a psychologist if you need medications. Primary Medical Care facilities are scheduling 1-3 months in advance for routine care, some of which is critical for monitoring of chronic conditions, and these wait times would only increase with significant numbers of new residents.

Schools are already struggling with being over-crowded, especially as the number of choices decreases with only 1 High School being fed from 3 separate schools (Glenwood Springs Middle School, Two Rivers K-8 School and Riverview K-8 School) in addition to 2 Private Schools (Ambleside at Skylark and St. Stephens Catholic School). The quality of our kids' education is negatively impacted by over-crowded classroom and crowded hallways where bullying and vaping are easier to get away with (a former student of mine talked about

how her orientation at Glenwood High included a tour of the places where you could vape without being caught).

Garfield County has one of the highest suicide rates in Colorado, with Colorado ranking 7th Nationwide. Some of the things impacting these high rates is the quality of living. Garfield County, and Glenwood, has seen an increase in Drunk Driving, and driving High, among individuals under 21, several resulting in deaths. As an Intern in Addictions Counseling and a Masters in Clinical Social Work with a Mental Health Certificate candidate the increased drinking and drug activity is in part due to boredom. Glenwood has no movie theatre, arcade, bowling alley, bike/skate park that provides our youth with active healthy activities. If you want to participate in any of these activities you have to travel 30+ miles to El Jebel or Rifle. The lack of these healthy activities also impacts the mental health of our youth, leading more younger adolescents (10-18 years of age) to become depressed, anxious and suicidal. In the last month alone I know of 3 adolescents in Glenwood who have attempted suicide.

While the Glenwood Springs Community Center is improving, many of their activities are at times when working parents can't take their kids, especially during the summer. The Hot Springs pool is a tourist destination and unaffordable for many locals, and they don't offer local discounts.

The job market in Glenwood doesn't support additional residential building. Making a living wage in Glenwood has grown more difficult over the years as Glenwood has grown, and with it the financial stress of trying to provide for your family. This financial stress increases anxiety, depression, substance use (including alcohol and marijuana) and suicidal ideation in adults.

In closing, I urge you to think about the long-term impacts on the quality of life, and infrastructure (or lack of) when considering the proposed development at 214 Center Drive, or any additional residential project in the City of Glenwood. If the COVID-19 pandemic has taught me anything it's that we must take care of each other, and strive to improve access to resources for all residents of a community. Increasing the number of residents in a community without regard to the necessary infrastructure, which we already lack, to sustain a high quality of living is irresponsible.

Thank you for your time, and for carefully considering all the costs of uncontrolled residential development within our beautiful city.

Sincerely,
Jennifer Zwickl
Chaparral Circle, West Glenwood Resident
jmzwickl@gmail.com

PHOTOS FROM AUGUST 5, 2020 – DURING THE SOUTH CANYON FIRE



Round About at I-70 and Mel Ray Road



Donegan Road looking West from Intersection of Mel Ray and Donegan. Notice Vehicle traveling East in the West Bound Lane.



HWY 6 & 24 looking east near the intersection of Mitchell Creek Road and Hwy 6 & 24.



Donegan Rd looking east from intersection of Donegan and Chaparral Circle, the proposed entrance to the development.

Attn: Gretchen Rice Hill
3/21/2021

Subject: Annexation and Development Planning for 214 Center Drive

I am writing to express my opposition to the Development of the property located at 214 Center Drive in West Glenwood.

I recognize there may be a need for housing in the Glenwood Springs area. However, I do not believe the West Glenwood area can safely support the proposed Development. According to figure 2 of the Wildland Urban Interface Community Wildlife Protect Plan of April 2007, West Glenwood's has a hazard rating of "very high." The single road, Highway 6, is not sufficient to allow safe evacuation of all the residents currently living in West Glenwood today. Also, depending on the fire location, emergency vehicles may block one or more of the existing roads leading to Highway 6. As demonstrated on August 5, 2020, during the Mile Marker 111 Fire, West Glenwood quickly became gridlocked till approximately 11:30 pm. Had the fire progressed into the West Glenwood community, I do not believe the current 3,100 residents would have been able to evacuate quickly. The existing population contains elderly, disabled individuals who may need assistance, families with young children, two schools, and daycare facilities.

ⁱⁱThe Proposed Development plans illustrate 11' road lanes with street-side parking. The standard road lane width is 12'. I believe narrowing the limited roads leading to our one, and only exit will further compound our inability to evacuate. The road-side parking will add to the congestion and the feeling of crowding. Before we consider further Development, we must first address the safety concerns of West Glenwood. As it stands today, cars have limited ability to get from Highway 6 to I70. We must also consider that the roads serving this community also serve as a truck route. I'm not sure how to develop a workable plan considering the current layout of housing and roads. However, this is the discussion we must have before we consider further Development in West Glenwood.

To further support my concerns with the roads, the ⁱⁱⁱReferral Comments submitted to Trent Hyatt from the Garfield County Community Development stated, "Donegan and Mel Rey Road are not designed for the proposed traffic volume or impacts on pedestrians and cyclists." I agree the increased volume will negatively impact the character of the neighborhood. Predominately, Mel Rey Road is too narrow for the existing traffic and does not have bike lanes or sidewalks for pedestrians. As such, Mel Rey Road is the main road used by many residents living in West Glenwood. I would speculate that the proposed development residents would also use Mel Rey Road because it is the direct route off I70 and the round-about.

My last concern centers on the proposed density and impacts on our rural community. According to the ^{iv}COGS Strategic Vision_v7 for the City of Glenwood Springs, the Vision and Mission clearly outline why the proposed Development does not fit our community. The Vision states, "...to maintain its small-town character and contribute to its culture and preserve our natural resources. The Mission states, "...meet the health, safety and welfare needs of our citizens and contribute to their quality of life..." The proposed project density does not fit with our current small-town character, nor does it address our ability to feel safe. It is not a matter of IF, but when we have our next wildfire. In 2018, ^vParadise, California, experienced a disaster where seven residents died in their cars trying to flee a wildfire down a single road. I hope we can learn from their mistakes.

I urge you to seriously consider the safety and quality of life for the West Glenwood residents. I understand many of us in this community are considered County; I hope it does not mean our safety and quality of life are less important. Please deny this project and develop a viable evacuation plan that ensures the current West Glenwood Residents' safety.

Respectfully Submitted,
Thomas and Karleen Clark
570 Mel Rey Road,
Glenwood Springs, CO 81601

ⁱ Glenwood Springs Fire Protection District: Wildland Urban Interface Community Wildfire Protection Plan (Apr 2007) Retrieve from <https://www.gwsco.gov/DocumentCenter/View/4656/Wildland-Urban-Interface-Community-Wildfire-Protection-Plan>

ⁱⁱ 480 Donegan – PUD: Planning and Zoning Submission Civil Plan: 03/12/2021, Retrieved from Planning and Zoning Agenda packet materials for 3/23/2021 Meeting,
<https://civicclerk.blob.core.windows.net/stream/GLENWOODSPRINGSCO/199cf5aa9a.pdf?sv=2015-12-11&sr=b&sig=91PAYyyKRVvijM6AoO4I9bX5dg01UL3HFrgMACM0yjk%3D&st=2021-03-21T22%3A10%3A47Z&se=2022-03-21T22%3A15%3A47Z&sp=r>

ⁱⁱⁱ Garfield County Referrals – copy attached for your reference.

^{iv} City of Glenwood Springs Colorado: 2020-2025 Strategic Vision, (Apr 2007), Pg 7, Retrieve from <https://www.cogs.us/DocumentCenter/View/6169/2020-2025-Strategic-Vision>

^v <https://www.thesun.co.uk/news/7727962/california-fires-paradise-burned-death-cars-homes-bodies/>

4728 County Road 154

Glenwood Springs, Co. 81601

March 16, 2021

Community Development Department

Members of the City Council,

I am a 60 year resident of Glenwood Springs. I recently bought a townhouse close to the proposed 214 Center Drive development and plan to move in within a year. While there have been many changes in Glenwood since I moved here, Glenwood is still a desirable place to live. I think we need to take a hard look now to see what the future Glenwood will look like. I feel that the annexation and the proposed build out of this property is totally inappropriate for the long term good of Glenwood. I think that we are building too many apartments for the city population and many of the occupants of these apartments are not invested in their neighborhood or the city. We are housing the up valley work force. We need more places for families to move into a first time house and to reap the benefits of home ownership. All of the things that people are against in any development are doubly true for this monstrous development. The increased traffic; noise and light pollution; school, road, infrastructure impact; and water and sewer issues are all negative reasons to question this development.

The existing roads in the area are totally inadequate for increased traffic. This includes Donegan and Mel Ray Roads. Safe pedestrian and bike infrastructure along both of these roads needs to be included. The increased density from 4-5 units/acre to 29/acre is very inconsistent with the surrounding Western Hills subdivision area. The abrupt change between single unit residential to a four story building is stark. I agree with the Garfield County Community Development Director that a transition density should be considered consisting of townhouses, duplexes and single family houses. The other part of the development should be decreased to 3 stories and moved closer to the mall to preserve site lines of the existing homes. As always, parking will be an issue and it needs to be determined that each unit needs a minimum of 2 parking spaces. A three bedroom unit could have up to 6 drivers living in it. There should be no parking along any of the streets.

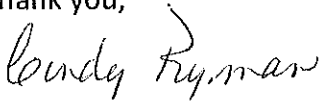
Because Glenwood is looking to increase its sewer and water rates a total of over 100% in the next 10 years, I feel that adding 1000+ residents is a slap in the face to the citizens who have been saddled with providing the services. We are looking at potential water issues from the fire

and adding more demands is inappropriate. The developer will come to the city and ask for reduced impact fees for roads, schools, water, etc., etc. They always do and it's always granted. I think most of us are tired of that.

There was a recent study done on the potential for lives and structures lost unless the South Glenwood bridge was built. I don't think a study even needs to be done for this subdivision because there will be a stark increase in potential loss of life and property from fires if this annexation and development is allowed as envisioned. I have seen nothing that has been discussed about improved evacuation of the entire West Glenwood area.

While I believe that eventually this development will be passed, I hope that the county's recommendations and citizens input will be considered and a much lower density with a variety of housing units will be seen as more appropriate for the neighborhood and city.

Thank you,

A handwritten signature in cursive script that reads "Cindy Ryman". The signature is written in black ink and is positioned below the "Thank you," text.

Cindy Ryman

In Regards to the West Glenwood Pasture development I would like to list some major concerns.

I honestly wonder how many people need to be packed into this valley. The traffic is already horrific. Any bump in the flow causes major backup.

This is supposed to be a place for tourism so I wonder how building more and more housing compliments coming here for vacation. We use to be the hub for entertainment and yes we have the pools and Adventure park, but no movie theatre (we use to have 2), no bowling alley, nothing for the locals to have activities for families. I would rather see some kind of retail in that pasture.

Most concerning is we have no evacuation plan for fires. I have property on the Mitchell Creek Road and have lived thru all the fires, but the last two fires we knew we had no way to escape. West Glenwood can't move and no one will get serious till we actually have a disaster and burn up. Last Fire I got the code for The Storm King Ranch gate as I knew if I had to evacuate the only way out was up, whether that would be the safest route or not.

Also the traffic at the school is horrendously backed up on all surrounding roads at drop off and pickup. We just CANNOT handle more traffic out here. The roads are parked up all around the school with teacher's cars which prohibits being able to see pulling out onto Donegan during school hours. Where are these additional people going to park? We know what they allotted for parking is not going to work as every family has several cars and sometimes work vehicles.

This is a huge area for walkers, walkers with their dogs, children and even the school walks the kids up the Mitchell Creek road occasionally. Donegan and surrounding roads have no sidewalks. It's already dangerous ensuring your not getting close when driving by the hikers, sometimes on both sides of the road. Cars drive too fast out here. Having that many more people on the road will guarantee we have some kind of accident.

Lastly we have lack of law enforcement. I have called the sheriff's office many times asking them to patrol the roads and rarely see them. We have many sketchy things going on in West Glenwood, but closer to home for me is the Mitchell creek Road. I see cars all thru the night going up and down a dead end road. Several pullouts up there are trashed with condoms, drug paraphernalia, and loads of beer bottles and additional trash. More people is going to add to this problem.

This is personal, but it's just quality of life. My husband was born and raised here and I have been here for over 40 years. We realize change is inevitable, but what Glenwood has become is a stressful place with the amount of people and building and such a joke as nothing is affordable housing. Our children born and raised here have been out priced to afford a house of their own. It used to have a small town atmosphere that is just getting lost with the almighty dollar. We still have some peace in W Glenwood and as our signs say still a place for open space. I beg the council to have some kind of vision for the town and people that live here.

Respectfully,

Lee Bowles

From: NANCY BROOKS <nancybrooks179@comcast.net>
Sent: Friday, March 19, 2021 12:12 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Proposed apartment development on Donegan Road

Gretchen Ricehill
City Planning
Glenwood Springs, Colorado

Dear Gretchen,

Since my last letter concerning the proposed large apartment complex on Floyd Diemoz' land in West Glenwood, there have been two fires that have involved huge traffic issues where residents have attempted to exit to I-70. Two of my friends were trapped for five hours. If there were another fire after these apartments were built there would be hundreds more cars attempting the exit and possible lives lost. The other bad traffic situation involves both the Charter School and the Middle School. Morning and afternoon both school buses and small children are driving and walking along a road with no sidewalks, with once again hundreds of cars from the apartments.

Glenwood cannot be expected to provide housing for Aspen, Gypsum, New Castle, etc. As they say "Build it and they will come!" Floyd and John Diemoz are wonderful contractors and could either sell the property or build single story patio homes which are greatly needed here. We have several friends who have moved away because they could not find those here. Just today, March 19, Rob Anderson wrote an excellent letter to the newspaper about how our narrow valleys will be ruined with over development. Do we want to look like another Vail? Floyd himself built our home on Mitchell Creek twenty five years ago and we have loved the rural feel yet are close to the downtown area. A giant apartment complex with people constantly moving in and out will spoil this ambiance!

I ask the city and P and Z to consider all these things and not allow this to be built.

Thank you,
Nancy Brooks
0179 Creekside Court
Glenwood Springs, Colorado
970-928-8189

From: Michael Hoban <hobdog49@gmail.com>
Sent: Thursday, March 18, 2021 1:55 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Fwd: Proposed Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

We have lived in Glenwood over 50 years. West Glenwood for 35 years. We used to have lots of open space here. The horse pasture is all we have left.

A Cincinnati developer wants to build 360 units in that pasture. This is 1200 people and 900+ vehicles.

This would be a 35% increase in our population in West Glenwood

The impacts would be enormous! All our infrastructure would be completely inadequate. Schools roads, traffic etc. would be overwhelmed!

Scariest and most dangerous impacts are with fire and flooding. If I 70 is closed in South Canyon, many thousands of commuters would be stuck. This happened last summer with a small, quickly contained (Thank goodness) fire close to South Canyon. I 70 closed and traffic backed up halfway to Carbondale.

Every road in Glenwood was full of parked traffic for almost 8 hours. People would have been running for their lives with, with death likely. This is extremely serious. We have no way to escape and our infrastructure is not even adequate for current residents. Please deny this application. Thank you,
Michael Hoban

Send

From: Annie Stephens <britican@comcast.net>
@gmail.com

Subject: Fwd: Proposed Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

Sent from my iPad

Begin forwarded message:

From: hobdog49@gmail
Date: March 16, 2021 at 1:13:08 PM MDT
To: gretchen.ricehill@cogs.us
Subject: Proposed Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

As long-standing members of the West Glenwood community, we are writing to express our opposition and concerns regarding the annexation and initial zoning of the above property as requested by

Glenwood Partnership LLC and the subsequent development of the 12.5 acre land currently under contract with R2 Partnership LLC.

We recognize that the Roaring Fork Valley may have a housing need, but to allow a developer to build 360 units with 1,200 rental tenants with only 650 parking spaces in such a rural neighborhood is a concern for us on many levels. We are in agreement with everything addressed by Garfield County in their referral comments letter but these are our top four concerns.

1. **Safety**

The wildfire on August 5, 2020, just west of Ami's Acres at approximately mile marker 111, was a clear demonstration of what happens in West Glenwood even during a small wildfire. Our home is on Ponderosa Circle just off Donegan Road and we witnessed first-hand how quickly traffic congestion occurred shortly after the emergency alert. The I-70 traffic, and almost every road in West Glenwood, was gridlocked and remained gridlocked until long after 10 pm. We have heard similar reports as a consequence of previous local wildfires.

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of “very high.” West Glenwood has many roads leading to **A SINGLE ROAD - Highway 6**. Depending on the location of the fire, emergency vehicles may block off one or more roads to enable their access to the fire, which further restricts safe evacuation of all of our residents.

To add another 1,200 residents to the rural area of West Glenwood, which according to the Census Department had almost 3,100 residents in 2018 and is now probably in the region of 3,500+ would be utterly catastrophic. Not only do all of these residents need to evacuate safely,

but there are elderly residents (12% of our population) who may need assistance, families with young children, as well as two schools and preschool or daycare facilities. Much like the residents of Four Mile/Oak Meadows/airport area we have **ONE SINGLE ROAD** to evacuate the area.

2. Impact on West Glenwood

In the City's document "Rezoning to Planned Unit Development (PUD) Application Guide & Checklist" it states under Review Process item 4 "The intensity of development in the proposed zoning district is not expected to create significantly adverse impacts to surrounding properties or the neighborhood". To allow this land to be zoned to build approximately 360 units WILL significantly and adversely affect this area (which is mainly comprised of single family homes on 1/5-1/4 acre plots). Not only is the density far too high but the planned three/four level units will affect the nearby single family properties greatly both in terms of traffic, noise, lighting, pollution, privacy and views.

Most families in the Roaring Fork Valley use vehicles to get to work, some families have both personal vehicles and work vehicles. Adding 1,200 people to this area will bring in excess of 2,000 additional vehicles to our streets and will bring about a traffic nightmare of Californian proportions and will turn West Glenwood into a parking lot. The current infrastructure of West Glenwood and particularly the roads leading to Highway 6 are not built for this additional traffic. COVID has dramatically reduced traffic, and any traffic studies completed during this last year will not reflect the reality of the area. We urge you to take this into account.

3. Proximity to the Two Rivers and Montessori Schools

Currently, the developers plan to have an exit immediately opposite these schools. Even if they move the exit to somewhere else on Storm

King, congestion and safety concerns for our young children is inevitable. Many of the Two Rivers students use the current roads to walk or bike to/from their homes. The developers original plans also had a swimming pool, gym and possible bar area within 100 feet of these schools.

4. **Green space**

Glenwood residents value the beauty of the land and recognize the importance of green space; we will be losing yet another precious piece of land for our environment and the wildlife as well as removing land which can also serve as a fire break in the event of wildfires. Bike paths exist around town coming almost to this piece of property for both tourists and residents to recreate and enjoy this valley.

In conclusion, if there has been one thing our world has learned through COVID it is that no matter how economically stable you are, how fiscally responsible you are, how much you plan for the future, you are nothing if you don't protect your people and that is what we are asking the City of Glenwood to do - to protect its current population and keep its residents safe.

We urge you to reject this annexation and rezoning application or at the very least to limit the development of the land to a minimum number of buildings/units (ideally similar to the density of the properties in the neighborhood).

Thank you for your consideration.

Randy & Annie Stephens
0041 Ponderosa Circle
Glenwood Springs

Dear Ms. Ricehill and Planning and Zoning Commission,

I'm writing on behalf of the R2 Partnership proposal for the pasture behind the Glenwood Springs Mall. If urban renewal is the eventual plan for West Glenwood, please consider how this project "substantially impairs...the sound growth of the municipality...and is a menace to the public health, safety, morals or welfare" of West Glenwood residents. (This quotation was taken from the definition of a blighted area in the West Glenwood Springs Urban Renewal Plan.) West Glenwood is blighted enough. According to the West Glenwood Springs Urban Renewal Conditions Survey, "10 of the 11 total possible (blight) factors are present at varying degrees of intensity, but all at levels considered significantly adverse." Yes, West Glenwood is in need of improvement, but adding that many people to an area that already has evacuation problems is simply not safe.

The annexation and approval of a project this size requires you to think beyond monetary impact, and place yourselves in our shoes. The scope of this project puts West Glenwood residents in harms way. Recently a gas leak in south Glenwood Springs left many residents feeling trapped. This was the exact experience West Glenwood residents felt during the 111 Fire last summer. My dear friend wrote a letter to Mayor Godes after the gas leak incident. In his response he said, "Rest assured I am working to add a full-time Emergency Manager position to ensure our evacuation routes are established and fully known." This is great! But since many of us reside in county, would this position help us when another fire occurs?

Community education of evacuation routes is necessary. From 3:30 p.m. - 11:30 p.m. we were gridlocked out here due to the 111 Fire. And many of us don't even have access to sidewalks! Should that fire have jumped the ridge, what would we have done? It would've been absolute chaos. When do lives take precedence over profit? The time to work on these efforts is now. Please deny this project until further community education efforts of evacuation protocols are achieved. By now we know the question of another fire is not if, it's when. The developers are proposing a total of 360 dwellings. The addition of that many people and vehicles is an alarming thought when it comes to the occurrence of another fire, mudslide, etc.

In April 2007 a Wildland Urban Interface Community Wildfire Protection Plan was prepared for the Glenwood Springs Fire Protection District. Within that plan much of West Glenwood has a hazard rating of very high to extreme. The only extreme rating in all of Glenwood Springs! Do

these types of plans from previous years get discussed when such developments are on the table? If so, I hope this document provides enough information to make a decision in terms of safety for the residents of West Glenwood. This plan was created in 2007. Environmental conditions have only worsened. All one has to do is take a look at the U.S. Drought Monitor for Colorado to see that Garfield County is in extreme to exceptional drought on the intensity scale. Let us use this time after the Grizzly Fire to think more thoroughly about the impact of overdevelopment to not only the people within our community, but to the land, water and air we all share. The renewal of West Glenwood is needed. But the biggest question we must ask ourselves is, at what cost? The true cost, that is.

Thank you for your time,

Lacy King

From: Bobbie Meriwether <meadowlark.2000meadowlark@gmail.com>

Sent: Thursday, March 18, 2021 2:25 PM

To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>

Subject: West Glenwood pasture development proposal

To

Gretchen Ricehill

Outside of the fact that West Glenwood comprised of a large percentage of the city's population total , has only until recently been able to have adequate road and sidewalks built . There are no open space/park areas more than the size of a pitifully small pocket park not even part of the city , to bring it up to any comparison with other parts of the city. Two Rivers park serves that area across from the Colorado River. There's a large field behind the High School for that area.. there is the large park areas serving South Park. Please tell me where children can anywhere at all areas North and West of the Colorado River. Contemplating for more less than two minutes reveals to anyone the impact of this very large development proposed by R2partnership would have .

There is Nothing in the plans that reveal anything more than buildings and concrete with barely any publicly assessable green space at all . Where will these very large numbers of people go to walk their dogs? Or park their overflow cars? This is a development by an out -of -state developer. The plan shows that it's been unbelievably ill conceived. It will have a density far beyond what would allow for timely possibly life saving egress from our roundabouts to the rest of the city IN THE BEST OF TIMES .. let alone rush hour. There had better be law and code enforcement ready to take on more calls. One can only imagine the scenario : the ensuing traffic up and down the entire length of Donegan Rd, the length of Mitchel Creek. The traffic impact on Mel Ray, Soccerfield, Storm King, Center Drive. This development's impacts will affect every citizen in their daily commutes over roundabouts and bridges up and down our Valley and Canyon connections . Not to mention the people that daily travel from all over to use West Glenwoods schools .

I am a long time citizen of West G . I am a senior who simply seeks to walk safely on adequate sidewalks to continue to enjoy the advantages of living where I have chosen to live . I do not seek to move , nor can I simply up and move out of despair for what West G is developing into for lack of good foresight.

Very recently Mayor Godes , from his home , had experienced what it was like for thousands of citizens to feel trapped when / if emergency evacuation were necessary. This situation in South Glenwood involved the gas leak which shut down for hours the possibility for people to go about leaving their homes , businesses and schools . This was a gas leak . What about wildfire situations such as was visited upon our city for a very large part of last summer.

It simply gives me a great deal of distress to think that city officials cannot seem to think in terms of safety and environment , quality of life (including safety from roaming dogs, impacts of homeless people: law and code not even barely adequate even now before thousand if more people descend upon the finite resources of space and negotiable terrain that exists in West G. Last summer (and for many previous summers) was one of constant tension as to which way the wind would blow.

I am confident that I do not speak in hyperbole. Many Glenwood , as well as West Glenwood citizens feel as I do. Many feel defeated that the only thing that stands to gain , it seems are in the pockets of a very few people who could care less about any other consideration other than extremely shortsighted economic gain . Can our city move beyond an intellectually limited concept of what it means to promote and plan for a thriving , inviting , well organized community . It would seem that economic development

need not to be divorced from what is well planned, well paced , and meets the needs for quality of life and environment for most.

Respectfully,
Bobbie Meriwether

-----Original Message-----

From: Tim Porter <timabq@msn.com>

Sent: Tuesday, March 16, 2021 1:01 PM

To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>

Subject: West Glenwood pasture

Gretchen,

My name is Tim Porter and I live at 34Gamba Dr, Glenwood Springs CO 81601. I feel very strongly that any development of the pasture should only have car access thru the mall property and no access to Donegan rd . The mall will no doubt increase in value and occupancy if the pasture is developed and so even if that means that part of the mall is opened to create enough road sidewalk and bike paths this is necessary. Donegan cannot handle this traffic and it would bring values down. I also feel that maximum parking should be made and a park and possibly a small fishing pond like the tree farm development in Willits.

Thanks Tim Porter 505-553-2207

Sent from my iPhone

From: Annie Stephens <britican@comcast.net>

Sent: Tuesday, March 16, 2021 1:13 PM

To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>

Subject: Proposed Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

As long-standing members of the West Glenwood community, we are writing to express our opposition and concerns regarding the annexation and initial zoning of the above property as requested by Glenwood Partnership LLC and the subsequent development of the 12.5 acre land currently under contract with R2 Partnership LLC.

We recognize that the Roaring Fork Valley may have a housing need, but to allow a developer to build 360 units with 1,200 rental tenants with only 650 parking spaces in such a rural neighborhood is a concern for us on many levels. We are in agreement with everything addressed by Garfield County in their referral comments letter but these are our top four concerns.

1. **Safety**

The wildfire on August 5, 2020, just west of Ami's Acres at approximately mile marker 111, was a clear demonstration of what happens in West Glenwood even during a small wildfire. Our home is on Ponderosa Circle just off Donegan Road and we witnessed first-hand how quickly traffic congestion occurred shortly after the emergency alert. The I-70 traffic, and almost every road in West Glenwood, was gridlocked and remained gridlocked until long after 10 pm. We have heard similar reports as a consequence of previous local wildfires.

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." West Glenwood has many roads leading

to **A SINGLE ROAD - Highway 6**. Depending on the location of the fire, emergency vehicles may block off one or more roads to enable their access to the fire, which further restricts safe evacuation of all of our residents.

To add another 1,200 residents to the rural area of West Glenwood, which according to the Census Department had almost 3,100 residents in 2018 and is now probably in the region of 3,500+ would be utterly catastrophic. Not only do all of these residents need to evacuate safely, but there are elderly residents (12% of our population) who may need assistance, families with young children, as well as two schools and preschool or daycare facilities. Much like the residents of Four Mile/Oak Meadows/airport area we have **ONE SINGLE ROAD** to evacuate the area.

2. Impact on West Glenwood

In the City's document "Rezoning to Planned Unit Development (PUD) Application Guide & Checklist" it states under Review Process item 4 "The intensity of development in the proposed zoning district is not expected to create significantly adverse impacts to surrounding properties or the neighborhood". To allow this land to be zoned to build approximately 360 units WILL significantly and adversely affect this area (which is mainly comprised of single family homes on 1/5-1/4 acre plots). Not only is the density far too high but the planned three/four level units will affect the nearby single family properties greatly both in terms of traffic, noise, lighting, pollution, privacy and views.

Most families in the Roaring Fork Valley use vehicles to get to work, some families have both personal vehicles and work vehicles. Adding 1,200 people to this area will bring in excess of 2,000 additional vehicles to our streets and will bring about a traffic nightmare of Californian proportions and will turn West Glenwood into a parking

lot. The current infrastructure of West Glenwood and particularly the roads leading to Highway 6 are not built for this additional traffic. COVID has dramatically reduced traffic, and any traffic studies completed during this last year will not reflect the reality of the area. We urge you to take this into account.

3. **Proximity to the Two Rivers and Montessori Schools**

Currently, the developers plan to have an exit immediately opposite these schools. Even if they move the exit to somewhere else on Storm King, congestion and safety concerns for our young children is inevitable. Many of the Two Rivers students use the current roads to walk or bike to/from their homes. The developers original plans also had a swimming pool, gym and possible bar area within 100 feet of these schools.

4. **Green space**

Glenwood residents value the beauty of the land and recognize the importance of green space; we will be losing yet another precious piece of land for our environment and the wildlife as well as removing land which can also serve as a fire break in the event of wildfires. Bike paths exist around town coming almost to this piece of property for both tourists and residents to recreate and enjoy this valley.

In conclusion, if there has been one thing our world has learned through COVID it is that no matter how economically stable you are, how fiscally responsible you are, how much you plan for the future, you are nothing if you don't protect your people and that is what we are asking the City of Glenwood to do - to protect its current population and keep its residents safe.

We urge you to reject this annexation and rezoning application or at the very least to limit the development of the land to a minimum

number of buildings/units (ideally similar to the density of the properties in the neighborhood).

Thank you for your consideration.

Randy & Annie Stephens
0041 Ponderosa Circle
Glenwood Springs

Trent Hyatt

From: katie mosquera <ty.sparks@krewol.com>
Sent: Thursday, August 6, 2020 2:51 PM
To: Gretchen E Ricehill; paul.schirmer@cdsg-us.com; wgwspasteuredev@googlegroups.com
Subject: New Slogan - Glenwood Springs the Community of Apartment Living!

Dear All!

My points:

- With all of your planned developments, you will have a **surplus of inventory - empty apartments** (Lofts, 6 Canyons, under construction at the former site of the Buffalo Valley, behind Walmart, where Rivers Restaurant stands and now west Glenwood)
- Where are the jobs to provide income to pay the rents? Blue collar? **Hourly? Is that what builds a solid community?**
- A study presented April 1, 2019 was based on **numbers from 2017**. It is now 2020 and we have had a pandemic. **Are your numbers accurate?**
- From what I read, **growth over the next 10 years is in the group of 65 yo+ -** we do not live in apartments.
- You will make Glenwood a cheap bedroom community.
- What **new department** will you create to inspect, monitor and deal with tenant issues?
- How will you beef up police and fire?
- Did you take into account that the **Hispanic Culture**, with larger families, prefer to keep all of the family under one roof?
- Will you **monitor unit occupancy?**

Slow down and think. This mass construction of apartments will turn Glenwood into a bedroom community comprised of families stacked in tacky apartments. Is this what Glenwood is about and what the founding fathers had in mind? I think not.

Ty Sparks
Resident since 1970

PS Where is it written that if you cannot afford to live somewhere the community must bend so that you can? I live where I can afford.

Trent Hyatt

From: Bobbie Meriwether <meadowlark.2000meadowlark@gmail.com>
Sent: Thursday, August 6, 2020 10:07 PM
To: Gretchen E Ricehill
Cc: paul.schirmer@cdsg-us.com
Subject: Planning for wildfire mitigation

Hello ,

I am a long time resident of the Valley . Have lived in West Glenwd having moved from Aspen to the Oasis Creek area in 1985. The view from my father's property overlooked the uncrowded and undeveloped areas that then comprised West Glenwood . Looking back in my minds eye 25 years ago , it is still hard to conceive of the exponentially explosive growth and churning pace of development . Still , those many years ago I had hoped that the surely city would be engaged in thoughtful planning . Population density and growth has now spilled over . I am a senior woman who has lived for twenty years and counting in the Orchard Lane townhomes. Now it is hard for me to even find a safe place to walk my dog and play a game of fetch with him in West Glenwood . The cherished little oasis of green grass or fields here and there have simply vanished . The pocket park along Mitchel Creek called Gregory has been virtually commandeered by the Two Rivers school often holding their outdoor education classes there. The Two Rivers Park , oh we used to enjoy that park too. It now suffers overuse with ever more tourists understandably crowding into it. The new , recently built "river walk" transformed a lovely natural rivers edge beach in which my dog romped and played . It became instead a man made walkway which now a dangerous situation for young children and dogs in that the natural beach was manipulated into something that is not natural at all and affords no transition from the built up walk wall to natural sloping beach . There was very little environmental sensitivity involved in that project . The Iron mountain entertainment and spa facilities destroyed the riparian terrain in those areas as well . Nothing in West Glenwood currently exists as an assessable open space. Oh yes the Meadows trails are jk great . But they are not open , assessable fields that any child could fly a kite in . That's incongruous for a city whose residents identify themselves as " outdoor " oriented . West Glenwood is a portion of the city that is rated very high in potential danger from fire threat . A person might dare to think that Glenwood along with New Castle , would have aggressively and smartly planned for green spaces to act as protective buffer zones for our ecologically vulnerable and fragile mountain community. Especially since the threat is something we've lived with every summer for a very long time.

We living in West Glenwood remember well the fires of Coal Seam and Storm King , We lived through the feeling of being trapped in the exits even way back then . West Glenwd's density has now reached a critical mass. Year after year we have faced the threat of wildfire by the seat of our pants. Glenwds 2020 population is roughly 10,000 lives by now . Our small area of West Glenwood therefore stands to represent 4,000 of those 10, 000 people in all the city if a very large development proposal by an out of state developer goes through at the West Glenwood Pasture .

West Glenwood has similar issues to those in nearby New Castle with outside developers wanting to cram hundreds of more people into small spaces with seemly no proportional attention or planning for emergency evacuation in wildfire situations . West Glenwood has only two avenues of escape . Due to the population increase over the last ten years, daily congestion has increased to a point where we seriously need to update, revise and be educated for our emergency evacuation plans . As a community we must revisit how much more development our town and infrastructure can safely accommodate. We can't afford to build additional roads and developers don't want to do it...We desire LESS density, more open space, and an updated safety plan keeps everyone informed as to evacuation procedures . WE NEED BE ASSURED THAT WE WILL NOT BE TRAPPED.

It seems readily apparent that addressing the value of having open space had been far too late in coming to the intentions of Garfield county. True , that ten short years ago they were at last begun . Were they ever consulted, much less comprehensively implemented ? I wonder at times why these studies even got done and then seemingly ignored . It would seem they were treated as just an esoteric "suggestion". Does anything matter if it doesn 't somehow involve recreation or some other economic interest ? I want to know why other considerations such as :

safety , quality of life , with livable and well planned -for spaces are somehow not considered valuable and practical as well?

My plea In writing this letter is for better , more progressive and forward looking planning and regulation for West Glenwood . If development occurs that it be compatible , with the local environs that are studied and well understood . It's seems in light of this , that it is irresponsible for the economic engine to keep churning unabated in pursuit of "the economy"- as if nothing else holds value at all .

My home is here In Glenwood . I do not intend to leave. My way of life feels very threatened by uncontrolled growth , and lack of planning for that growth . There comes a time when the quality and safety of life should be considered a very practical and essential part of effective city planning and zoning . That time is well past due . I live in the very shadow of Storm King . I hope that the brave firefighters that fought for our town and died defending it , did not die as it's only defenders . One would think that a vigorous and meaningful plan for mitigating a repeat of wildfire disaster would exist in PLANNING and ZONING for open spaces that act as buffer zones. We need in meaningful and sustainable plans . How much longer can we simply rely on sheer luck, timing , and the way the wind blows during fire season ? We can no longer simply applaud the heroic efforts of firefighters and emergency personnel and then act in ways that seem as if we take their efforts and our luck for granted . Surely there are many good and involved people in leadership making sincere and non -political efforts to form a caring community. I beg for the city planners developers and leadership to work together as effectively and as heroically as firefighters do. Please provide updated PLANNING AND ZONING that would better protect West Glenwood's vulnerabilities . Keep our businesses safe and our quality of life livable and breathable by reconsidering the vital contributions of open space. It's way past time to be see that overdevelopment is simply exploitation and no longer conscionable for our West fGlenwood community that is yalready under threat by the proposed massive expansion of the RMR limestone quarry, a short mile away as the bird flies . We need space to live and breathe clean air . We deserve for our concerns to at long last be addressed .

Sincerely ,
Bobbie Meriwether

Trent Hyatt

From: Ann Stephens <britican@comcast.net>
Sent: Friday, August 7, 2020 8:36 AM
To: Steve Boyd; Gretchen E Ricehill; Debra Figueroa; Jennifer Ooton; Sara Weigel
Cc: Ann Stephens
Subject: Proposed Development by R2 Partnership LLC

As long-standing members of the West Glenwood community, we are writing to express our opposition and concerns regarding the development of the 12.5-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. After meeting with the developer last week we believe the Pre-Annexation meeting will be held in approximately two months' time (late September/early October).

We recognize the Roaring Fork Valley may have a housing need, but to bring in 418 units, 1300 tenants with 650 parking spaces to such a neighborhood is a concern for us on many levels.

1. Safety

The wildfire on August 5, 2020, just west of Ami's Acres at approximately mile marker 111, has again shown us the reality of what happens in West Glenwood during even a small wildfire. Our home is on Ponderosa Circle just off Donegan Road and we witnessed first-hand how quickly the traffic congestion occurred shortly after the emergency alert. The I-70 traffic, and almost every road in West Glenwood, was gridlocked and remained gridlocked till long after 10 pm.

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." West Glenwood has many roads leading to **A SINGLE ROAD - Highway 6**. Also, Highway 6 cannot allow safe evacuation of all the residents of West Glenwood. Depending on the location of the fire, emergency vehicles may block off one or more roads to enable their access to the fire, which further restricts evacuation.

To add another 1,300 residents to West Glenwood, which according to the Census Department, had almost 3,100 residents in 2018 would be utterly catastrophic. Not only do all of these residents need to evacuate safely, but there are elderly residents (12% of our population) who may need assistance, families with young children, as well as two schools and daycare facilities.

2. Impact on Traffic

To add another 1,000 vehicles to our streets will bring about a traffic nightmare of Californian proportions and will turn West Glenwood into a parking lot. COVID has dramatically reduced traffic, and any traffic studies done at this time will not reflect the reality of this area. We urge you to consider this at the Pre-Annexation meeting when it comes to your department.

3. Proximity to Two Rivers School

Currently, the developers plan to have an exit immediately opposite the school. Even if they move the street to somewhere else on Storm King, congestion and safety concerns for our young children is inevitable.

4. Green space

Glenwood residents value the beauty of the land and recognize the importance of green space; we will be losing yet another precious piece of land for our environment and the wildlife. Bike paths exist around town coming almost to this piece of property for both tourists and residents to recreate and enjoy this valley. Many tourists bike past the pasture to visit the area's Fish Hatcheries.

If there has been one thing our world has learned through COVID it is that no matter how economically stable you are, how fiscally responsible you are, how much you plan for the future, you are nothing if you don't protect your people and that is what we are asking the City of Glenwood to do - to protect its current population and keep its residents safe. We strongly urge the City Planning Office to reject the application to annex this property.

Randy & Annie Stephens
0041 Ponderosa Circle

Tel: 970-618-6080

Trent Hyatt

From: LAURIE RAYMOND <laurieraymond16@comcast.net>
Sent: Monday, August 10, 2020 1:04 PM
To: Steve Boyd; Gretchen E Ricehill; Debra Figueroa; Jennifer Ooton; Sara Weigel; Rick Voorhees; Tony Hershey; wgwspasturedev@googlegroups.com
Subject: Issues of the 111 Fire and the West Glenwood pasture development plan

Civic leaders of Glenwood Springs:

I'm the owner of High Tails Dog & Cat Outfitters in West Glenwood Springs. On Wednesday, August 5th, we received a pre-evacuation order at around 3:30 shortly after the 111 Fire got rolling. We immediately began to prepare and load supplies and gear and organize our vehicles to be able to transport to safety all the dogs in our care at that time. Their owners came as soon as they could to retrieve their pets, but many were delayed by traffic, with the last dog picked up just before 8. Although one westbound lane of I-70 opened up shortly after six, no one was able to move in any direction by then. Highway 6 was a parking lot from Mitchell Creek Rd to the 114 roundabout. By the time I left, after 8, all side streets were completely gridlocked as well. It dawned on us that if the fire had continued to bear down on us, we would not have been able to go anywhere.

Because I live off of Donegan east of the Mall, I took Mitchell Creek Rd to Donegan where I joined the stationary line, sitting alongside the disputed pasture behind the mall. I couldn't help thinking about how much worse the jam would have been if 1300 more people and 600+ vehicles were in place, all under the same order to be ready to evacuate, all striving to be able to leave. It was impossible not to recall the horrific images of the Paradise Fire, another bottleneck from which there were not enough possible exits, and the people and animals who roasted to death in their cars or on foot, unable to outrun the flames.

Several years ago I participated in a few planning sessions after a fire in the same general area had exposed serious weaknesses in the ability to move people out of this area. It is hemmed in by geography and unmitigated by sufficient infrastructure. We talked about organizing for responsible traffic flow control, but as far as I know, nothing much came of it. But that was before the summer when California burned, obliterating whole towns. When massive loss of life clearly indicated the future for such places (like ours) as the climate warms and extreme weather events and overcrowding-without-sufficient-safety-resources increase.

We need to sober up. If we learn nothing else from the current pandemic, it should be clear to everyone that precautionary planning - not just talk, but provision of resources and designation of responsible entities for accessing and distributing them in emergencies -- is not a luxury but an absolute necessity. Allowing an imperative of "growth" to trump everything is living beyond our means.

One obvious measure we should take is to organize, equip, train and empower a civilian volunteer traffic corps. We live in an area where fires, floods, mud slides and blizzards frequently paralyze our mobility. There are recognized choke points where one traffic control officer could significantly ease congestion and keep emergency response routes open. This is no job for the police, since even in a gridlocked and panicky situation, law enforcement has its own necessary role. Volunteer fire departments could be a model for such a cadre of people trained and tasked with handling traffic needs in a crisis.

Finally, on the pasture development proposition: About the only thing everyone agrees on in relation to the Covid-19 pandemic is that once the crisis is past, nothing will be the same as it was before. The Valley housing report of just a year ago needs to be set aside until a "new normal" situation can be evaluated. What does it mean for our communities that out of state ultra-wealthy people are moving here to live in their second homes, or buying up properties as fast as they can? They are thinking of their own safety. But they have resources to take care of themselves wherever they primarily reside, better than the low-wage "essential workers" who risk much to serve them. We should ask ourselves if we are really willing to sacrifice what remains of our quality of life in our communities, or be forced to leave because of rising real estate prices (followed by property taxes.) I think it would be prudent, and also a statement of community solidarity, to place a moratorium on development for a period of time long enough to allow us to recognize emerging trends and changes and take deliberate and appropriate action.

But let's find new ways to deliberate together what we want our communities to be, before fear, greed and recklessness make that discussion moot.

Laurie Raymond
Glenwood Springs
970-945-8723

From: [Troy Gordon](#)
To: wgwspasturedev@googlegroups.com
Cc: [Gretchen E Ricehill](#)
Subject: West Glenwood Pasture Development
Date: Monday, August 17, 2020 10:05:27 AM

I am in receipt of the flyer that circulated regarding this development. I am opposed to such a dense development with little to no concern on the surrounding area. First, the traffic congestion in West Glenwood with the Mall, Dealerships, multiple schools and businesses is already at capacity in my opinion. Second, the idea of another high density development in this area is not reasonable. The last project by Climate Control required numerous variations that were granted with little to no regard for reasonableness on height, parking and density. This seems like the same thing. Third, you are placing 1300 tenants next to two schools that will add a large volume of traffic at the worst times for children safety. Finally, I am surprised that the city council would consider this. At one point it was expected that this land would be completely or partially a park area. Why does the South Glenwood and downtown area from Two Rivers to the south get multiple parks and recreation sites and West Glenwood gets a small virtually non-usable park (McGregor Park) but yet almost half of the kids live in this area. Residents have been begging for more options in West Glenwood for decades, more ball fields, basketball courts, picnic areas, etc. but instead of doing this, the city council decides to update a commercial rafting pull out that is used by a small minority of the community. Please consider what you are doing on this. You are adding 1300 residents with most likely 1/3 of them being kids without any type of recreational outlet that was desperately needed prior to this. If this development was offset by 50% of it going to ballfields, recreational options, I would reconsider. Thank you.

Troy Gordon

Trent Hyatt

From: Rachel & Leon <rlgaro@q.com>
Sent: Monday, August 17, 2020 9:45 AM
To: Gretchen E Ricehill
Subject: Proposed West Glenwood Pasture Development

Dear Ms. Ricehill:

We are writing to you regarding the Proposed West Glenwood Pasture Development.

We have lived in west Glenwood since 1971 and have seen many changes over the years. While change is inevitable, we feel that the above proposal is dangerous to the residents in west Glenwood, primarily because of the very real possibility of needing to evacuate and this summer is a case in point.

The danger of fire has occurred in West Glenwood twice (1994 & 2002) and we have had to evacuate. In 2002, we were stuck in bumper to bumper traffic on the frontage road while the fire roared our way just across the river. With the fire moving faster than the traffic, we finally drove on the bike path to make our way to north Glenwood and then across the bridge. And, this year, we were very fortunate that the fire fighters could extinguished the 111 fire before it was out of control and threatened residents in West Glenwood.

Since the 2002 fire, the population in west Glenwood has grown substantially along with the accompanying increase in traffic. New homes and apartments have been built which have added additional population and cars. The new bridge is a beautiful accomplishment but it doesn't move traffic across the river at a significantly faster pace than the old bridge did.

The potential increase of another 1,300 tenants and 650 more cars to the already overcrowding of the area is dangerous and ill advised.

In our opinion, a better use for the pasture would be its development as a park for West Glenwood. Currently the only park in West Glenwood is the small Gregory Park by Mitchell Creek.

Sincerely,

Leon and Rachel Garot
30 Mountain Shadow Drive
Glenwood Springs, CO 81601
(970)319-0187

Trent Hyatt

From: Jessi Hastings <jessidh27@gmail.com>
Sent: Monday, August 17, 2020 11:46 AM
To: Gretchen E Ricehill
Cc: paul.schrimer@cdsg-us.com
Subject: Proposed West Glenwood Pasture Development. Section 6, Township 6, South Range 89

Dear Ms. Ricehill and Mr. Baumann,

I am very concerned about the proposed development of the Pasture land behind the old Glenwood Springs Mall.

I think it endangers all of our lives in West Glenwood to add to the population here when already when there is a disaster, there is a huge traffic problem. Allow me to be specific. I live at the very end of Mountain Shadow Dr. and I am disabled.

We recently were put under prevacuation for the 111 fire in Canyon Creek 3 miles from the West Glenwood Exit. I called my help who lives in Glenwood. It took her 20 minutes to get here and a half hour to get home because of the congestion of traffic on the highway, Midland and the frontage road. It took my housemates 3 hours to get here from Thunder River Market. When they finally got to the neighborhood, they said there were random cars everywhere parked and moving because the highway was shut down. Thank God, we did not have to evacuate. I really feel we would not have gotten out of here,

Please do not add more population to the existing infrastructure that already is inefficient in an emergency.

Thank You for your consideration,
Sincerely,
Deborah : "Jessi" Hastings

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Jessi Hastings, RN, LMT,
Certified Anat Baniel Method
Neuromovement Practitioner

970.946.8968
jessidh27@gmail.com

"Making the impossible possible, the possible easy and the easy elegant."
Moshe Feldenkrais

From: [Lynette Brickell](#)
To: [Gretchen E Ricehill](#)
Cc: paul.schirmer@cdsg-us.com; wgwspasturedev@googlegroups.com
Subject: West Glenwood Pasture Development to Apartments
Date: Tuesday, August 18, 2020 1:13:01 PM

Hi Gretchen,

I am writing this to you as a West Glenwood resident located at 0010 Ponderosa Circle. I first and foremost want to acknowledge that there is definitely a need for housing in this community, But, I also want to express my concerns about the development and the density of the apartments proposed.

If you drove by this area yesterday or today, we already have traffic and parking concerns since the Two Rivers Foundation School has returned to full operations. The teachers and staff are having to park along Donegan (including in front of this proposed development). The school buses are parked along Storm King Road leaving room for only one car to pass by at a time. Now, add an additional 1-2 vehicles per unit at this development and we have 500 - 800 vehicles to add to the congestion at school drop off and pick up times, which coincide with leaving for work in the mornings. The safety of these children that walk from our neighborhood to both the Two Rivers Foundation School and the Glenwood Springs Middle School is a definite issue.

Our roads (Donegan & Ponderosa) have been torn up for weeks just adding a larger sewer/water line to accommodate this development and it is not even approved yet. What other infrastructure will have to be modified in order to handle the number of apartments and people this will bring? And, in the end, who is paying for the road work, sewer and water upgrades, etc.? City taxpayers?

And, with the fires burning at the present time, and having to evacuate twice in the past, we would have a very difficult time moving that amount of vehicles and people out of this area in a quick manner. It was a nightmare before in 1994 and 2002 and we didn't have the amount of cars and people living in West Glenwood that we now have, This development would exacerbate this 10-fold.

I also work in the Glenwood Business Center and would be entering and exiting the same entryway and exit that this new development would be using. It is hard at the present time to get in this business center when the cars are lined up dropping children off at the school, let alone the additional cars from the development.

I also have my office facing this open field and it has been very nice to observe the geese, rabbits, horses, and other wildlife come through and have a place to reside. No more green space?

The noise level, the lighting, and other issues are definitely a concern as well. If it were a business that closes in the evenings, it would not be so bad, but that many people and vehicles in that small area, I tend to believe the noise level will be a lot higher.

There are other concerns as well, but this touches on the major ones and I hope you consider a downsizing approach when considering this development. Our small little area over here cannot handle this big of a project.

Concerned Citizen,

Lynette Brickell

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From: [Krista Kies](#)
To: [Gretchen E Ricehill](#); paul.schirmer@cdsg-us.com
Subject: West Glenwood Pasture Development
Date: Monday, August 31, 2020 8:32:53 PM

Good Evening,

We received a notice on our door recently in regards to the West Glenwood Pasture Development proposal and we would like to ask one question please. Why are we eliminating green space when there is a mall right in front of this open space that could be converted into apartments and already has a parking lot? According to the Post Independent article from January 9, 2020, over a dozen tenants have abandoned the mall since 2015, leaving the majority of the shopping center's once lively storefronts dark. As of 2018, the mall contributed only a small portion, 3.7%, to sales taxes.

We appreciate your time listening to our concerns and hope to come to a better solution than eliminating green space.

Krista Thormann
(903) 815-3602
krista.kies@gmail.com

Trent Hyatt

From: Valorie Guanella Erion <mverion@sopris.net>
Sent: Thursday, September 10, 2020 11:53 AM
To: Gretchen E Ricehill
Subject: Proposed Development by R2 Partnership

Dear Ms. Ricehill:

I am not a resident of Glenwood Springs, rather a resident of Garfield County. However, my husband works in Glenwood and has been very impacted during his commute due to the wildfires, as nearly all down valley commuters have been. I am in Glenwood several days a week shopping and running errands. It's not just an inconvenience to be caught in the gridlock, it's dangerous during a fire. This development is just a very bad idea. Open space is in short supply in our area and there won't be any more coming in the future, please preserve what little slice we have left. I share the validity of the points outlined below. Please reject the application to annex this property.

I am writing to express my opposition to the development of the 12.5-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley, in general, may have a housing need, but to bring in 418 units, 1300 tenants with 650 parking spaces to such a rural neighborhood is a concern for me on many levels.

1. Safety

I'm confident that the recent wildfires in South Canyon and Glenwood Canyon have demonstrated the need for wise decisions to be made as you plan a strong and safe community for all residents of Glenwood Springs. Shortly after the South Canyon wildfire, the residents of West Glenwood saw firsthand how quickly gridlock occurred, leaving almost every road impassable until late into the evening.

To add another 1,300 residents to the current 3,100 residents of West Glenwood would be utterly catastrophic. Not only do all of these residents need to evacuate safely, but there are elderly and disabled residents who may need assistance, families with young children, as well as two schools and many daycare facilities. We are not talking IF a wildfire will happen again in Glenwood Springs but WHEN.

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." West Glenwood has many roads leading to **A SINGLE ROAD - Highway 6**. Highway 6 cannot allow for the safe evacuation of all the residents of West Glenwood as it stands today. Depending on the location of the fire, emergency vehicles may block off one or more roads to enable access to a fire or flood area, which would further restrict evacuation efforts.

2. Impact on Traffic

The addition of another 1,000 vehicles to our streets will create a traffic nightmare of overwhelming proportions and will turn West Glenwood into a parking lot. COVID has dramatically reduced traffic, and any traffic study done during these "safer at home" months will not reflect the reality of this area. We urge you to consider this at the Pre-Annexation meeting when it comes to your department.

3. Proximity to Two Rivers School

Currently, the developers plan to have an exit immediately opposite the school. Even if they move the street to somewhere else on Storm King, congestion and safety concerns for our young children, their parents, and our teachers are inevitable.

4. Green Space

Glenwood residents value the beauty of the land and recognize the importance of green space; we will be losing yet another precious piece of land for our environment and wildlife. This pasture also affords West Glenwood with a good measure of protection against the spread of wildfires. Bike paths exist around town coming almost

to this piece of property for both tourists and residents to recreate and enjoy this valley. Many tourists bike past the pasture to visit the area's Fish Hatcheries.

I urge you in the City Planning Office to protect its current population, preserve the small amount of open space that west Glenwood currently has, and help keep its residents safe by rejecting the application to annex this property.

Valorie Guanella Erion
0392 CR 266
Silt, CO 81652
970-379-9990

From: [Lacy King](#)
To: [Gretchen E Ricehill](#); [Steve Boyd](#); [Debra Figueroa](#); [Jennifer Ooton](#); [Sara Weigel](#); [Rick Voorhees](#); [Tony Hershey](#); [Paula Stepp](#); [Shelley Kaup](#); [Charlie Willman](#); [Greg Bak](#); [Jonathan Godes](#)
Subject: R2 Partnership Proposal in West Glenwood
Date: Thursday, September 10, 2020 3:55:42 PM

Dear City Council, Officials, Mayor, and Fire Marshall,

Community. What does that word mean to you? Is it thought of as individuals sharing common interests and goals, or simply people living in the same place? No matter the answer, those who have called Glenwood Springs their home for years, decades or a lifetime deserve to be heard, and listened to.

The 111 Fire on Aug. 5 posed many challenges for local citizens, along with those passing through. I reside on Mel Rey Road, off the roundabout. The traffic that flooded Mel Rey wrapped around to Donegan, down Storm King, up Mitchell Creek, and back to Highway 6 leaving us residents out here feeling trapped. What would we have done should we have needed to evacuate?

On July 2nd a couple neighbors and I got together to create a Facebook group to share information about a 418 unit apartment complex being proposed in West Glenwood by a developer out of Cincinnati, OH. (To learn more find us at <https://www.facebook.com/groups/203281687630716>) To the county and city officials who've met with the developer privately, did the thought of natural catastrophes cross your mind when you recommended more units than the amount originally proposed?

In my research for this Facebook page I found a Community Wildfire Protection Plan dated April 2007. Despite it being an older document, the content is valuable to all in this moment. Figure 2 has much of West Glenwood at a Hazard Rating of Very High to Extreme. On page 29, a high priority recommendation was made to educate citizens on proper escape routes. Was this ever enacted?

Vulnerable communities should look to examples like the socio-ecological mitigation approach Montecito County used to successfully fight the Thomas Fire. As a 38 year old Glenwood Springs native, I plan to live out my days here. But what I hope for are leaders that value common interests and goals and that work hard to achieve them — representatives that seek smart growth solutions that encapsulate a true sense of community.

Lacy King
Glenwood Springs

P.S. I wrote this Letter to the Editor the day before the Grizzly Creek Fire was started. My feelings are even more heightened now. As a GWS native, the daughter of one of the CDOT engineers on the Glenwood Canyon project, and someone who loves this place we call home, I am begging you to hear the pleas of your constituents. Please deny R2 Partnerships proposal until accurate studies can be obtained and safety measures are in place. This is the time to rebuild our community, not divide it. The future is in your hands.

Trent Hyatt

From: Lori Welch <lori.welch@gmail.com>
Sent: Tuesday, October 13, 2020 3:02 PM
To: Rick Voorhees; Jonathan Godes; Gretchen E Ricehill; Steve Boyd; Debra Figueroa; Jennifer Ooton; Sara Weigel; Tony Hershey; Paula Stepp; Steve Davis
Subject: The death of WGWS - Proposed Development by R2 Partnership

I am writing to express my opposition to the development of the 12.5-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley, in general, may have a housing need, but to bring in 418 units, 1300 tenants with 650 parking spaces to such a rural neighborhood is a concern for me on many levels.

1. Safety

I'm confident that the recent wildfires in South Canyon and Glenwood Canyon have demonstrated the need for wise decisions to be made as you plan a strong and safe community for all residents of Glenwood Springs. Shortly after the South Canyon wildfire, the residents of West Glenwood saw firsthand how quickly gridlock occurred, leaving almost every road impassable until late into the evening.

To add another 1,300 residents to the current 3,100 residents of West Glenwood would be utterly catastrophic. Not only do all of these residents need to evacuate safely, but there are elderly and disabled residents who may need assistance, families with young children, as well as two schools and many daycare facilities. We are not talking IF a wildfire will happen again in Glenwood Springs but WHEN.

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." West Glenwood has many roads leading to A SINGLE ROAD - Highway 6. Highway 6 cannot allow for the safe evacuation of all the residents of West Glenwood as it stands today. Depending on the location of the fire, emergency vehicles may block off one or more roads to enable access to a fire or flood area, which would further restrict evacuation efforts.

2. Impact on Traffic

The addition of another 1,000 vehicles to our streets will create a traffic nightmare of overwhelming proportions and will turn West Glenwood into a parking lot. COVID has dramatically reduced traffic, and any traffic study done during these "safer at home" months will not reflect the reality of this area. We urge you to consider this at the Pre-Annexation meeting when it comes to your department.

3. Proximity to Two Rivers School

Currently, the developers plan to have an exit immediately opposite the school. Even if they move the street to somewhere else on Storm King, congestion and safety concerns for our young children, their parents, and our teachers are inevitable.

4. Green Space

Glenwood residents value the beauty of the land and recognize the importance of green space; we will be losing yet another precious piece of land for our environment and wildlife. This pasture also affords West Glenwood with a good measure of protection against the spread of wildfires. Bike paths exist around town coming almost to this piece of property for both tourists and residents to recreate and enjoy this valley. Many tourists bike past the pasture to visit the area's Fish Hatcheries.

I urge you in the City Planning Office to protect its current population and help keep its residents safe by rejecting the application to annex this property.

--

Lori Welch
828 Red Valley Drive, Glenwood Springs
970-930-5211

Trent Hyatt

From: Katie Mosquera <katie@saltcreeksearch.com>
Sent: Thursday, September 10, 2020 1:40 PM
To: Gretchen E Ricehill; Steve Boyd; Debra Figueroa; Jennifer Ooton; Sara Weigel; Rick Voorhees; Tony Hershey; Paula Stepp; Steve Davis; paul.shirmer@cmsg-us.com; Jonathan Godes
Cc: wgwspasturedev@googlegroup.com; Greg Bak
Subject: Proposed West Glenwood by R2 Partnership

Dear City of Glenwood and Glenwood Springs Fire Marshall:

I am reaching out to you to express my opposition to any further development in Glenwood Springs until you have actually done your homework. It appears that you lack any concept of growth and how to do so safely. As a city, you seem to allow as many occupants as possible in a dwelling without regard to first responders need to access the property in the event of an emergency (Minter Avenue). The city also does not seem to wish to enforce occupancy codes or care. All you are doing is putting lives in danger not to mention the stretch on the existing sewer and water systems.

It is with this thought that I am writing to express my dismay at what could turn into a 400 unit disaster in west Glenwood. (Especially since Stepp wants the former mall parking lot to house the homeless). Clearly, safety has not been considered. The round-about is a disaster and cannot manage more traffic. Second, where is this projected growth coming from? Are your numbers current? (The Greater Roaring Fork Regional Housing Study was released in April of 2019 based upon 2017 numbers – what has changed in 2020?) Where are the jobs to support the rents? Are ALL current rental units rented? How will you monitor occupancy?

The bottom line is that projected growth is of the 65 and older demographic – hardly apartment dwellers. Glenwood Springs growth has been less than 1% since 2018 so how do you justify this apartment complex and that apartment complex? You will create a community of empty apartments – is that Glenwood Springs?

I think greed is the underlying component here as well as a liberal thought process. I would love to live on Park Avenue in New York! Do I? No – I cannot afford it. Why does this town have to bend to cater to those that cannot afford to live here? Your apartments will not solve problems of a housing shortage. You will only create over-occupancy and unsafe living conditions endangering lives of the occupants and first responders. Not to mention the creation of many empty units because rents are just too high vs wages.

If you want to address any issue, come with a SOLID plan based on upon real numbers and not numbers that you “desire” to see.



Katie F. Mosquera
Glenwood Springs native and GSHS graduate
Katie@SaltCreekSearch.com
630.915.8013 MST
www.linkedin.com/in/katiemosquera

Trent Hyatt

From: katie mosquera <ty.sparks@krewol.com>
Sent: Monday, September 14, 2020 12:24 PM
To: Gretchen E Ricehill; Steve Boyd; Debra Figueroa; Jennifer Ooton; Sara Weigel; Rick Voorhees; Tony Hershey; Paula Stepp; Steve Davis; paul.schirmer@cdsg-us.com; Jonathan Godes; Greg Bak
Subject: Apartment Development

Dear All:

I hope that saw in today's paper that SkiCo is laying off 50 employees. It may not seem like many but how many of those employees were candidates for Glenwood's apartments? Did you read that SkiCo is not projecting a wonderful winter? Which means services associated with tourism will decline (which means jobs, wages, taxes etc.) Again, are these your tenants?

I do not think we have truly seen the fall-out from Covid. Even SkiCo is seeing it. Why do you think Glenwood is immune? Yes Aspen does have some growth but it is with the WEALTHY home buyers and clearly they will never be renting apartments in Glenwood. Maybe you think all those homeowners need babysitters and housekeepers? Should Glenwood's future be built on the backs of hourly employees? If you do, there is no future for this town.

I urge CAUTIOUS evaluation on ALL proposed mass housing projects. The numbers you are using are flawed and do not reflect our new landscape. THINK ABOUT what is truly needed and the goal of our community. Why is housing our problem? Engage Aspen, Basalt, El Jebel, Willetts, Carbondale and Eagle in this discussion. You are operating in a bubble that just might burst.

Thank you.

Ty Sparks

From: folo@sopris.net
To: [Gretchen E Ricehill](#)
Cc: folo@sopris.net; [Fran Orosz](#)
Subject: WGWS pasture development
Date: Monday, September 14, 2020 8:46:29 PM

Dear Gretchen,

My name is Lisa. I have lived on Chaparral Circle for 53 years. There are a few of us true locals that still live out here in what we feel is our slice of heaven. Slowly the city of Glenwood Spring has slithered their way out here. Most of us out here have enjoyed being in the county. As a child I spend many hours in the pasture exploring and learning about nature from Adolf Diemoz the original owner of the pasture. There are many reasons I am against this development. First problem, fire evacuation, has been brought front and center with the recent fire in south canyon. I called dispatch and requested that the roads to west Glenwood be closed to commuter traffic. That request fell on deaf ears. Our streets were bumper to bumper with cars. If we had been ordered to evacuate we could not even get out of our driveways. This new development would be adding approximately 800-1000 cars to our neighborhood. Traffic, what can I say about the hell that the roundabouts are in the morning and evenings. These new residents won't be getting on I-70 to head to work. They will be going right onto Hwy 82 causing even more problems for Glenwood Springs. Density of the project is another huge issue. We are a single family home neighborhood. The developer mentioned in a recent meeting that his original plan was 350 units and someone with the city told him that he could do 418. Who would do this to us? The Six Canyon monstrosity is a quarter of the size of this new planned development and it isn't even full of residents. The height of this development is of concern also. I know that the city of Glenwood allows four stories. I ask you to stand on Donegan and envision what the current residents will be looking at. Definitely not the beautiful scenery that they have had the pleasure of enjoying all these years. The city also only requires 1.5 parking places per unit. This is ridiculous. Where do you think all the excess cars are going to park? Glenwood already has a HUGE parking problem. The overflow parking on Center Drive is already outrageous! The developer says he has many studies to do. I don't believe that the studies will be accurate with Covid going on. Kids aren't in school so there are no parents driving them out here. Many people are still required to work from home. I know that many people want the pasture to stay open space. I realize that that is nothing but a dream. I just hope that we the residents in of west Glenwood have a say in what happens. Thank you for listening and hoping that we can have face to face meeting regarding this project.

Lisa Orosz
945-0452
0051 Chaparral Circle

From: [Stephanie Lemkau](#)
To: [Gretchen E Ricehill](#); paul.schirmer@cdsg-us.com
Subject: Proposed West Glenwood Pasture Development
Date: Thursday, September 17, 2020 9:47:20 PM

Dear City of Glenwood Springs Planning Office,

I am writing to you to let you know my concern over the Proposed West Glenwood Pasture Development. I live in West Glenwood at 580 Mel Ray Road.

The reason why I am concerned so much is for the amount of traffic in the 2 roundabouts in West Glenwood. The roundabout by the West Glenwood mall, Highway 6 and Mel Ray are extremely busy. At rush hour between 4-6:00pm it is particularly hard to enter the roundabout because there is so much traffic. Sometimes I have to "gun it" just to get in after waiting for several minutes. With a possible 1300 more people in West Glenwood using the same roundabout it will be next to impossible to enter it safely. I am wondering if the city has done a traffic count at this roundabout.

Another reason I am concerned is for evacuation purposes. During the 111 fire that happened in August I-70 westbound was closed. Traffic was backed up and stopped on I-70, Highway 6, Donegan, Midland, Devereaux and Wulfsohn Road for hours even after I-70 reopened. During this time I had to pick up my son from work on Devereaux Road. I needed to cross both roundabouts to go from Mel Ray to Devereaux and back again. There was no traffic control to go north/south. Police were not controlling the backed up east/west traffic. The roundabout were at a gridlock and stopped with traffic. It took about an hour to pick him up when typically it would take 10 minutes round trip. What if we truly needed to evacuate? Then you add 1300 more people with a possible 650 more cars. That is scary.

In conclusion, I am against the West Glenwood Pasture Development because of the extra traffic it will bring. It will be extremely hard to enter the roundabouts in West Glenwood with the additional people and cars. If we needed to evacuate it would be next to impossible.

Sincerely,
Stephanie Lemkau

From: [Jacque Mcmillan](#)
To: [Gretchen E Ricehill](#); paul.schirmer@cdsg-us.com
Subject: West Glenwood Pasture Development
Date: Wednesday, September 30, 2020 12:34:43 PM

I am writing in regard to the West Glenwood Pasture Development.

Safety is my number one concern. This proposed project lands right between two schools. This stretch of Donegan, between Two Rivers Community School and Glenwood Springs Middle School, is already scary enough to be a pedestrian on. During the bridge closure, I biked this stretch to and from work on a daily basis. Just a single car coming down this part of Donegan can force pedestrians/bicyclist off the paved road, as there are not bike lanes or sidewalks, like there are on the more eastern part of Donegan. Adding more traffic to this section of Glenwood could potentially be dangerous, especially when you consider school traffic. If we are being honest, Storm King isn't a breeze either. With the TRCS buses that are parked in the street, most hours of the day, this is a tight stretch of road, as well. Putting so many housing units right on the corner of the worst part of Donegan and Storm King seems to be very irresponsible.

Secondly, our roundabouts are already overwhelmed. We have so much traffic funneling from up and down the valley. People are only getting more and more selfish and impatient, driving recklessly to get to their destination. Living in West Glenwood, I use the roundabout multiple times a day. Multiple times a week I am cut off from drivers that are in the "I-70 only" lane. Sometimes you can tell they are just new to the area, or just unaware, and did not notice the **3 signs** that indicate what lane they are in. However, most of the time when you get cut off, it's from someone that just wants to bypass the line of cars that are waiting their turn to get into the roundabout. I truly feel adding more cars to this dynamic is only creating a more dangerous, daily situation.

What may be more frightening, is knowing that many impatient drivers will want to bypass the roundabout all together. This would only add that much more traffic to this stretch of Donegan. People looking for the quickest route, and overwhelming the pedestrians on this less than accommodating section of Donegan. Impatient and distracted drivers could be a very serious addition to our narrow, pedestrian filled West Glenwood.

Lastly, I'm sure you've heard plenty about the concerns on if or when West Glenwood would need to evacuate. Each time South Canyon shuts down, this part of the town (along with Blake Avenue) becomes a parking lot, with every selfish person looking to "get ahead," only to add to the congestion. The day to day safety, especially so close to schools, is higher on my list.

We need some one to say enough is enough in Glenwood. We have added two very large housing additions to Glenwood the past few years. Why do we need more tiny and unaffordable units? We have way too much traffic funneling through our tiny, narrow valley on a daily basis. Our current infrastructure can barely support the traffic between tourists and locals just trying to get to their up valley jobs. It takes very little to shut down our town, so adding more housing in a tight spot of Glenwood does not add up. Watching these housing units go up only makes it harder and harder to love the feeling of this small western slope town.

I just think the safety risk is much too high for our small community and would like these matters to be taken into full consideration when the final decision is made.

Thank you for your time,

Jacque McMillan
West Glenwood Springs Resident



568864 09/06/2000 10:12A B1205 P584 M ALSDORF
1 of 6 R 30.00 D 0.00 GARFIELD COUNTY CO

SPECIAL WARRANTY DEED

GLENWOOD PARTNERSHIP, a Colorado general partnership, Grantor, for good and valuable consideration, in hand paid, hereby sells and conveys to **GLENWOOD PARTNERSHIP LLLP**, a Colorado Limited Liability Limited Partnership, Grantee, whose legal address is 214 Center Drive, Glenwood Springs, Colorado 81601, the following real property in the County of Garfield and State of Colorado, to wit:

SEE EXHIBIT "A" ATTACHED HERETO AND
INCORPORATED HEREIN BY THIS REFERENCE;

with all its appurtenances, and warrants the title to the same against all persons claiming under the Grantor.

NO DOCUMENTARY FEE REQUIRED: Deed given to reflect name change in connection with conversion of the general partnership to a limited liability limited partnership. Consideration less than \$500.00.

EFFECTIVE the 18th day of July, 2000.

GLENWOOD PARTNERSHIP, a
Colorado General Partnership

By:

Floyd Diemoz
Floyd Diemoz, General Partner

By:

Linda L. Diemoz
Linda L. Diemoz, General Partner

By:

Frances Diemoz
Frances Diemoz, General Partner

After recording return to: Schenk, Kerst & deWinter
302 8th St., Ste. 310, Glenwood Springs, CO 81601

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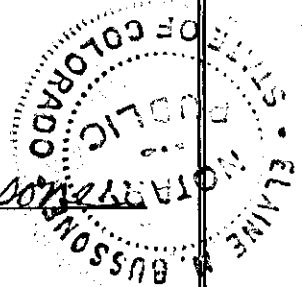
STATE OF COLORADO)
) ss.
COUNTY OF GARFIELD)

The foregoing instrument was acknowledged before me this 18th day of July, 2000 by FLOYD DIEMOZ and LINDA L. DIEMOZ, General Partners of GLENWOOD PARTNERSHIP, a Colorado General Partnership.

WITNESS my hand and official seal.

My Commission expires: 1-29-2002

Elaine M. Bussone
Notary Public



STATE OF Massachusetts)
) ss.
COUNTY OF Middlesex)

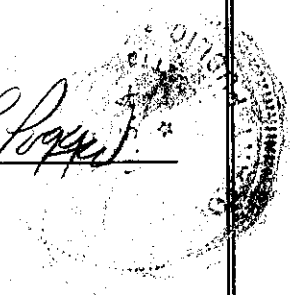
The foregoing instrument was acknowledged before me this 21 day of July, 2000, by FRANCES DIEMOZ, General Partner of GLENWOOD PARTNERSHIP, a Colorado General Partnership.

WITNESS my hand and official seal.

My commission expires: _____ PILAR POGGIO
Notary Public

My Commission Expires: _____
Notary Public

Pilar Poggio



After recording return to: Schenk, Kerst & deWinter
302 8th St., Ste. 310, Glenwood Springs, CO 81601

Parcel No. 1:

All of the following described real property situate in Lot Two of Section 6, T. 6 S., R. 89 W., 6th P.M., in the County of Garfield and State of Colorado, to-wit:

Beginning at a point on the northerly right-of-way line of U.S. Highway No. 6 & 24, 359.25 feet, N. 87°16' W. of a point on said Northerly right-of-way line from whence the witness corner for the South Quarter Corner of Section 34, T. 5 S., R. 89 W., 6th P.M., bears N. 03°34' W. 1423.68 feet; thence N. 02°44' E. 1339.59 feet to a point on the southerly right-of-way fence line of the County Road, said point being 559.58 feet, S. 89°52' W. of a point on the Southerly right-of-way line of the County Road from whence the witness corner for the South Quarter Corner of said Section 34, T. 5 S., R. 89 W., 6th P.M., bears N. 80°11' W. 358.5 feet; thence S. 89°52' W. 342.73 feet along the Southerly right-of-way fence line of the County Road; thence S. 02°44' W. 1322.45 feet to the Northerly right-of-way line of U.S. Highway No. 6 & 24; thence S. 87°16' E. 342.30 feet along the Northerly right-of-way line of U.S. Highway No. 6 & 24, to the point of beginning, containing 10.459 acres of land, more or less.

Parcel No. 2:

All of the following described real property situate in Lots 1 and 2 and the NW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 6, T. 6 S., R. 89 W., 6th P.M., in the County of Garfield and State of Colorado, to-wit:

All that portion of the lands described in that certain warranty deed recorded as Document No. 200114 in Book 306 at Page 138 of the records in the office of the Clerk and Recorder, Garfield County, Colorado, lying Easterly of the following described line: Beginning at a point on the Northerly right-of-way line of U.S. Highway No. 6 & 24, 359.25 feet, N. 87°16' W. of a point on said Northerly right-of-way line from whence the witness corner for the South Quarter Corner of Section 34, T. 5 S., R. 89 W., 6th P.M., bears N. 03°34' W. 1423.68 feet; thence N. 02°44' E. 1339.59 feet to a point on the Southerly right-of-way fence line of the County Road, said point being 559.58 feet, S. 89°52' W. of a point on the Southerly right-of-way line of the County Road from whence the witness corner for the South Quarter Corner of Section 34, T. 5 S., R. 89 W., 6th P.M., bears N. 80°11' W. 358.5 feet, containing 20.0 acres of land, more or less.

After recording return to: Schenk Kerst & deWinter
302 8th St., Ste. 310, Glenwood Springs, CO 81601

Parcel No. 3

A parcel of land situate in Section 6, Township 6 South, Range 89 West of the 6th Principal Meridian, County of Garfield, State of Colorado, being more particularly described as follows:

Beginning at a point whence the South Quarter Corner of Section 34, Township 5 South, Range 89 West of the 6th Principal Meridian bears N. 42°07'49" E. 861.67 feet; thence N. 02°44'00" E. 603.42 feet to the South right of way line of County Road No. 130; thence N. 89°50'00" E. 15.01 feet along said South right of way line of County Road No. 130; thence departing said County Road right of way line on a course bearing S. 02°44'00" W. 604.17 feet; thence N. 87°18'00" W. 15.00 feet to the point of beginning containing 9052 square feet or 0.208 acres more or less.

Parcel No. 4

A tract of land extending along the northerly boundary of the Glenwood Springs Mall Subdivision pursuant to the plat thereof recorded in the office of the Clerk and Recorder of Garfield County, Colorado as Reception No. 316244 (Mall) described as follows:

Commencing at the northeast corner of the Mall; thence along the north boundary thereof 605.36 feet; thence northerly 195 feet; thence easterly 605.36 feet on a line parallel to the northerly boundary of the Mall; thence southerly 195 feet on a line parallel to the westerly boundary of the tract herein described to the point of beginning.

TOGETHER WITH any and all water and ditch rights appurtenant to the above described Parcels.

EXCEPTING THEREFROM the following described Parcels A, B and C:

Parcel A

A parcel of land situate in Section 6, Township 6 South, Range 89 West of the 6th Principal Meridian, County of Garfield, State of Colorado being more particularly described as follows:

Commencing at the S $\frac{1}{4}$ corner of Section 34, Township 5 South, Range 89 West of the 6th Principal Meridian; thence S. 87°11'46" E. 670.12 feet to the point of intersection of the west line of the Mel-Ray Subdivision, County of Garfield, State of Colorado and the south right-of-way line of County Road No. 100; thence along the west line of said Mel-Ray Subdivision S. 01°52'00" W. 575.96 feet to the true point of beginning; thence continuing along said line S. 01°52'00" W. 183.95 feet to a point of intersection where the north line of the Glen Theatre, Inc. property intersects the west line of said Mel-Ray Subdivision; thence along the north line of the Glen Theatre, Inc. property N. 87°18'00" W. 536.20 feet to the northwest corner of said property; thence along the west line of said property S. 01°53'00" W. 623.25 feet to the north right-of-way line of U.S. Highway No. 6 & 24; thence along said north right-of-way line the following course N. 87°16'00" W. 246.80 feet; thence N. 02°44'00" E. 718.54 feet; thence S. 87°18'00" E. 67.23 feet; thence N. 47°42'00" E. 125.06 feet; thence S. 87°18'00" E. 615.36 feet to the true point of beginning, containing 6.499 acres more or less.

Parcel B

A parcel of land situate in Section 6, Township 6 South, Range 89 West of the 6th Principal Meridian, County of Garfield, State of Colorado, being more particularly described as follows:

Beginning at a point whence the S $\frac{1}{4}$ corner of Section 34, Township 5 South, Range 89 West of the 6th Principal Meridian bears N. 42°07'49" E. 861.66 feet; thence S. 87°18'00" E. 454.75 feet; thence S. 02°44'00" W. 718.54 feet to a point on the north right-of-way line of U.S. Highway 6 & 24; thence along said north right-of-way line the following course N. 87°16'00" W. 454.75 feet; thence N. 02°44'00" E. 718.28 feet to the point of beginning, containing 7.500 acres more or less.

After recording return to: Schenk Kerst & deWinter
302 8th St., Ste. 310, Glenwood Springs, CO 81601

EXHIBIT "A"
Page 4 of 4

Parcel C

A tract of land to be used for roadway, drainage and utility purposes situate in Section 6, Township 6 South, Range 89 West of the 6th Principal Meridian, County of Garfield, State of Colorado, being more particularly described as follows:

Beginning at a point whence the South Quarter Corner of Section 34, Township 5 South, Range 89 West of the 6th Principal Meridian bears N. $39^{\circ}44'28''$ E. 833.81 feet; thence N. $02^{\circ}44'00''$ E. 605.64 feet to the South right of way line of County Road No. 130; thence S. $89^{\circ}50'00''$ W. 60.08 feet along said South right of way line of County Road No. 130; thence departing said County Road right of way line on a course bearing S. $02^{\circ}44'00''$ W. 602.64 feet; thence S. $87^{\circ}18'00''$ E. 60.00 feet to the point of beginning, containing 36250 square feet or 0.832 acres more or less.

After recording return to: Schenk Kerst & deWinter
302 8th St., Ste. 310, Glenwood Springs, CO 81601

PETITION FOR ANNEXATION

The undersigned Petitioner, in accordance with The Municipal Annexation Act of 1965, Article 12, Title 31, C.R.S., as amended, hereby petitions the City Council of the City of Glenwood Springs, Colorado, for annexation to the City of Glenwood Springs that certain real property more particularly described in Exhibit A (the "Property"), which Exhibit is attached hereto and made a part hereof by reference. In support of this Petition, the Petitioner alleges that:

1. Petitioner is Glenwood Partnership, LLLP, a Colorado limited liability limited partnership. The purpose of this Petition is to enable Petitioner to obtain municipal services within the municipal boundaries of the City of Glenwood Springs.

2. Petitioner alleges that it is the landowner—as that term is defined in the Municipal Annexation Act—of 100% of the Property described in Exhibit A as of the date of this Petition.

3. It is desirable and necessary that the Property be annexed to the City of Glenwood Springs, Colorado.

4. The requirements of C.R.S. §31-12-104 and §31-12-105, as amended, exist or have been met as set forth and shown herein.

5. As provided in C.R.S. § 31-12-104, not less than one-sixth (1/6) of the perimeter of the area proposed to be annexed is contiguous with the City of Glenwood Springs.

6. A community of interest exists between the Property proposed to be annexed and the City of Glenwood Springs.

7. The Property proposed to be annexed is urban or will be urbanized in the near future.

8. The Property proposed to be annexed is integrated with or is capable of being integrated with the City of Glenwood Springs.

9. No land in the Property sought to be annexed which is held in identical ownership, whether consisting of one tract or parcel of real estate or two or more contiguous tracts or parcels of real estate, has been or shall be divided into separate parcels without the written consent of the landowner(s).

10. No land in the Property sought to be annexed which is held in identical ownership and comprising twenty (20) or more acres and having an assessed valuation for ad valorem tax purposes in excess of \$200,000.00 has been included in the area without the written consent of the landowner(s).

11. The entire width of any portion of a platted street or alley to be annexed within the Property is included.

12. The proposed annexation will not result in detachment of the Property from any school district or attachment to another district.

13. The Property to be annexed is not presently a part of any incorporated city, city and county, or town; nor have any proceedings been commenced for annexation of part or all of the Property to any other municipality; nor has any election for annexation of such Property or substantially the same Property to the City of Glenwood Springs been held within the twelve (12) months immediately preceding the filing of this Petition.

14. The annexation of the Property proposed to be annexed will not have the effect of extending the boundary of the City of Glenwood Springs more than three (3) miles in any direction from any point of the City of Glenwood Springs municipal boundary in any one (1) year.

15. The signers of this Petition comprise more than fifty percent of the landowners and own more than fifty percent of the Property, exclusive of public streets and alleys and any land owned by the City of Glenwood Springs.

16. The affidavit of the circulator of this Petition stating that each signature hereon is the signature of the person whose name it purports to be is attached to this Petition and made a part hereof by this reference.

17. Attached hereto and incorporated herein by reference are four (4) copies of an annexation map in the form required by C.R.S. §31-12-107(1)(d) and containing:

- a) a written legal description of the boundaries of the area proposed to be annexed;
- b) a map showing the boundary of the area proposed to be annexed;
- c) within the annexation boundary map, 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 lots and blocks; and
- d) next to the boundary of the area proposed to be annexed, a drawing of the contiguous boundary of the annexing municipality and the contiguous boundary of any other municipality abutting the area proposed to be annexed.

18. Each person signing this Petition for Annexation represents that he or she has full authorization to execute this Petition on behalf of the Petitioner.

19. The notary executing this Petition states that each signature herein is the signature of the person whose name it purports to be.

20. Petitioner reserves the right to withdraw this petition and its signature therefrom at any time prior to the recordation of the annexation map.

21. The mailing address of the Petitioner is as follows: 214 Center Drive, Glenwood Springs, Colorado 81601.

WHEREFORE, Petitioner requests that the City of Glenwood Springs approve the

annexation of the Property into the City.

PETITIONER

Dated: 1-26-2021



Floyd Diemoz, Managing Partner
Glenwood Partnership, LLLP

STATE OF COLORADO)
) ss.
COUNTY OF GARFIELD)

26th The foregoing Petition for Annexation was subscribed and sworn to before me this day of January, 2021, by Floyd Diemoz as Managing Partner of Glenwood Partnership, LLLP, a Colorado limited liability limited partnership.

Witness my hand and official seal.

My commission expires 10/27/2023.

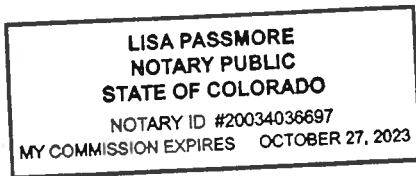

Notary Public

EXHIBIT A

The property that is the subject of Petitioner's Petition for Annexation to the City of Glenwood Springs, Colorado, is legally described as follows:

A PORTION OF THE FOLLOWING DESCRIBED REAL PROPERTY:

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 89° 13' 08" E 866.63 FEET SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER;

THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 605.64 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 130;

THENCE ALONG SAID RIGHT-OF-WAY N 89° 52' 00" E 312.68 FEET;

THENCE N 89° 49' 18" E 860.83 FEET TO THE WEST LINE OF THE MEL-RAY SUBDIVISION;

THENCE ALONG SAID WEST LINE S 1° 52' 00" W 575.96 FEET;

THENCE DEPARTING SAID EAST LINE AND ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL N 87° 18' 00" W 615.36 FEET;

THENCE S 47° 42' 00" W 125.06 FEET;

THENCE N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

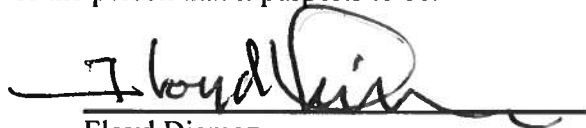
COUNTY OF GARFIELD
STATE OF COLORADO.

AFFIDAVIT OF CIRCULATOR

STATE OF COLORADO)
) ss.
COUNTY OF GARFIELD)

I, the undersigned, being duly sworn, do state as follows:

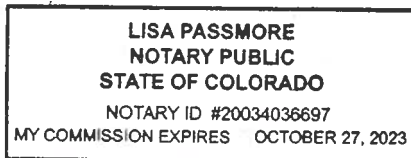
1. I am over the age of 21;
2. I was the circulator of the Petition attached hereto; and
3. Each signature thereon is the signature of the person that it purports to be.


Floyd Diemoz

The foregoing Affidavit of Circulator was acknowledged, subscribed, and sworn to before me this 26th day of January, 2021, by Floyd Diemoz.

Witness my hand and official seal.

My commission expires 10/27/2023.




Notary Public

ANNEXATION MAP OF:
480 DONEGAN
SITUATED IN A PORTION OF SECTION 6, TOWNSHIP 6 SOUTH,
RANGE 89 WEST OF THE 6TH P.M. COUNTY OF GARFIELD, STATE OF COLORADO
SHEET 1 OF 1

TITLE DESCRIPTION (THIS SURVEY EDITS/ADDITIONS)

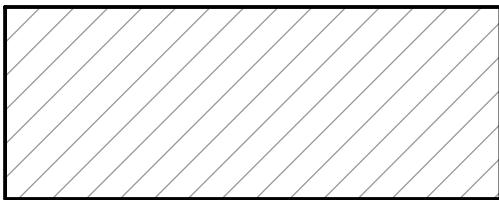
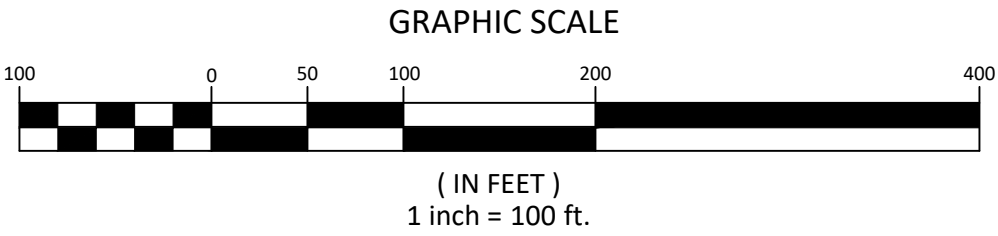
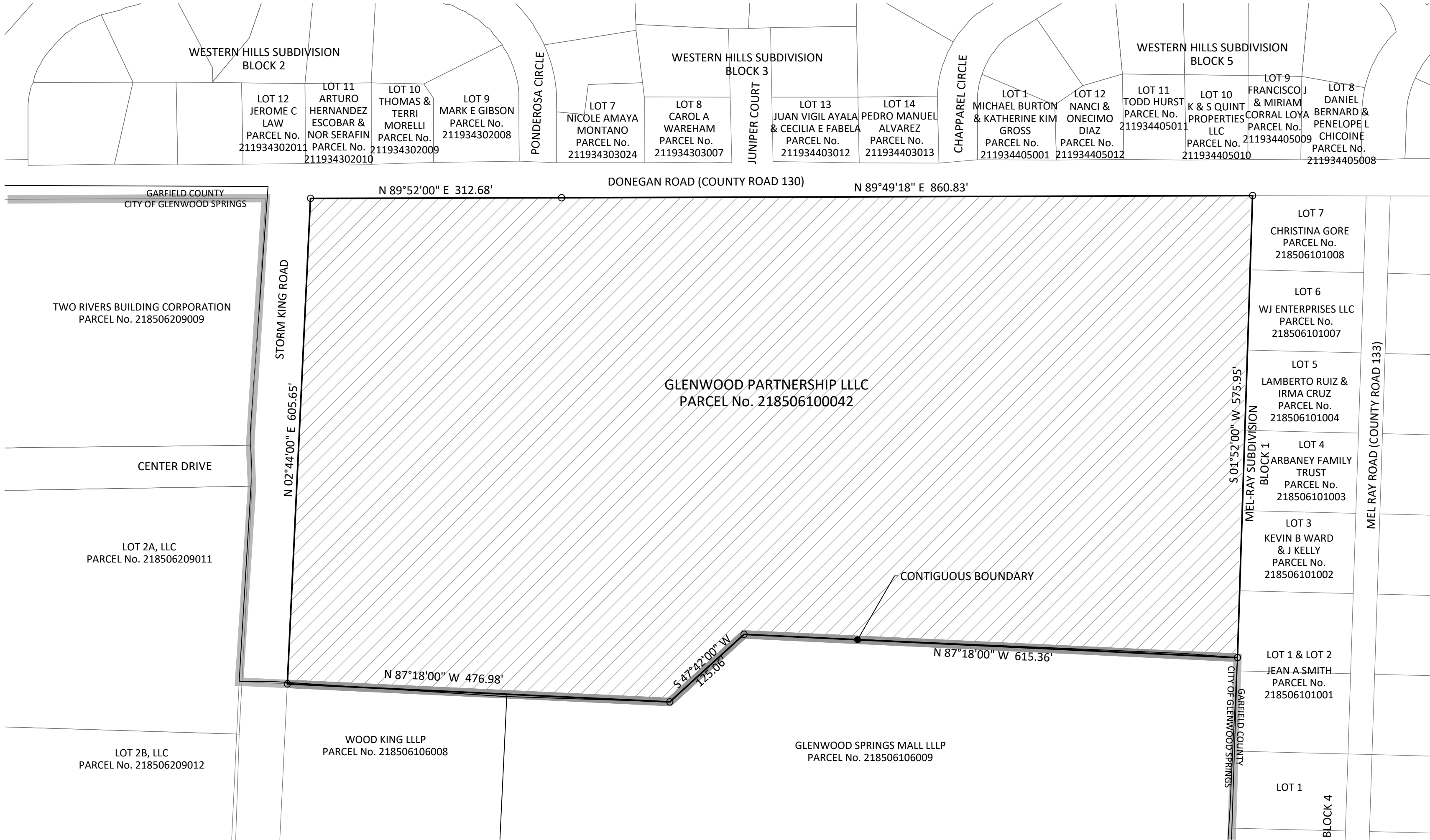
A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE 1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 89° 13' 08" E 866.63 FEET (N 38° 40' 53" E 853.45 FEET FIELD) SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER; THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 605.64 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 130; THENCE ALONG SAID RIGHT-OF-WAY N 89° 52' 00" E 312.68 FEET; THENCE (CONTINUING ALONG SAID RIGHT-OF-WAY) N 89° 49' 18" E 860.83 FEET TO THE WEST LINE OF THE MEL-RAY SUBDIVISION; THENCE ALONG SAID WEST LINE S 1° 52' 00" W 575.96 FEET; THENCE DEPARTING SAID EAST (WEST) LINE AND ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL N 87° 18' 00" W 615.36 FEET; THENCE (CONTINUING ALONG SAID NORTH LINE) S 47° 42' 00" W 125.06 FEET; THENCE (CONTINUING ALONG SAID NORTH LINE) N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

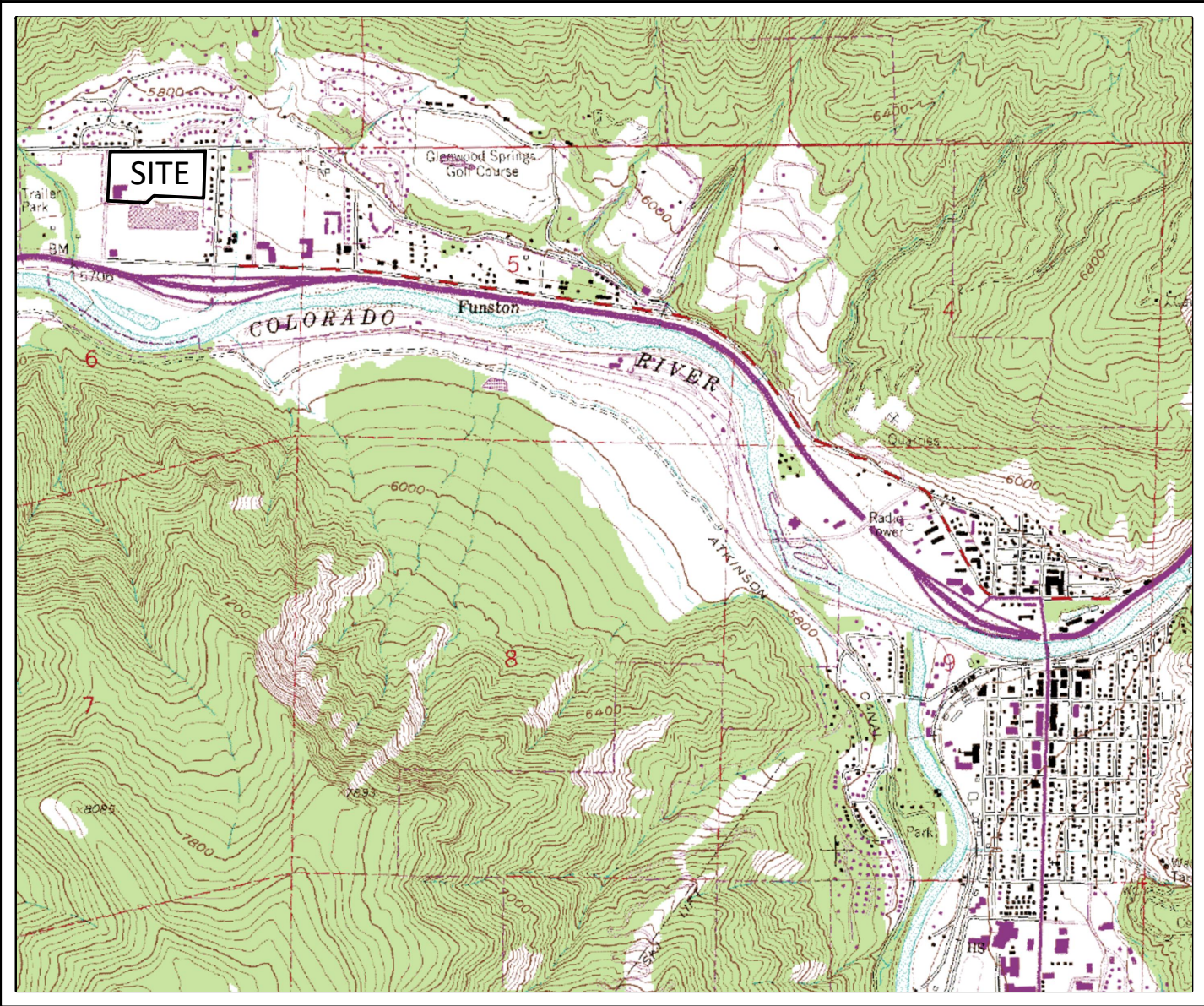
COUNTY OF GARFIELD
STATE OF COLORADO.

CONTIGUOUS BOUNDARY CALCULATION

TOTAL BOUNDARY	3572.51'
1/6TH CONTIGUITY (3572.51 x 1/6)	595.42'
CONTIGUOUS BOUNDARY	1217.40'



AREA TO BE ANNEXED



VICINITY MAP
SCALE: 1" = 2000'

MAP NOTES

- 1) DATE OF PREPARATION: October 2020
UPDATED: January 2021
- 2) BASIS OF BEARING: A bearing of S 01° 52' 00" W along the westerly boundary line of Mel-Ray Subdivision, according to the map thereof recorded in Book 245 at Page 515 of the Garfield County records.
- 3) BASIS OF MAP: The Resubdivision of Glenwood Springs Mall Subdivision, the Map of Mel-Ray Subdivision, the Improvement Survey prepared by Sopris Engineering dated January 25, 2021, and the Title Commitment prepared by Land Title Guarantee Company under Order No. ABS63014094-2, effective date January 10, 2020.
- 4) This survey does not constitute a title search by Sopris Engineering, LLC (SE) to determine ownership or easements of record. For all information regarding easements, rights-of-way and/or title of record SE relied upon the items outlined in Note 3.
- 5) Adjoiner information was taken from the Garfield County GIS website and is accurate as of this date, January 25, 2021.
- 6) All references to recorded documents and plats indicated herein refer to the records of the Garfield County Clerk and Recorder.

CITY COUNCIL CERTIFICATE

The annexation depicted on this map was approved by the City Council of Glenwood Springs, Garfield County, Colorado, by Ordinance No. ____, Series of ____, on the ____ day of ____, 2021.

Mayor

Witness my hand and the seal of the City of Glenwood Springs.

ATTEST: _____

City Clerk

SURVEYOR'S STATEMENT

I, Mark S. Beckler, L.S. No. 28643, a professional land surveyor licensed under the laws of the State of Colorado, do hereby state that the Annexation Map of 480 Donegan, as shown hereon, was prepared under my supervision on the basis of certain plats, deeds and other documents of record which were augmented with a field inspection conducted under my supervision and that such Annexation Map is true and correct to the best of my knowledge and belief.

BY: _____
Mark S. Beckler, L.S. No.28643

Dated _____

CLERK AND RECORDER'S ACCEPTANCE

This Annexation Map was filed for record in the office of the Clerk and Recorder of Garfield County at ____ o'clock ____ M. on the ____ day of ____, 2021, as Reception No. ____.

Clerk and Recorder

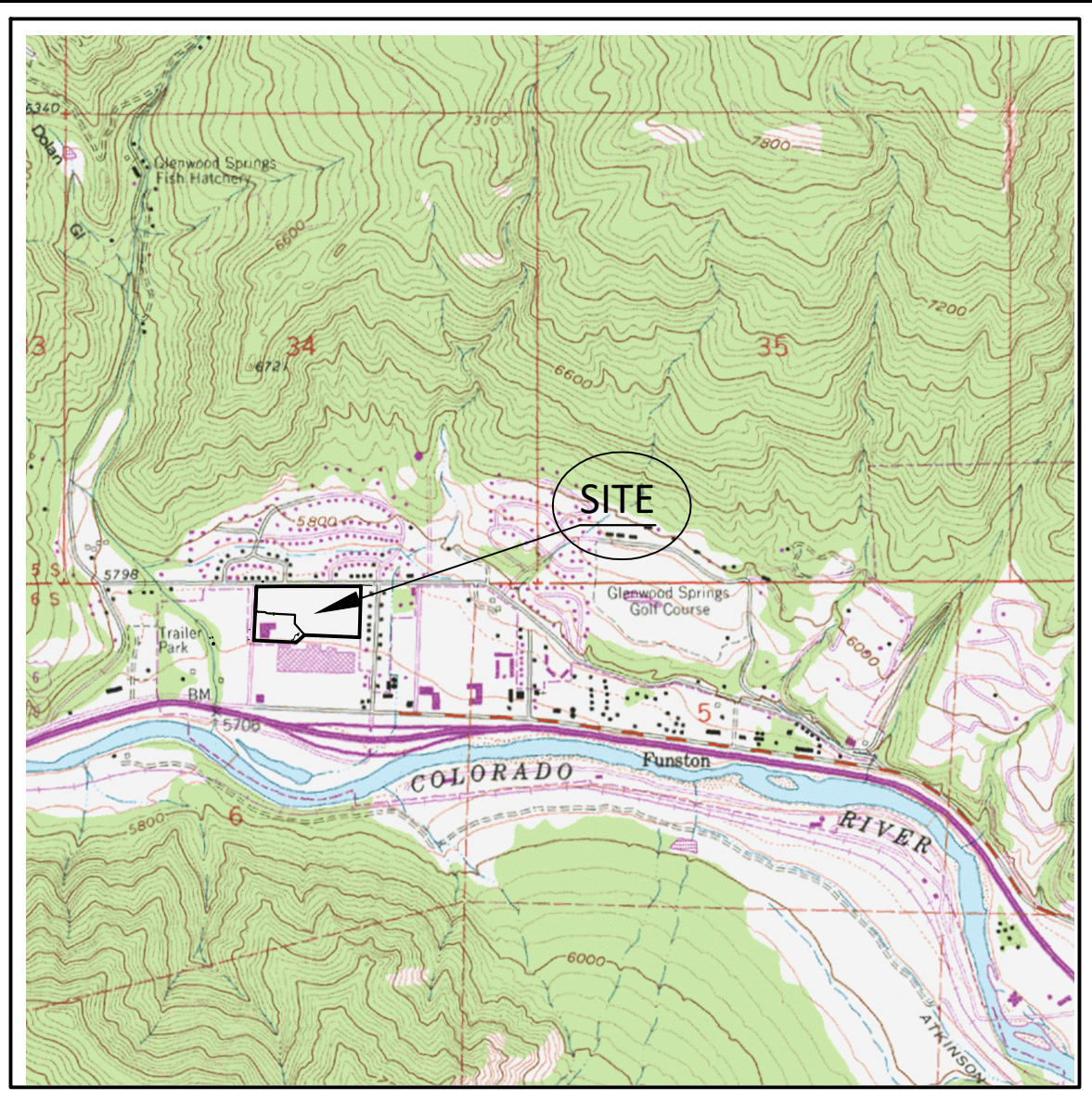
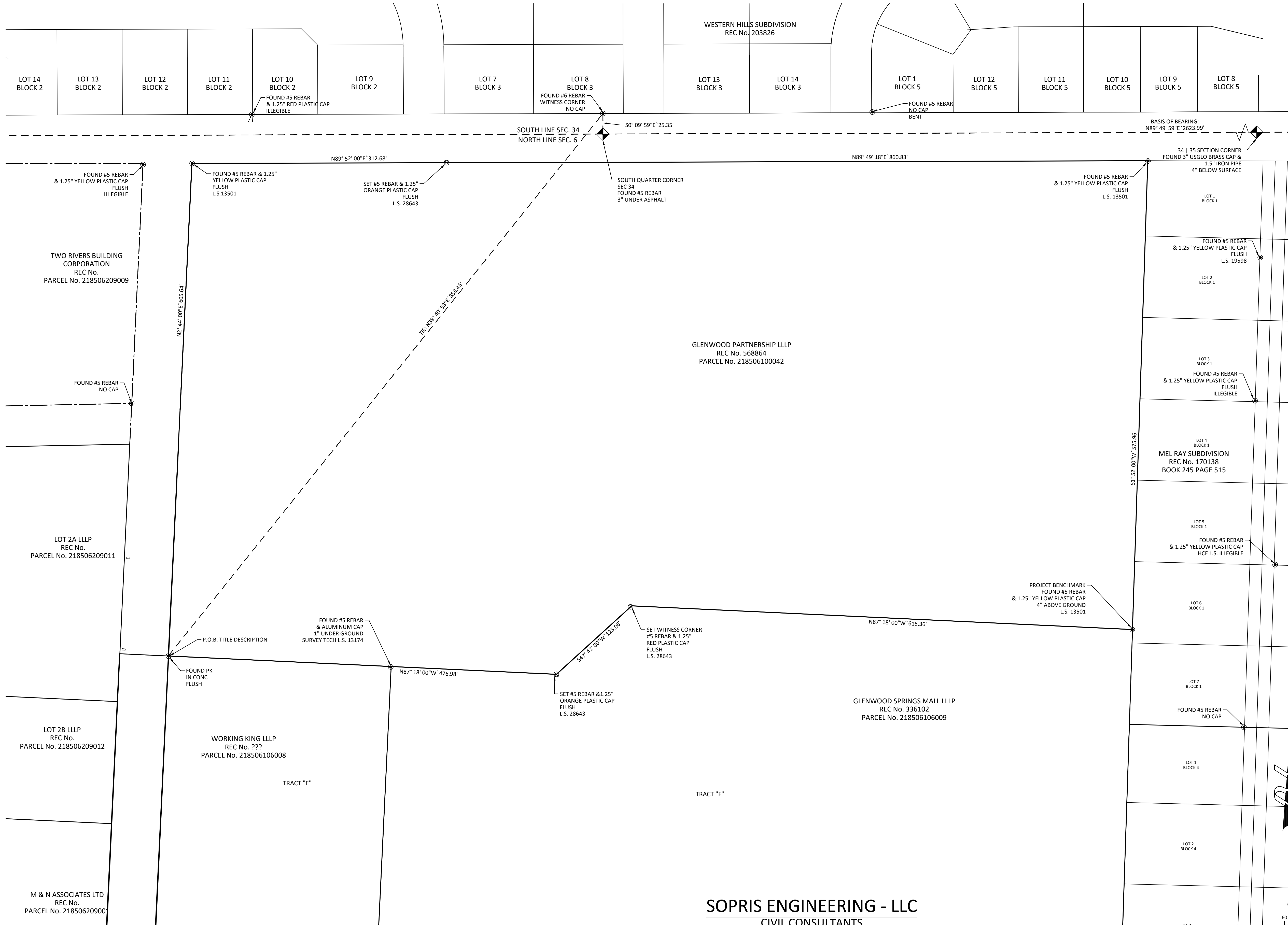
By _____
Deputy

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

SOPRIS ENGINEERING - LLC
CIVIL CONSULTANTS
502 MAIN STREET, SUITE A3
CARBONDALE, COLORADO 81623
(970) 704-0311 SOPRISENG@SOPRISENG.COM

IMPROVEMENT SURVEY PLAT OF
480 DONEGAN
BEING SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH,
RANGE 89 WEST OF THE 6TH P.M.
CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, STATE OF COLORADO.

SHEET 1 OF 2



VICINITY MAP
SCALE: 1" = 2000'

NOTES

- 1) Date of Survey: October 7-28, December 15-18, 2020 & January 5, 8, 14, 2021
- 2) Date of Preparation: October - December 2020 & January 2021.
- 3) Basis of Bearing: A bearing of N 89° 49' 59" E along the south east section line of Section 34, established by the found monuments.
- 4) This survey does not constitute a title search by Sopris Engineering, LLC (SE) to determine ownership or easements of record. For all information regarding easements, rights of way and/or title of record, SE relied upon the Title Report prepared by Land Title Guarantee Company, Order No. AB563014094-2, Effective Date, January 10, 2020 and documents and plats of record as shown in the Source Documents, hereon.
- 5) Basis of elevation: Project based on Global Position System (GPS) observations from the Continuous Operating Reference Station (CORS) GSC1 utilizing the Continental United States 2012 geoid model (GEOID 12A) CONUS and based the 1988 North American Vertical Datum (NAVD88) and a vertical shift of -4.22 feet as calculated by the North American Vertical Datum Conversion (VERTCON) an online service provided by a subsidy of the National Oceanic Atmospheric Administration (NOAA). Which established all elevations shown heron. Placement benchmarks to be set as requested.
- 6) The linear unit used in the preparation of this plat is the U.S. survey foot as defined by the United States Department of Commerce, National Institute of Standards and Technology.

TITLE DESCRIPTION (THIS SURVEY EDITS/ADDITIONS)

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE 51/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 89° 13' 08" E 866.63 FEET (N 38° 40' 53" E 853.45 FEET FIELD) SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER; THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 605.64 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 130; THENCE ALONG SAID RIGHT-OF-WAY N 89° 52' 00" E 312.68 FEET; THENCE (CONTINUING ALONG SAID RIGHT-OF-WAY) N 89° 49' 18" E 860.83 FEET TO THE WEST LINE OF THE MEL-RAY SUBDIVISION; THENCE ALONG SAID WEST LINE S 1° 52' 00" W 575.96 FEET; THENCE DEPARTING SAID EAST (WEST) LINE AND ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL N 87° 18' 00" W 615.36 FEET; THENCE (CONTINUING ALONG SAID NORTH LINE) S 47° 42' 00" W 125.06 FEET; THENCE (CONTINUING ALONG SAID NORTH LINE) N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

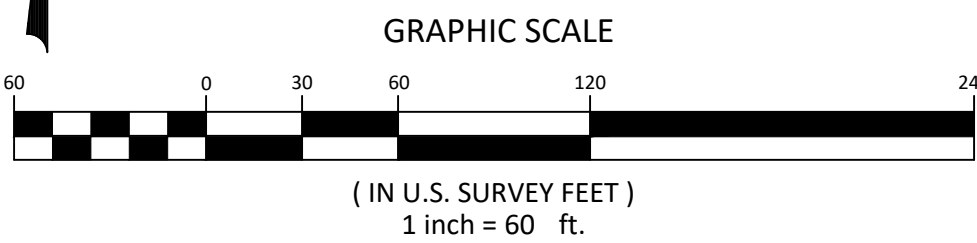
COUNTY OF GARFIELD
STATE OF COLORADO.

IMPROVEMENT SURVEY PLAT

I, MARK S. BECKLER, HEREBY CERTIFY TO COMMERCIAL DEVELOPMENT SERVICES GROUP, LLC, THAT THIS IS AN "IMPROVEMENT SURVEY PLAT" AS DEFINED BY C.R.S. § 38-51-102(9), AND THAT IT IS A MONUMENTED LAND SURVEY SHOWING THE CURRENT LOCATION OF ALL STRUCTURES, WATER COURSES, WATER FEATURES AND/OR BODIES OF WATER, VISIBLE ROADS, UTILITIES, FENCES, OR WALLS SITUATED ON THE DESCRIBED PARCEL AND WITHIN FIVE FEET OF ALL BOUNDARIES OF SUCH PARCEL, ANY CONFLICTING BOUNDARY EVIDENCE OR VISIBLE ENCROACHMENTS, AND ALL EASEMENTS AND RIGHTS OF WAY OF A PUBLIC OR PRIVATE NATURE THAT ARE VISIBLE, OR APPARENT, OR OF RECORD AND UNDERGROUND UTILITIES DESCRIBED IN LAND TITLE GUARANTEE COMPANY FILE NO. AB563014094-2, OR OTHER SOURCES AS SPECIFIED ON THE IMPROVEMENT SURVEY PLAT.



MARK S. BECKLER L.S. #28643



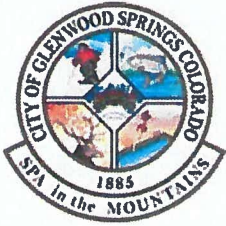
NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF CERTIFICATION SHOWN HEREON.

SOPRIS ENGINEERING - LLC
CIVIL CONSULTANTS
502 MAIN STREET, SUITE A3
CARBONDALE, COLORADO 81623
(970) 704-0311 SOPRISENG@SOPRISENG.COM

BEING SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH,
RANGE 89 WEST OF THE 6TH P.M.
CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, STATE OF COLORADO.

EXISTING CONDITIONS LEGEND				EXISTING WIRE FENCE EXISTING WOODEN FENCE	
	SIGN				
	PVC PIPE				
	GAS METER				
	CATV PEDESTAL				
	TELEPHONE PEDESTAL				
	ELECTRIC METER				
	ELECTRIC TRANSFORMER				
	DRAINAGE DRY-WELL				
	SEWER MANHOLE				
	GUY WIRE				
	POWER POLE				
	FIRE HYDRANT				
	WATER VALVE				
	WATER SHUTOFF				
	GAS METER				
	SEWER CLEANOUT				
	LIGHT POLE				
	IRRIGATION VALVE				

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LAND USE APPLICATION

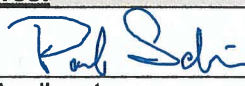
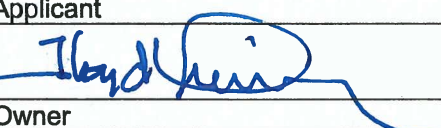
City of Glenwood Springs
Economic and Community Development Dept.
101 West 8th Street
Glenwood Springs, CO 81601
970-384-6411

Ordinance Amendments		Development Permits	
☐	Rezoning	☐	Site/Architectural Plan Review
☒	Rezoning to Planned Unit Development (PUD)	☐	Administrative
☒	Annexation	☐	Minor
☐	Condominiumization	☐	Major
☐	Annexation	☐	Master Plan
☐	Street Vacation	☐	Construction Plans
☐		☐	Location & Extent
Subdivisions		☐	Right of Way Encroachment License
☐	Minor Subdivision	☐	Floodplain Development Permit
☐	Preliminary Plat	☐	Special Use Permit
☐	Final Plat	☐	Flexibility and Relief Procedures
☐	Vacation of Right-of-Way	☐	Variance
☐		☐	Administrative Adjustment
Other Land Use Applications		☐	Appeal
☐	Outdoor Seating	☐	

Applicant/Property Owner Information:			
Applicant		Owner	
214 Center Drive, LLC		Glenwood Partnership, LLLP	
Relationship to Owner		Owner	
Under contract to purchase portion of subject property			
Applicant Address		Owner Address	
PO Box 9833	Cincinnati, OH 45209	214 Center Drive	Glenwood Springs, CO 81601
Phone 513.479.4396	Email Address paul.schirmer@cdsg-us.com	Phone 970-945-6712	Email Address john@diemoz.net

Property Information:	
Address	Parcel Number
214 Center Drive, Glenwood Springs, CO 81601	218508100042
Subdivision	Lot and Block Number
Zone District Garfield County: Commercial/Limited	Existing Land Use Office/Commercial/Vacant Land

General Project Description:
Annexation of subject property and zoning of same as Commercial (CO) and PUD to allow for existing development on portion of property and development of approximately 12.27 acres of vacant land as a mixed use (commercial/multi-family residential) development

Signatures:		
The owner or applicant must be present at the hearing. All public hearings must be properly noticed according to G.S.M.C. Section 070.010.030. Signatures of all owners of the property must appear before the application is accepted. Partnerships or corporations may have the authorized general partner or corporate officer sign the		1/26/2021
	Applicant	Date
		1-26-2021
	Owner	Date

application. (Attach additional incorporation documents if necessary.) I declare under the penalty of perjury that the above information is true and correct to the best of my knowledge.		
	Owner	Date



Planning & Zoning Commission Staff Report

Date: March 23, 2021

To: Planning & Zoning Commission

From: Gretchen Ricehill, Asst. Director Community Development Dept.

Subject: #64-20 – Minor Site /Architectural Plan Review

REQUEST	Consideration of Minor Site/Architectural Plan review for the addition of five new units on a property with five existing units
APPLICANT	Ben West
OWNER	Ben West
ZONE	M1-Mixed Use Corridor
LOCATION:	405 Laurel St PIN #218509100008
SURROUNDING LAND USES	North: Residential South: Residential/Commercial East: Residential/Commercial West: Commercial
LOT SIZE	20,473 square feet

ACTION ITEM SUMMARY

Action 1: Consideration of Minor Site/Architectural Plan review for the addition of five new units on a property with five existing units.

Staff Recommendation: Staff recommends that the Planning and Zoning Commission approve the Minor Site/Architectural Plan review application with findings on page 9 and conditions on page 9-10 of this report.

PROJECT SUMMARY

The proposed development calls for construction of a four-unit, two story building along the south portion of 405 Laurel Street, and the construction of a small, 675 square foot, detached residence at the northwest corner of this nearly one-half acre lot. As shown in the aerial below, there are four existing buildings on this nearly one-half acre property -

- a 2 ½ story early 1900s-era home on the north side that was converted into 3 apartment units;
- two detached one-unit dwellings along the west property line, one 736 sf and the other 560 sf; and,
- a small shed at the northwest corner of the property.

It is intended that the existing residential buildings will remain while the shed will be demolished and replaced with the 675 square foot dwelling.



Review Process

Section 070.060.050 of the Municipal Code outlines the review procedures for Site/Architectural Plan review applications. The addition of five dwelling units would normally be an administrative review. However, the Code allows the Director to refer such applications to the Planning and Zoning Commission which is what has occurred in this case. After reviewing the application, the Commission may vote and make a final decision on the application or refer it to City Council for review.

Following Site/Architectural Plan review and prior to submitting a building permit application, the applicant is required to submit a Construction Plans review application. This is an intermediary step intended to allow staff the opportunity to review the details of the project to ensure compliance with the Engineering Standards as well as other details not included or required in the Site/Architectural Review application.

PROJECT BACKGROUND & ANALYSIS

Attached for the Commission's review is the owner's application which includes a project description, civil plans and related engineering reports, architectural plans, and a preliminary landscape plan. Below is an analysis of the proposed development as it relates to Municipal Code section 070.040-Development Standards.

Landscaping & Open Space

All properties within the M1-mixed use zoning district and multifamily developments are required to provide fifteen percent of the lot as landscaped area. In this case, 3,071 square feet is required. Common open space and landscaped areas include formal plantings and gardens, required buffer, screening and landscape areas, but exclude interior parking lot landscaping. Included in the application is a preliminary landscape plan which shows both existing and proposed landscape areas. Although not dimensioned, based on the existing site survey, staff estimates that just the existing lawn area in front of and to the north side of the 1909-era home (the portion that will be preserved) is approximately 3,220 square feet, and therefore meets the minimum landscaping/open space requirements.

Submitting final dimensioned landscape plans with planting details that demonstrate compliance with the Code will be required during the Construction Plans review and has been added as a condition of approval. Further, as noted previously, there are a number of mature trees on this property several of which will be preserved. The Code allows credit to be given on a one-for-one basis however the existing trees need to be evaluated by a licensed arborist for health and survivability based on proximity to construction activities.

Building Height, Setback & Lot Coverage

The property is located in the M1- Mixed Use Corridor commercial zoning district where front yard setbacks are a minimum of 5 and a maximum of 25 feet, to encourage building construction towards the street. Side setbacks are 5 feet and rear are 7.5 feet if no alley is present.

The proposal calls for constructing a new 2 story building along the south property line. According to the architectural plans, the building will be 24'7" at its tallest point. The building will be setback 6.5 feet from the front, and 6 feet from the side property lines.

The proposal also calls for the construction of a one-story dwelling at the northwest corner of the property. This building will be 7.5 feet from the rear (west) property line and 12.5 feet from the north boundary.

Maximum lot coverage is dictated by both zone district and residential design standards. In this case, the property is located in a commercial zoning district which does not have minimum lot size requirements and the residential design standards for lot coverage only apply to infill development located in residential zoning districts. In short, maximum lot coverage thresholds do not apply to this development.

Site Access

Currently this property is accessed via a driveway located immediately adjacent to the south property line. The proposal calls for it to be removed, relocated 38 feet to the north, and widened to 24 feet. Civil plans indicate that the driveway will be asphalt and will terminate at a lawn area just west of the new four-plex, a distance of approximately 108 feet. This new driveway will provide access to a 5-space parking area and adjacent dumpster enclosure, as well as seven garage spaces in the new four-plex.

In addition to addressing vehicular access, Code section 070.040.070 also contains requirements for pedestrian access, both along the street frontage and within the site. This west side of Laurel Street does not have a sidewalk. Normally Code requires an 8 foot wide walk (commercial areas) with 5 foot wide planting strip. In 2020, the Engineering Department approved construction of a 5 foot wide sidewalk with 3 foot planting strip at the Antlers Motel. This approval recognized site constraints and the desire to preserve existing landscaping along the Antlers' Laurel Street frontage. For consistency, the Engineering Department recommended that 405 Laurel continue the newly established Laurel Street profile of a 5 foot wide walk with 3 foot landscape strip.

Within the development itself, the Code requires a 5 foot wide walkway linking buildings to parking areas and open spaces. The on-site walkways need to be identified through use of changing paving materials/patterns/textures/colors; changing paving height or medians; decorative bollards; landscaped buffers; or distinctive lighting. Further, at least one walkway is required to connect to the public sidewalk.

There are several existing internal walkways that are intended to remain. There also are two existing walkways linking the existing development to Laurel Street, one of which is proposed for removal. The other links the existing two-story home to the street. Although not dimensioned on the plans, this walk appears to be about 3.5 feet wide narrowing to about 2 feet from the front property line to the curb. To better meet this Code requirement, staff recommends adding a 5 foot wide pedestrian walkway on the north side of the new driveway to provide a convenient link between the new public sidewalk, the 5-space parking area, and each of the three detached dwellings on the west side of the property.

Regarding the four-plex, as currently proposed, pedestrians will have to access the building by walking up the paved driveway. More likely however, pedestrians will cut a path from the new public sidewalk to the building across a 20 to 25 foot wide landscape area that is part of the Laurel right-of-way. To improve pedestrian safety, staff recommends the owner add a detached 5 foot wide sidewalk linking the public sidewalk on the south side of the driveway to the four-plex building.

Off-Street Parking

Multifamily developments are required to provide 1.5 off-street parking spaces per unit plus 1 guest space per each 5 units. This development is required to provide 17 off street parking spaces. Plans show a total of 16 spaces. Eleven are shown in garages within the new four-plex and the remaining 5 spaces are on the north side of the entrance aisle. Note that the civil and architectural plans do not correspond with one another. For purposes of reviewing parking layout, refer to the architectural plans.

Section 070.040.060(e) of the Code allows the Community Development Director to consider and approve certain parking alternatives including shared parking, proximity to an active transit stop providing bicycle parking over the minimum, availability of on street parking, and compact parking. The maximum amount of the allowed reduction is 30% of the required off-street spaces.

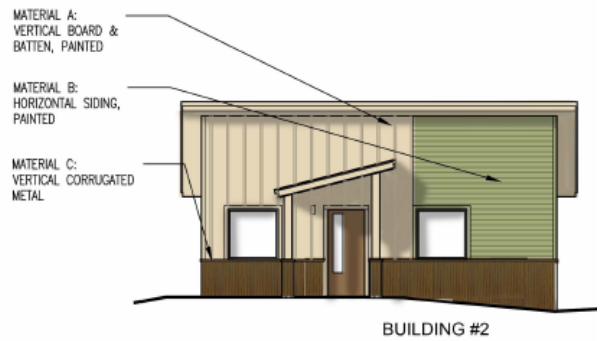
In December 2020, the Director reviewed the owner's request to consider on-street parking, proximity to transit, and providing additional bicycle parking over the minimum requirement. Since this review, the owner modified his plans to expand the four-plex such that some of the garage spaces could accommodate tandem parked cars. The result is an on-site deficiency of one parking space. The Director approved the parking reduction with the condition that all tenant spaces be accommodated on site. In other words, the approval allowed the owner to utilize available on-street parking for the two required guest spaces, not tenant use. Prior to certificate of occupancy, the owner will be required to provide a copy of the landlord/tenant agreement which at minimum shall include a prohibition of residents from having more than one vehicle per each one-bedroom unit.

Building Design

Section 070.040.080 of the Code outlines design requirements related to lot coverage, site building/parking orientation, and architectural design. Following is a summary of compliance with these standards:

Multi-family developments are required to internalize parking lots placing them away from street frontages. As depicted on the overall site plan, the proposed 5-space parking lot is located approximately 50 feet away from the street frontage (existing curb). The owner proposes adding evergreen shrubs for screening but the planting area is shown in City right-of-way. Staff believes it would be a more-effective screen if located closer to the parking spaces, on private property.

Regarding building design, staff reviewed and found that the detached dwelling shown at right met the design requirements. Staff recommends submission of actual color samples at the time of building permit application for Director review/approval. This is to ensure that the proposed colors, especially the beige vertical siding, meet the design requirements.

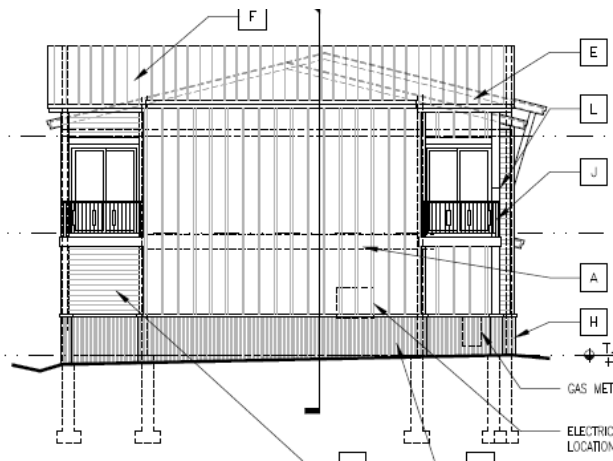


The four-plex was also reviewed for design compliance. To avoid a blank wall appearance, the Code requires all multifamily buildings to have a “four-sided” design. To meet this requirement, the design is required to provide a minimum of five design elements for each side of the building selected from a list. Elements include covered porches, balconies, entry features, windows/doors, variations in color and/or material, variation in roof height, etc. Staff found that the north and south elevations met the requirements, but additional elements are needed for the east and west elevations (specifically 2 elements needed on the west, and 1 element on the east).



The north elevation is shown above demonstrates compliance with the Code as it includes windows, roof variation, color variation, material variation, and door/building unit entrance.

The design standards also address building elevations facing a street. Specifically, the Code requires: “units with frontage along the primary street shall have an entrance that faces the street”. In this case the proposed east elevation, shown below, has two units that “face” or front onto Laurel St. Both units have sliding glass doors which staff believes meets the letter of the code requirement.



East building elevation

Regarding the south building elevation, building design standards require a height transition on the south elevation due to the fact that this proposed two-story building abuts a one-story single-family home. The intent is to mitigate the impact of the two-story building on the adjacent dwelling. Acceptable mitigation design elements include stepping down the building height adjacent to the dwelling; providing wall or roof variations that have a comparable scale as the neighboring home; utilizing roof pitch and overhang similar to that of the neighboring home; and utilizing dormers and sloping roofs to accommodate upper stories. This elevation needs to be modified to include at least three mitigation techniques. Making these modifications have been added as a condition of project approval.

Next, the design standards contain requirements for “tuck-under” garages in multifamily buildings. Specifically, these types of garages need to be recessed a minimum of 1 foot beneath the second-floor bay or balcony that extends the length of the garage doors. According to the floor plans, two of the seven garage bays meet this tuck-under requirement. Plans need to be modified such that all bays meet this requirement.

Finally, as the Commission may recall, the Code was recently amended to address multifamily storage space requirements. The amended Code requires that multifamily developments provide a minimum of 1 cubic foot of enclosed storage space per 3 square feet gross floor area per unit. Storage may be provided in garages; dedicated storage area in the building; storage closets within individual units; or detached storage buildings/sheds. In this case, the four-plex requires a total of 1154 cubic feet of storage. There is a dedicated 200 square foot storage space on the ground floor (amounting approx. 2000 cubic feet of storage). The detached home is also required to have storage as it is a part of this multifamily development complex (225 cu.ft required). Floor plans show a 77.7 cu.ft. storage closet in the living area. To meet the storage requirement, the owner will need to provide an additional 147.2 cu.ft. in or around the structure, or within the four-plex. Demonstration of compliance with this code provision is a recommended condition of project approval.

Traffic

The owner submitted a preliminary traffic report indicating an increase in vehicle trips from the existing 14 to 27 vehicle trips per day. According to correspondence received from the Colorado Department of Transportation, the increase will have minimal impact to the highway system and therefore no access permit will be required.

Geologic Hazards

The property is noted as being in a slight hazard zone for debris flow and hydrocompactive soils. The applicant submitted a geotechnical report prepared by CTL Thompson which indicated that subsurface conditions possessed good foundation support qualities. The report made recommendations regarding design criteria for building footings, slab-on-grade construction, and surface drainage. It is a condition of project approval that recommendations from this report shall be incorporated in final building design.

Drainage Plan

According to the preliminary drainage plan that was submitted, the increased stormwater drainage resulting from the proposed construction will be accommodated on site. Drainage will be captured and treated in new stormwater detention facilities, specifically an underground facility located in the parking area, immediately south of the dumpster enclosure, and another above ground facility located between the two existing residences on the west side of the property. This latter facility is a 70 square foot bioretention rain garden. Details for this rain garden were not included in the preliminary landscaping plan. A planting detail for this area will be included in the final landscape plans submitted with the construction plans, prior to building permit application.

Utilities

The proposed construction requires the extension of new water and wastewater services to the property. The Public Works and Engineering departments reviewed and provided comment on early versions of the utility plan. Since their review, plans have been amended/updated. The departments will review updated plans during the Construction Plans review stage of review. All utility lines and connections shall comply with the Engineering Standards.



COMPREHENSIVE PLAN COMPLIANCE

The Comprehensive Plan's future land use map at right shows that this property is in a commercial district which provides for a wide range of retail uses for regional and local markets. The actual commercial zoning district allows for a wide range of uses, including single and multifamily residential.

Several community goals within the Comprehensive Plan support the proposed development including:

Direct development to locations and forms that are cost-effective to serve.

The proposed development is an infill project that will be connecting to existing utilities.

Provide housing opportunities for the entire community.

Encourage a mix of densities and unit types within new and redevelopment projects.

Encourage housing variety and affordability throughout the community.

The proposed development will construct four 2-bedroom units in the multifamily building which range in size from 680 to 1030 square feet; and one 1-bedroom unit in a detached 675 square foot structure.

Preserve cultural resources.

Rather than demolition as could have been the case, the proposed development calls for maintaining the existing two-story 1909-era residence. No historical or architectural survey of the property has been completed, so little is known about the history of the home as of this date. Regardless, this development preserves the existing home that appears to be a good example of the American four-square architectural style.

**SITE/ARCHITECTURAL APPROVAL CRITERIA**

In reviewing the site/architectural application, the Commission shall consider whether the site/architectural plan is consistent with—

- **The general purpose and intent of the Code;**
Staff comment: The general purpose of the Code is to protect the public health, safety, and welfare of the city and to implement policies, goals including those in the Comprehensive Plan. More specifically, the intent of the Development Code among other things, is to create the best built environment by promoting orderly, efficient development; to provide for a variety of housing and densities, including workforce housing; to regulate the development based on impacts; and to provide minimum standards for design and improvement of the land and buildings to ensure that each building site is capable of accommodating its intended use. With certain modifications as noted above and in the recommended conditions of approval, the proposal meets the general purpose and intent of the Code.
- **The dimensional, design, development, and all other standards of this Code;**
Staff comment: The proposal meets the Codified dimensional (height, setback, lot coverage) standards, and with certain modifications noted previously and in the recommended conditions of approval, it will meet the Codified design, development, and other standards.
- **Any previously approved plat, PUD, or any other precedent land use approval;**
Staff comment: This standard is not applicable to the proposed development.
- **The Comprehensive Plan and other adopted City policies and plans.**
Staff comment: As noted previously, the proposed development meets many of the Comprehensive Plan's goals and objectives.

REVIEWING AGENCY COMMENTS

City departments reviewed and commented on plans that were submitted in December, at the time this application was submitted for Administrative review. Since their review, the plans have been updated and many of the comments have been addressed. Should the Commission approve the proposed development, the owner will be required to submit a full, complete set of civil plans for the Construction Plans review stage of the process. Said plans shall demonstrate compliance with the Engineering Standards.

REQUIRED ACTIONS

Action 1: Consideration of Minor Site/Architectural Plan review for the addition of five new units on a property with five existing units.

Action Alternatives

The Planning and Zoning Commission may approve, approve with conditions, deny or continue this application to a future hearing with a request for additional specific information which it finds necessary to determine compliance with the Municipal Code and city goals and policies.

NOTE: The Planning and Zoning Commission **will not** vote on this item at the March 23rd meeting. As has been the policy since meeting remotely, to accommodate public comment the Commission will continue this item to the April 27th*** meeting. The action and recommendations below are for information only.

** The Commission has a scheduled workshop on Tuesday April 6th. Depending on the level of public comment, the Commission may want to consider including this Planning Item on the April 6th agenda.

*** *** ***

Staff Recommendation: Staff recommends that the Planning and Zoning Commission **approve** the Site/Architectural Plan Review application **with suggested findings on page 9 and conditions on page 9-10 of this report.**

Suggested Findings:

1. The site/architectural plan is consistent with general purpose and intent of the Code;
2. Subject to certain plan revisions noted in the 3/23/2021 staff report, the site/architectural plan is consistent with dimensional, design, development, and all other standards of this Code; and
3. As noted in the 3/23/2021 staff report, the site/architectural plan is consistent with goals and objectives of the Comprehensive Plan.

Suggested Conditions:

1. The development shall comply with the requirements of the Code except where specific Director adjustments have been granted. Any future physical changes or improvements to the property or buildings are subject to the review and approval of the Community Development Director for compliance with applicable requirements of the Glenwood Springs Municipal Code.
2. The owner shall comply with all verbal representations made in the public hearings, as outlined in all application materials, and/or as revised per conditions herein and approved by the Community Development Director.
3. Prior to submitting a building and/or grading permit application, the owner shall -
 - a. Submit a Construction Plans application in accordance with Municipal Code section 070.060.050(c).
 - b. Submit an Engineer's Estimate of all public improvements and provide security for completing said improvements per requirements of the Engineering Standards.
 - c. Enter into a Development Agreement that memorializes the development approvals.
4. At the time of Construction Plans review the owner shall submit all required civil and architectural plans and related reports that demonstrate compliance with Code requirements and the Engineering Standards. Revisions include but are not exclusive of the following-
 - a. Revise and coordinate all plans and final reports to ensure consistency with one another.
 - b. Incorporate recommendations from the CTL Thompson Geotechnical Engineering Investigation in final building design.
 - c. Add a detached 5 foot wide sidewalk linking the public sidewalk on the south side of the driveway to the four-plex building, the location of which will be subject to Community Development Director approval.

- d. Add a 5 foot wide pedestrian walkway on the north side of the new driveway to provide a meaningful, convenient link between the new public sidewalk, the 5-space parking area, and each of the three detached dwellings.
- e. Revise landscaping plans to-
 - i. Relocate evergreen shrubs onto the owner's property, closer to the parking space it is intended to screen.
 - ii. Provide a detailed planting and irrigation plan per Code requirements. The planting plan shall include details of the proposed rain garden.
- f. Revise the fourplex building design to -
 - i. Add Code-required architectural design elements on the east and west elevations (070.040.080(e)(5).
 - ii. Revise the south building elevation to comply with height transition requirements (070.040.080(e)(8)
 - iii. Revise the north elevation to comply with tuck-under garage requirements (070.040.080(e)(9)c.2.
 - iv. Demonstrate compliance with storage requirements for the detached 675 square foot dwelling (070.040.080(e)(9)e.
- g. Submit exterior building color samples for Community Development Director review.
- h. Note that metal siding shall be a matte finish (shall not be galvanized or shiny).
- 5. The owner shall comply with and/or address all City staff comments related to specific Code requirements prior to approval of a Construction Plans application.
- 6. Prior to issuance of the building permit, the owner shall pay all required system improvement fees including, but not limited to water, sewer, parkland, school land, and Fire/EMS.
- 7. Prior to issuance of the Certificate of Occupancy, owner shall provide as-built plans and an Improvement Survey Plat per the Engineering Standards.
- 8. Prior to issuance of the Certificate of Occupancy, owner shall provide a copy of the landlord/tenant agreement which shall include a prohibition of residents from having more than one vehicle per each one-bedroom unit in the development.
- 9. Any future physical changes to or improvements on the property are subject to the review and approval of the Community Development Director for compliance with applicable requirements of the Glenwood Springs Municipal Code.

Alternative Motion

***A member of City Council has requested that land use applications include suggested motions for both approval and denial. In most instances, staff has worked diligently with the applicant to address requirements outlined in the *Glenwood Springs Municipal Code* (Code) applicable to any given proposal. Therefore, we are usually in support of an application by the time it reaches the Planning and Zoning Commission and/or City Council. However, if the Planning and Zoning Commission does not believe the application meets the Code's minimum standards, your denial motion should be based on one or more of the same approval criteria applicable to the application. You should support your findings with information outlining the shortcomings of the request as shown in the example below:

Motion to Deny: Consideration of Minor Site/Architectural Plan review for the addition of five new units on a property with five existing units, I move to deny finding that –

- 1. The site/architectural plan is not consistent with general purpose and intent of the Code because **[insert your reasoning here]**;

2. The site/architectural plan is not consistent with dimensional, design, development, and other standards of this Code **[insert where you find inconsistencies with Code requirements]**; and
3. The site/architectural plan is not in conformance with **[insert applicable Comp Plan or other City plan or policy sections here]** of the Comprehensive Plan and other City plans and policies.

BEN WEST
405-407 LAUREL ST MULTIFAMILY DEVELOPMENT – PROJECT NARRATIVE

December 18, 2020

Gretchen Ricehill
Assistant Community Development Director
City of Glenwood Springs
101 W 8th St
Glenwood Springs, CO 81601

Re: Administrative Site/Architecture Plan Review – 405/407 Laurel Street, Glenwood Springs

This submittal package is for the Administrative Site/Architecture Plan review application regarding the proposed development of five multifamily units located at 405 and 407 Laurel Street (405 Laurel) in Glenwood Springs. The development includes a four-unit attached multifamily residence and a single-family detached residence; attached garages, circulation/parking, and the installation of new civil utility infrastructure for the property.

This shall act as an overview of the proposed development of this property.

PROPERTY

The subject property, recognized by the Garfield County Assessor, as a single property at 405 Laurel Street contains two legal parcels. The property is located on Laurel Street, north of 6th Street, and the recently constructed Grand Avenue Bridge roundabout. It is a 20,473 square foot parcel that is mostly flat, gently sloping west from Laurel Street. Access to the property is from Laurel Street via an established gravel driveway.

Ben West purchased the property in 2020. The property, at the time of purchase, had and currently has five (5) individual dwelling units, including a single-family home with three (3) units, one (1) on each floor, and two (2) standalone single-family residences.

The two parcels legal description are as follows:

Parcel 1 – 405 Laurel Street

A tract of land situated in Lot 1, Section 9, Township 6 South, Range 89 West of the Sixth Principal Meridian, described as follows:

Beginning at a point on the west line of Laurel Street in the City of Glenwood Springs, Colorado, from whence the southeast corner of Lot 1, Section 9, Township 6 South, Range 89 West of the Sixth Principal Meridian bears South 01°32' West 53.0 feet; thence North 88°38' West 150.0 feet; thence North 01°32' East 85.0 feet; thence South 88°38' East 150.0 feet to the west line of

BEN WEST
405-407 LAUREL ST MULTIFAMILY DEVELOPMENT – PROJECT NARRATIVE

said Laurel Street; thence South 01°32' West 85.0 feet along the west line of said Laurel Street to the point of beginning.

Parcel 2 – 407 Laurel Street

A tract of land situated in Lot 1, Section 9, Township 6 South, Range 89 West of the Sixth Principal Meridian, described as follows:

Beginning at the southeast corner of Lot 1, Section 9, Township 6 South, Range 89 West of the Sixth Principal Meridian, said point being also on the west line of Laurel Street in the City of Glenwood Springs, Colorado; thence North 88°38' West 150.0 feet along the south line of said Lot 1; thence North 01°32' East 53.0 feet; thence South 88°38' East 150.0 feet to the west line of said Laurel Street; thence South 01°32' West 53.0 feet along the west line of said Laurel Street to the point of beginning. County of Garfield

Utilities and Zoning

Existing utilities onsite include water, sewer, gas, electric, and telephone. The City of Glenwood Springs is unaware of the exact location of water services on the property due to the historic nature of development in the area. Sewer for the property heads onto the adjacent property to the west, which historically was a single parcel with 405 Laurel. Gas services originate in a line that runs parallel to Laurel in the City of Glenwood Springs easement. Electric is currently overhead to all units.

The zoning of the parcel is M1 – Mixed Use Corridor (formerly C/1).

SURVEY

An ILC and topographic survey was recently completed by Sexton Survey Company in summer and fall of 2020. The ILC shows existing features on the property including overhead electric utility, surface features, buildings, fences, and property lines. The topographic survey identified contours at one-foot intervals.

SITE PLAN

The design team includes Ben West, the property owner, Leah Mayer representing LKSM Design (Project Architect), Romeo Baylosis representing RB Civil LLC (Project Civil Engineer), CTL Thompson (the project Geotechnical and Structural Engineering firm), and Bighorn Engineering (Project MEP Engineer). The team has developed a Site Plan that follows the City of Glenwood Springs' Municipal Code and housing goals of providing infill development with the addition of housing to increase the area's lacking supply.

BEN WEST
405-407 LAUREL ST MULTIFAMILY DEVELOPMENT – PROJECT NARRATIVE

The site plan depicts buildings being constructed within the building setback limits. The project will involve the demolition of two existing sheds, utility infrastructure construction and vertical construction of five (5) new single-family dwellings, four (4) of which are attached, and the required parking and circulation.

SENSITIVE AREA PROTECTION

There are no particular areas of sensitivity at 405 Laurel.

Limits of Disturbance

The limits of disturbance have been shown on the landscaping plan and will mostly be the northeast portion of the property on Parcel 1.

Allowed Density

M1 Zone district does not regulate density onsite through a formal number but indirectly via setbacks, requirement of lot landscaping (15%), and parking requirements. This project is working with the municipal code to ensure compliance.

Please review the application material, at your convenience. If you have questions or need additional information, please do not hesitate to contact me.

Geologic Hazards and Subsurface Soils Evaluation

According to the Geologic Hazards of the Glenwood Springs Metropolitan Area – Garfield County, by Lincoln-Devore Colorado Geologic Survey, 1978, the subject parcel is in a slight hazard zone for debris flow and hydrocompactive soils.

The Geotechnical Engineering Investigation Report, prepared by CTL Thompson on December 9, 2020, notes that subsurface conditions found in exploratory pits consisted of a surficial layer of topsoil and gravel over natural sandy clay, underlain by silty gravel, cobbles, and boulders. Free groundwater was not encountered in the test pits. The natural gravel and cobble soils at the site possess good foundation support properties. CTL recommends constructing the building on footing foundations that are supported directly by the undisturbed, gravel and cobble soils. Slab on grade in the buildings can be supported on undisturbed, natural gravel and cobbles soils with low risk of differential settlement. Surface drainage is important for good building performance. Site grading will be designed and constructed to rapidly convey surface water away from the buildings.

SITE DEVELOPMENT

BEN WEST
405-407 LAUREL ST MULTIFAMILY DEVELOPMENT – PROJECT NARRATIVE

The building architecture and general site design utilize the available area within the lot to promote infill development to meet the area's growing housing demand.

Demolition

Demolition onsite will include removal of two existing storage sheds as well as four dead tree and one or two live trees.

Construction Summary

The proposed project will include civil infrastructure improvements including a new water service from Laurel to the existing houses as well as the new dwellings, new sewer services to existing and new buildings, with the exception described below, new underground power and removal of existing overhead infrastructure, and new gas services to the new buildings. After civil infrastructure improvements/upgrades, the project will construct four additional housing units along the south boundary on top of garage and storage areas and one unit in the northwest corner of the site in the rough footprint of an existing shed.

Utilities

The project will run new utilities to existing and future buildings with the exception of one sewer service at the southwest house and gas services to the existing buildings which are anticipated to remain. Bighorn Engineering has run calculations on the fixtures in the existing residences as well as proposed fixtures in the new residences to determine sizing of the sanitary, water (domestic and fire protection), electric and gas services required for the project.

Drainage

RB Civil has completed a Preliminary Drainage Report for the project. Drainage will entail onsite detention of stormwater; refer to Drainage Report for detail.

Vertical Construction

The four (4) unit building on the south portion of the property will have four units of the same size, approximately 720 square feet with two (2) bedrooms and one bathroom, for building total of 2,880 square feet of habitable spaces. There will be seven garages below the units ranging from 300 to 345 square feet and four storage areas for residents of approximately 42 square feet. The single-family building on the northwest corner of the property will be approximately 675 square feet with two (2) bedrooms and one bathroom.

Architectural features of the building exterior include a combination of horizontal painted cement board lap siding and stucco with a wainscot of vertical corrugated metal and an asphalt shingle roof.

Fire Protection

The project has been in contact with Greg Bak, Glenwood Springs Fire Marshall, and will coordinate fire protection for the new units based on his recommendations and current code.

Retaining Walls

One small retaining wall on the west side of the fourplex will be required, it will be designed by a structural engineer as needed.

Grading Plan

The site grading plan is included with this package. Overall, the grades on the site are fairly flat, sloping from east to west with gentle grades. Drainage of impervious surfaces is a consideration during development and will be addressed during Civil design and the Drainage Report. Slopes will be constructed to ensure they are safe and low-maintenance.

Landscaping

M1 Zone District requires 15% of the lot to be landscaped. On this particular parcel, a minimum 3,071 square feet will be landscaped and will include eight (8) trees, 31 shrubs, and 62 perennial/ornamental grasses. The project will plant one additional tree along the street frontage of Laurel per the Landscaping code.

Parking

Currently, the residents park along Laurel and within the site. The parcel has 138 feet of Laurel Street frontage that is currently utilized by residents for parking with the exception of a driveway cut on the south end of the parcel where the gravel driveway meets Laurel. The parking is not well organized and circulation is an issue with current parking arrangements for residents.

City of Glenwood Springs Municipal Code requires construction of 1.5 parking spaces per unit and one guest space per five units for a total of 17 spaces. A reduction of up to 20% ($17 * .2 = 3.4$ spaces) is possible with credits for street parking in areas where street parking is not overutilized, additional bicycle parking to what is required per code, and proximity to public transportation.

The project is proposing 13 new parking spaces on the parcel including single garages for seven vehicles as well as six surface parking spaces. One of the six surface parking spaces will be ADA compatible. The proposed driveway will split the 138' feet of Laurel Street frontage to 66 feet

BEN WEST
405-407 LAUREL ST MULTIFAMILY DEVELOPMENT – PROJECT NARRATIVE

north and 38 feet south of the future driveway curb. The project is proposing utilization of these spaces for guest parking.

The site is within 750' of public transportation and is proposing construction of eight bicycle parking spaces to include all parking reduction mechanisms possible.

Traffic

A preliminary traffic impact analysis is attached.

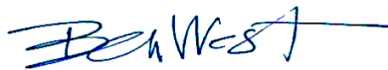
Trash

An onsite trash enclosure will be constructed near the northwest corner of the proposed parking area, replacing the existing trash pad near Laurel along the gravel driveway.

CONCLUSION

We appreciate your assistance working on this project. Please review the application material, and if there are any questions, concerns, or additional information needed, please do not hesitate to contact me directly at 970-773-1313 or benwestrealtor@gmail.com.

Sincerely,

A handwritten signature in blue ink that reads "Ben West" with a stylized horizontal line extending to the right.

Ben West
Property Owner and Project Director
Benwestrealtor@gmail.com
970.773.1313



LAND USE APPLICATION

City of Glenwood Springs
Economic and Community Development Dept.
101 West 8th Street
Glenwood Springs, CO 81601
970-384-6411

Ordinance Amendments		Development Permits	
Rezoning	☐	Site/Architectural Plan Review	☐
Rezoning to Planned Unit Development (PUD)	☐	Administrative	☒
Annexation	☐	Minor	☐
Condominiumization	☐	Major	☐
Annexation	☐	Master Plan	☐
Street Vacation	☐	Construction Plans	☐
	☐	Location & Extent	☐
	☐	Right of Way Encroachment License	☐
Subdivisions		Floodplain Development Permit	☐
Minor Subdivision	☐		☐
Preliminary Plat	☐		☐
Final Plat	☐	Flexibility and Relief Procedures	☐
Vacation of Right-of-Way	☐	Variance	☐
	☐	Administrative Adjustment	☐
	☐	Appeal	☐

Applicant/Property Owner Information:			
Applicant		Owner	
Ben West - West Real Estate LLC		Ben West	
Relationship to Owner		Owner	
same		same	
Applicant Address		Owner Address	
1319 Walz Avenue	Glenwood Springs CO 81601	1319 Walz Avenue	Glenwood Springs CO 81601
Phone 9707731313	Email Address benwestrealtor@gmail.com	Phone 9707731313	Email Address benwestrealtor@gmail.com

Property Information:	
Address	Parcel Number
405 Laurel Street Glenwood Springs CO 81601	218509100008
Subdivision	Lot and Block Number
See ownership information	See ownership information
Zone District M1	Existing Land Use Residential Multifamily

General Project Description:
Construction of 5 units of residential multifamily with associated/required utility infrastructure and parking improvements

Signatures:	
The owner or applicant must be present at the hearing. All public hearings must be properly noticed according to G.S.M.C. Section 070.010.030. Signatures of all owners of the property must appear before the application is accepted. Partnerships or corporations may have the authorized general partner or corporate officer sign the application. (Attach additional incorporation documents if necessary.) I declare under the penalty of perjury that the above information is true and correct to the best of my knowledge.	Applicant
	Owner
	Owner
	Owner
	Date
	12/18/2020
	Date
	Date

SPECIAL WARRANTY DEED

405 Laurel Street LLC, a Colorado Limited Liability Company, hereinafter referred to as "Grantor", do, for and in consideration of the sum of ten dollars and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, have granted, bargained, sold and conveyed, and by these presents do grant, bargain, sell, convey and confirm unto **Benjamin West**, hereinafter "Grantee", their heirs and assigns forever, all the real property, together with improvements, if any, situate, lying and being in the County of Garfield and State of Colorado described as follows:

Parcel 1

A tract of land situated in Lot 1, Section 9, Township 6 South, Range 89 West of the Sixth Principal Meridian, described as follows:

Beginning at a point on the west line of Laurel Street in the City of Glenwood Springs, Colorado, from whence the southeast corner of Lot 1, Section 9, Township 6 South, Range 89 West of the Sixth Principal Meridian bears South 01°32' West 53.0 feet; thence North 88°38' West 150.0 feet; thence North 01°32' East 85.0 feet; thence South 88°38' East 150.0 feet to the west line of said Laurel Street; thence South 01°32' West 85.0 feet along the west line of said Laurel Street to the point of beginning.

Parcel 2

A tract of land situated in Lot 1, Section 9, Township 6 South, Range 89 West of the Sixth Principal Meridian, described as follows:

Beginning at the southeast corner of Lot 1, Section 9, Township 6 South, Range 89 West of the Sixth Principal Meridian, said point being also on the west line of Laurel Street in the City of Glenwood Springs, Colorado; thence North 88°38' West 150.0 feet along the south line of said Lot 1; thence North 01°32' East 53.0 feet; thence South 88°38' East 150.0 feet to the west line of said Laurel Street; thence South 01°32' West 53.0 feet along the west line of said Laurel Street to the point of beginning.

County of Garfield

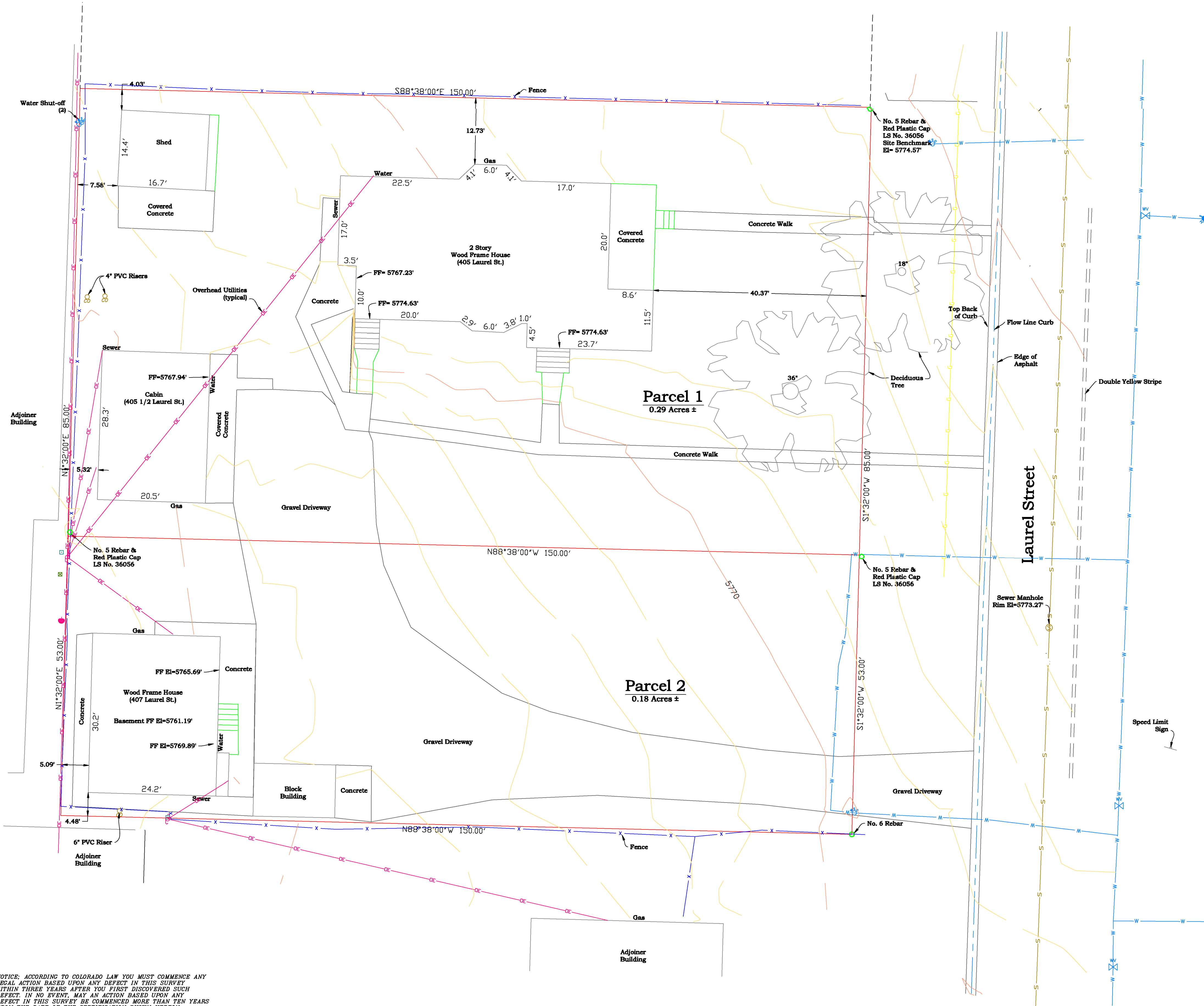
also known by street and number: 405, 405 1/2, and 407 Laurel Street, Glenwood Springs, CO 81601

TOGETHER with all and singular the hereditaments and appurtenances thereunto belonging, or in anywise appertaining, the reversion and reversions, remainder and remainders, rents, issues and profits thereof, and all the estate, right, title, interest, claim and demand whatsoever of the grantor(s), either in law or equity, of, in and to the above bargained premises, with the hereditaments and appurtenances;

TO HAVE AND TO HOLD the said premises above bargained and described, with the appurtenances, unto the grantees, their heirs and assigns forever. The grantor(s), for themselves, their heirs, and personal representatives, successors and assigns do covenant and agree that they shall and will WARRANT AND FOREVER DEFEND the above bargained premises in the quiet and peaceable possession of the grantees, their heirs and assigns, against all and every person or persons claiming the whole or any part thereof, by, through or under the grantor(s); excepting from the grantor's warranty, general taxes and assessments for the year 2020 and subsequent years; and "subject to statutory exceptions" as defined in § 38-30-113(5)(a), C.R.S.

TOPOGRAPHY SURVEY

PARCELS OF LAND SITUATED IN LOT 1, SECTION 9, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF
THE SIXTH PRINCIPAL MERIDIAN
COUNTY OF GARFIELD, STATE OF COLORADO
Laurel Street, Glenwood Springs, CO 81601



PROPERTY DESCRIPTION

PARCEL 1
A TRACT OF LAND SITUATED IN LOT 1, SECTION 9, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE SIXTH PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE WEST LINE OF LAUREL STREET IN THE CITY OF GLENWOOD SPRINGS, COLORADO, FROM WHENCE THE SOUTHEAST CORNER OF LOT 1, SECTION 9, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE SIXTH PRINCIPAL MERIDIAN BEARS SOUTH 01°32' WEST 53.0 FEET; THENCE NORTH 88°38' WEST 150.0 FEET; THENCE NORTH 01°32' EAST 85.0 FEET; THENCE SOUTH 88°38' EAST 150.0 FEET TO THE WEST LINE OF SAID LAUREL STREET; THENCE SOUTH 01°32' WEST 85.0 FEET ALONG THE WEST LINE OF SAID LAUREL STREET TO THE POINT OF BEGINNING.

PARCEL 2

A TRACT OF LAND SITUATED IN LOT 1, SECTION 9, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE SIXTH PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF LOT 1, SECTION 9, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE SIXTH PRINCIPAL MERIDIAN, SAID POINT BEING ALSO ON THE WEST LINE OF LAUREL STREET IN THE CITY OF GLENWOOD SPRINGS, COLORADO; THENCE NORTH 88°38' WEST 150.0 FEET ALONG THE SOUTH LINE OF SAID LOT 1; THENCE NORTH 01°32' EAST 53.0 FEET; THENCE SOUTH 88°38' EAST 150.0 FEET TO THE WEST LINE OF SAID LAUREL STREET; THENCE SOUTH 01°32' WEST 53.0 FEET ALONG THE WEST LINE OF SAID LAUREL STREET TO THE POINT OF BEGINNING.

COUNTY OF GARFIELD
STATE OF COLORADO

NOTES:

- 1.) THE DATE OF THE FIELD SURVEY WAS OCTOBER 1, 2020.
- 2.) THIS DOES NOT REPRESENT A TITLE SEARCH BY THIS FIRM OR SURVEYOR.
- 3.) CONTOUR INTERVAL IS ONE FOOT.
- 4.) ELEVATIONS ARE BASED ON AN ASSUMED ELEVATION OF 5774.57' ON THE NORTHEAST PROPERTY CORNER AS SHOWN HEREON.
- 5.) THIS SURVEY IS BASED ON AN IMPROVEMENT SURVEY PLAT BY DEMING LAND SURVEYING, DATED OCTOBER 17, 2015, JOB NO. 15035.
- 6.) THE UNDERGROUND UTILITIES SHOWN HEREON ARE BASED ON PAINT MARKS BY OTHERS.

SURVEYOR'S CERTIFICATE

I, SCOTT R. BLACKARD, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR LICENSED UNDER THE LAWS OF THE STATE OF COLORADO, AND THAT THIS SURVEY IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.

SCOTT R. BLACKARD P.L.S. 38342
email: sblackard11@gmail.com



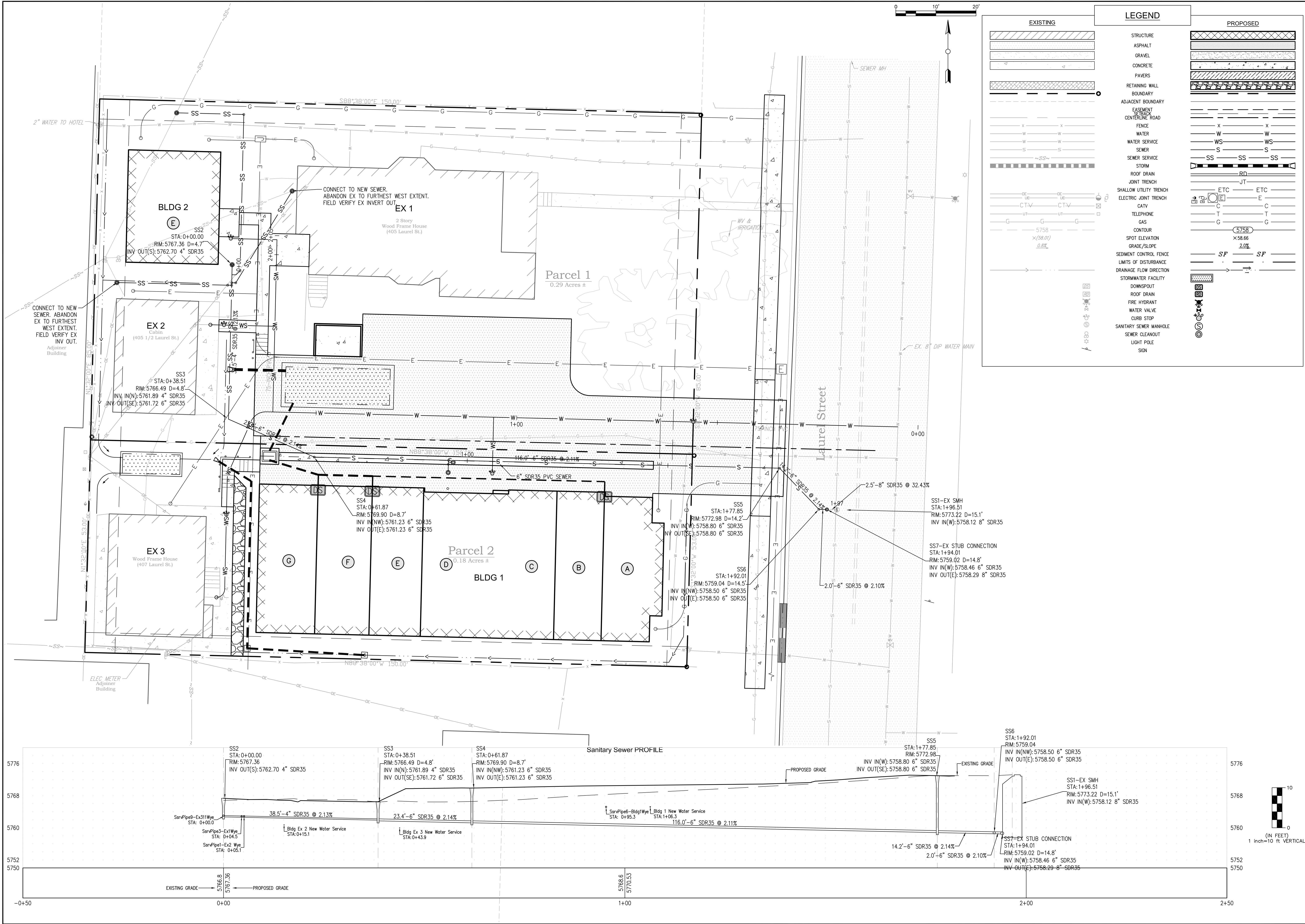
TOPOGRAPHY SURVEY

PARCELS OF LAND SITUATED IN LOT 1, SECTION 9,
TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE SIXTH PRINCIPAL MERIDIAN
COUNTY OF GARFIELD, STATE OF COLORADO
Laurel Street, Glenwood Springs, CO 81601

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

JOB NO: 20106
DATE: 10/15/2020
DWG BY: SRB
REV: 12/18/20

1 of 1



LAUREL STREET MULTIFAMILY RESIDENCES
405 LAUREL STREET
GLENWOOD SPRINGS, COLORADO 81601
PITKIN COUNTY
ADMINISTRATIVE SITE & ARCH PLAN REVIEW

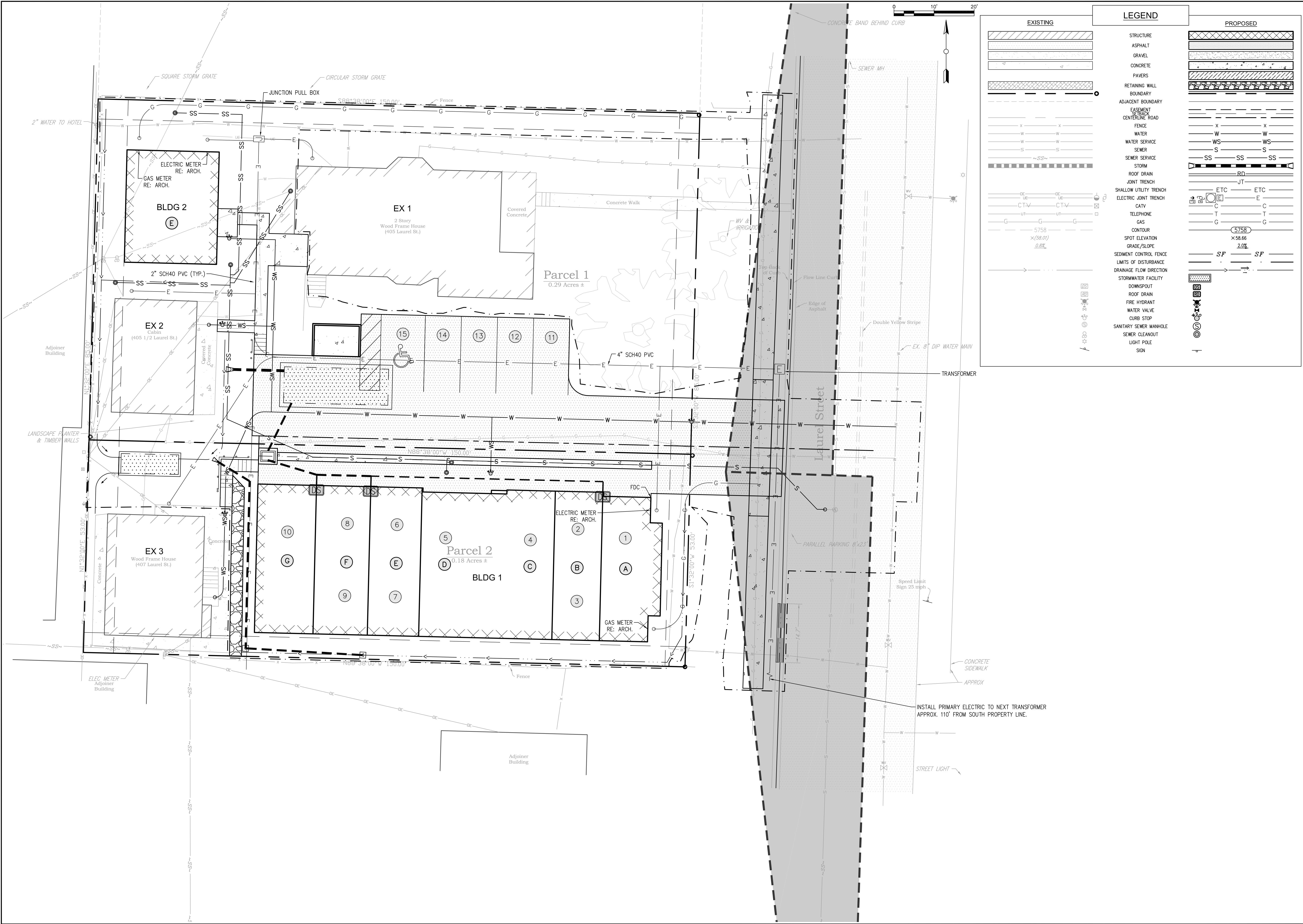


DRAWN: RAB
DESIGNED BY: RAB
REVIEWED: RAB
JOB NO.: 2012
DATE: 2/26/2021

NO.	DATE	REVISION
1	2/26/2021	REVISED PLANNING SUBMITTAL
		PRELIMINARY
		NOT FOR CONSTRUCTION
		REVISION

Title:
Sewer Plan and Profile
Drawing No:
C102





LAUREL STREET MULTIFAMILY RESIDENCES
405 LAUREL STREET
GLENWOOD SPRINGS, COLORADO 81601
PITKIN COUNTY
ADMINISTRATIVE SITE & ARCH PLAN REVIEW



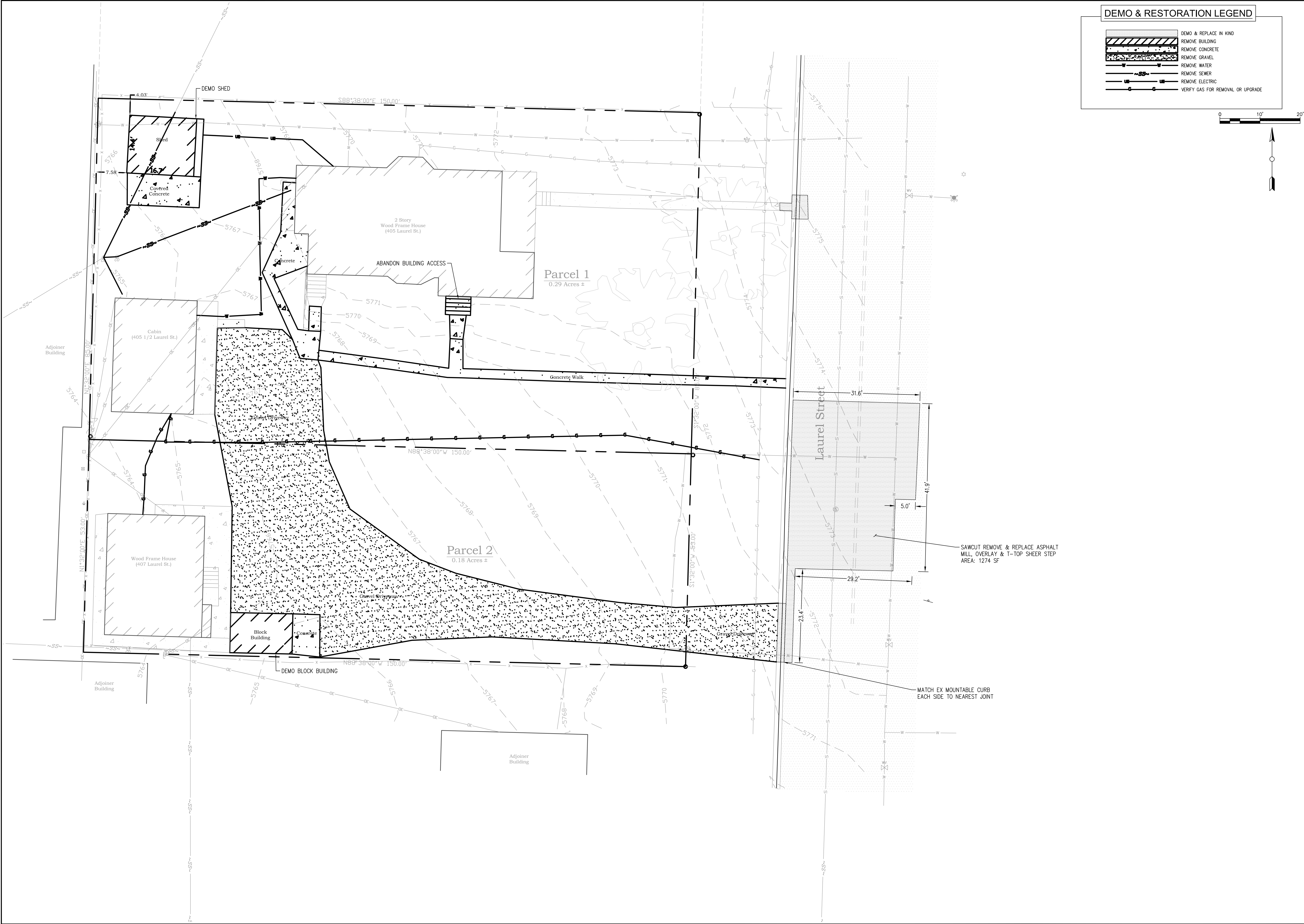
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DESIGNED BY: RAB
REVIEWED: RAB
JOB NO.: 2012
DATE: 2/26/2021

NO.	DATE	REVISION	BY
1	2/26/2021	REVISED PLANNING SUBMITTAL	RAB
		PRELIMINARY NOT FOR CONSTRUCTION	

Title:
Shallow Utility
Plan

Drawing No:
C104

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LAUREL STREET MULTIFAMILY RESIDENCES

405 LAUREL STREET

GLENWOOD SPRINGS, COLORADO 81601

PITKIN COUNTY

ADMINISTRATIVE SITE & ARCH PLAN REVIEW



DRAWN: RAB

DESIGNED BY: RAB

REVIEWED: RAB

JOB NO.: 2012

DATE: 2/26/2021

NO.	DATE	REVISION	BY
1	2/26/2021	REVISED PLANNING SUBMITTAL	RAB
		PRELIMINARY	
		NOT FOR CONSTRUCTION	

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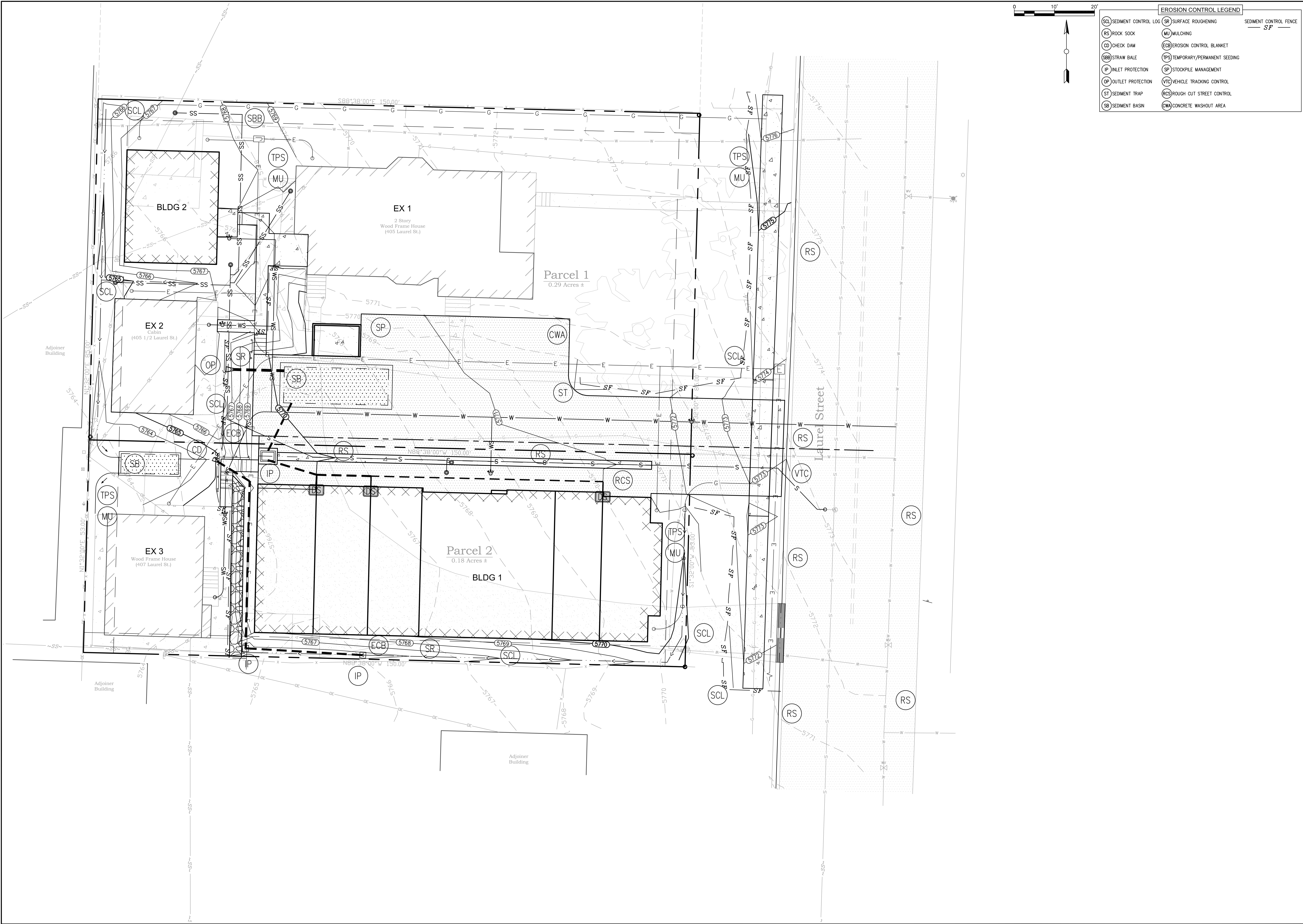
Demolition and Removal Plan

Drawing No:

CD201



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010'20'

EROSION CONTROL LEGEND

SCL

SEDIMENT CONTROL LOG

RS

ROCK SOCK

CD

CHECK DAM

SBB

STRAW BALE

IP

INLET PROTECTION

OP

OUTLET PROTECTION

ST

SEDIMENT TRAP

SB

SEDIMENT BASIN

SR

SURFACE ROUGHENING

MU

MULCHING

ECB

EROSION CONTROL BLANKET

TPS

TEMPORARY/PERMANENT SEEDING

SP

STOCKPILE MANAGEMENT

VTC

VEHICLE TRACKING CONTROL

RCS

ROUGH CUT STREET CONTROL

CWA

CONCRETE WASHOUT AREA

SEDIMENT CONTROL FENCE

SF

LAUREL STREET MULTIFAMILY RESIDENCES

405 LAUREL STREET

GLENWOOD SPRINGS, COLORADO 81601

PITKIN COUNTY

ADMINISTRATIVE SITE & ARCH PLAN REVIEW



DRAWN: RAB

DESIGNED BY: RAB

REVIEWED: RAB

JOB NO.: 2012

DATE: 2/26/2021

RAB

REVISED PLANNING SUBMITTAL

2/26/2021

PRELIMINARY

NOT FOR CONSTRUCTION

REVISION

NO.

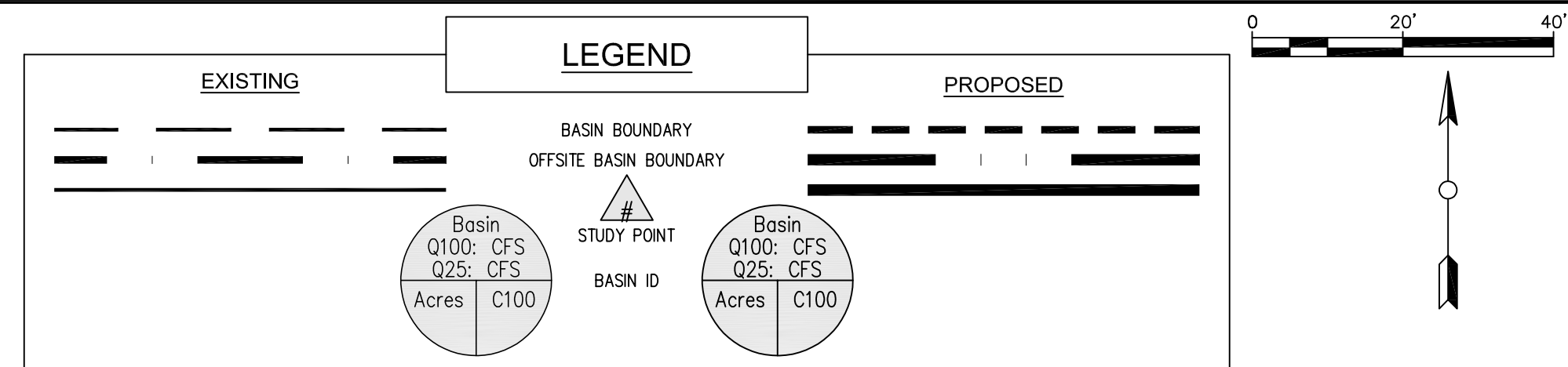
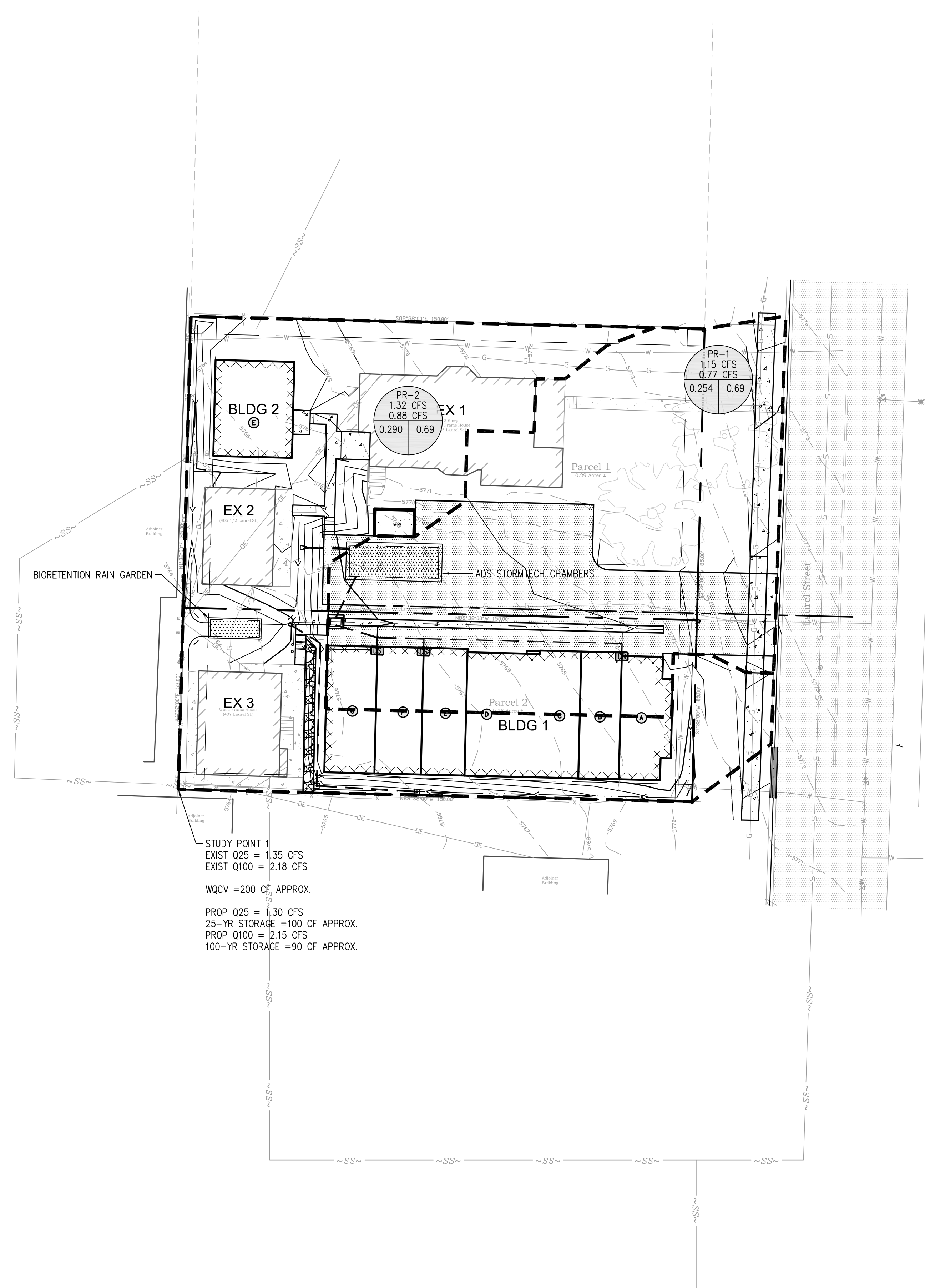
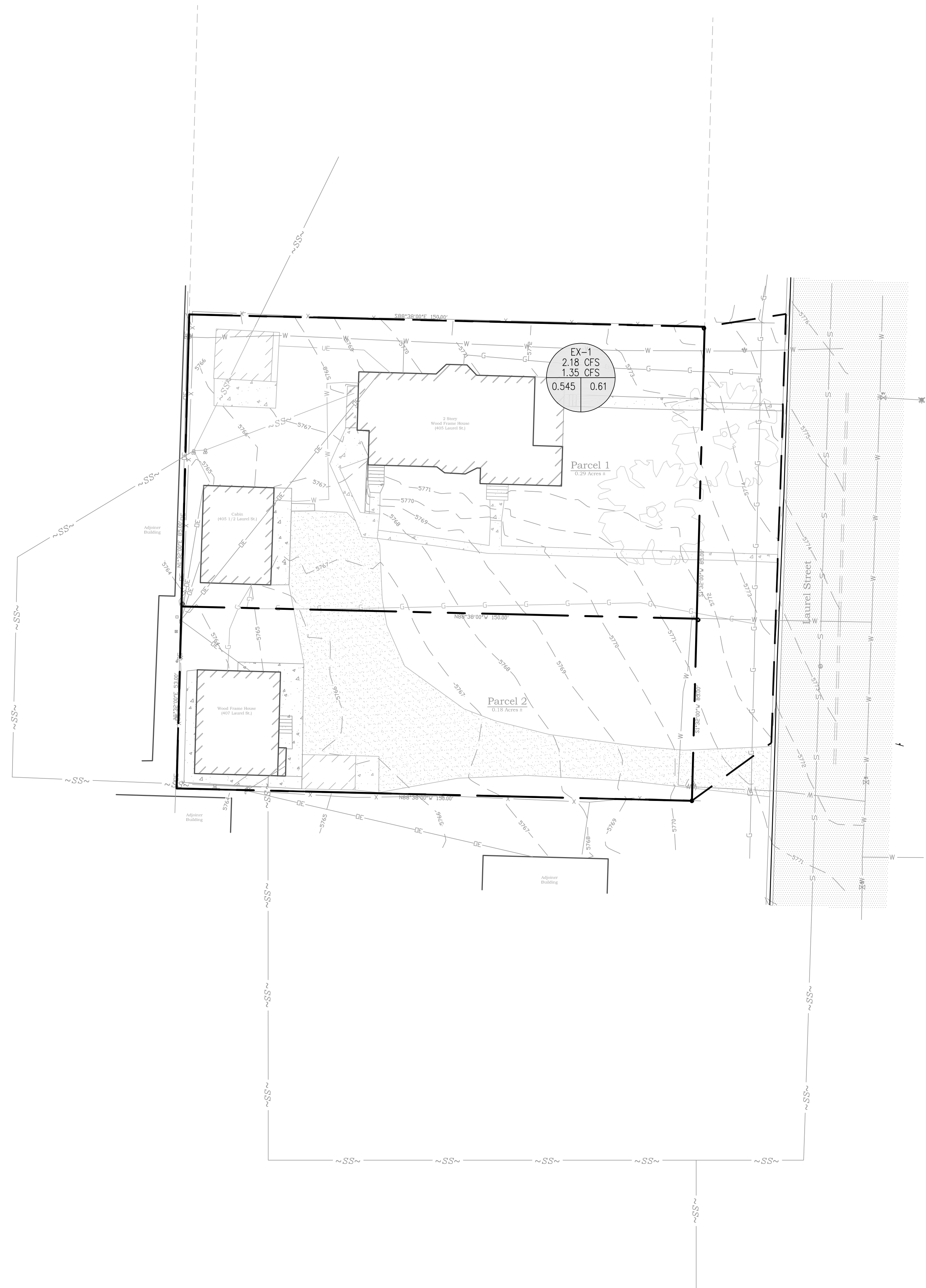
DATE

BY

Title: Erosion and Sediment Control Plan

Drawing No: C202

Packet Page 551



LAUREL STREET MULTIFAMILY RESIDENCES
405 LAUREL STREET
GLENWOOD SPRINGS, COLORADO 81601
PITKIN COUNTY
ADMINISTRATIVE SITE & ARCH PLAN REVIEW



DRAWN:	RAB
DESIGNED BY:	RAB
REVIEWED:	RAB
JOB NO.:	2012
DATE:	2/26/2021

[illegible]

Title:
Drainage Basin
Map

Drawing No:
DR100

405 LAUREL
MULTI-FAMILY DEVELOPMENT
405-407 LAUREL STREET
LOT 1, SECTION 9, TOWNSHIP 6 SOUTH
GLENWOOD SPRINGS, CO
REVISED PRELIMINARY PLANNING 2.22.21

L K S M
DESIGN
PO Box 9195
Avon, Colorado 81620
970.376.6623
lmayer@lksmdesign.com

GENERAL NOTES

- 1. DO NOT SCALE DRAWINGS
- 2. THE DEVELOPER WILL ACT AS THE GENERAL CONTRACTOR (G.C.) FOR THIS PROJECT AND SHALL COORDINATE ALL WORK WITH SUB-CONTRACTORS. G.C. SHALL ORDER ALL MATERIALS UNLESS OTHERWISE NOTED. ALL SUB-CONTRACTORS SHALL VERIFY ALL DIMENSIONS & EXISTING CONDITIONS ON THE JOB SITE PRIOR TO BEGINNING ANY WORK OR ORDERING ANY MATERIALS. NOTIFY OWNER OR ARCHITECT OF ANY CONFLICTS OR DISCREPANCIES IN THE DOCUMENTS IMMEDIATELY.
- 3. PROVIDE PERIMETER DRAIN AT FOUNDATIONS PER SOILS ENGINEER.
- 4. PLAN DIMENSIONS ARE TO FACE OF STUD OR FACE OF CONCRETE UNLESS OTHERWISE NOTED.
- 5. ALL EXTERIOR WALLS SHALL BE 2X6 WOOD STUDS @ 16" O.C. (MAX.) UNLESS OTHERWISE NOTED. ALL INTERIOR WALLS SHALL BE 2x4 WOOD STUDS @ 16" O.C. WITH ONE LAYER OF 5/8" GYP. BD. ON EACH SIDE UNLESS OTHERWISE INDICATED. CEMENTITIOUS BACKER BOARD SHALL BE USED IN ALL WET AREAS. PROVIDE HORIZONTAL BRACING AS PER MANUFACTURER'S RECOMMENDATIONS ON VERTICAL SPANS OVER 8'-0"
- 6. PROVIDE INSULATION & U-VALUE REQUIREMENTS PER BUILDING & ENERGY CODE NOTES.
- 7. COLD ATTIC WILL BE CONSTRUCTED W/ INSULATION ABOVE THE TOP FLOOR CEILING. TYP. ATTIC VENTILATION MUST BE PROVIDED PER BUILDING CODE NOTES.
- 8. ALL ELECTRICAL AND MECHANICAL WORK SHALL BE PERFORMED BY A LICENSED CONTRACTOR PER A DESIGN-BUILD CONTRACT & COORDINATED BY THE G.C.
- 9. THE G.C. SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMITS AND REQUIRED APPROVALS. THIS PROJECT IS GOVERNED BY THE 2018 INTERNATIONAL BUILDING CODE & 2018 INTERNATIONAL RESIDENTIAL CODE. CODE COMPLIANCE IS MANDATORY. THE CONSTRUCTION DOCUMENTS SHALL NOT PERMIT WORK THAT DOES NOT CONFORM TO ALL RELEVANT CODES INCLUDING ALL LOCAL AND REGIONAL CODES.
- 10. THE CITY OF GLENWOOD SPRINGS IS THE LOCAL JURISDICTION.

GEOLOGIC DISCLOSURE

THIS PROPERTY IS SUBJECT TO GEOLOGIC HAZARDS PER THE ADOPTED MAPPING BY THE CITY OF GLENWOOD SPRINGS. HAZARDS TO NOTE ARE A SLIGHT HAZARD ZONE FOR DEBRIS FLOW AND HYDROCOMPACTIVE SOILS. A FINAL GEOLOGIC HAZARD REPORT WILL BE SUBMITTED UPON APPLICATION OF A BUILDING PERMIT.



LOCATION OF PROJECT

PROJECT INFORMATION

ADDRESS/LOCATION: 405 LAUREL
LOT 1, SECTION 9, TOWNSHIP 6 SOUTH
GLENWOOD SPRINGS, COLORADO
ZONING: M1 ZONING (MIXED USE CORRIDOR)
LOT: ±0.29 + ±0.18 ACRES = ±0.47 ACRES (±20,473 SF)
CONSTRUCTION TYPE: TYPE VB
SCOPE OF WORK: 3 EXISTING RESIDENTIAL STRUCTURES TO REMAIN W/ 5 (E) UNITS. (NO WORK)
2 PROPOSED RESIDENTIAL STRUCTURES W 5 NEW UNITS.
DEMO UTILITIES & PROVIDE NEW UTILITIES & SERVICES.
1 NEW 2-STORY WOOD FRAME (POSSIBLY MODULAR) RESIDENTIAL BUILDING ON CONCRETE FOUNDATIONS W/ PLUMBING, ELECTRIC & FIRE SUPPRESSION FIXTURES & SYSTEMS.
1 NEW 1-STORY WOOD FRAME (POSSIBLY MODULAR) RESIDENTIAL BUILDING ON CONCRETE FOUNDATIONS W/ PLUMBING, ELECTRIC & FIRE SUPPRESSION FIXTURES & SYSTEMS.

IMPERVIOUS AREA: (BLDGS. & PAVING) (E) 4,460 SF PROPOSED:11,950 SF (58%)
LANDSCAPE AREA: 15% MINIMUM REQ'D (3,071 SF) 8,525 SF PROPOSED (42%)
PARKING: TOTAL REQ'D = 17 (1.5/RES. UNIT + 5 GUEST) TOTAL PROPOSED: 16 SPACES ON-SITE = 3 SPACES OFF-SITE = 1 SPACE REDUCTION FOR ADDITIONAL BICYCLE PARKING.
BICYCLE PARKING: TOTAL REQ'D = 3 TOTAL PROPOSED = 4

BUILDING INFORMATION:
BLDG #1 FOOTPRINT = 3,440 SF UPPER LEVEL = 3,505 TOTAL SF = 6,945 SF (4) 2-BR UNITS (7) GARAGES & (1) STORAGE SLAB ON GRADE COVERED EXTERIOR STAIR
UNIT A = 680 SF UNIT B = 750 SF UNIT C = 1005 SF UNIT D = 1030 SF
BLDG #2 FOOTPRINT = 645 SF SINGLE-FAMILY 1-BR RESIDENCE WOOD FLOOR FRAMING W/ CRAWL SPACE

OWNER/DEVELOPER: WEST REAL ESTATE, LLC
1319 WALZ AVE.
GLENWOOD SPRINGS, CO 81601
970.773.1313
BENWESTREALTOR@GMAIL.COM
CONTACT: BEN WEST
ARCHITECT: LKSM DESIGN, PC
PO BOX 9195
AVON, COLORADO 81620
970.376.6623
LMAYER@LKSMDESIGN.COM
CONTACT: LEAH KS MAYER
CIVIL ENGINEER: RB CIVIL, LLC
79 ERMINE LANE
CARBONDALE, CO 81623
970.471.1103
ROME@RB@CIVIL.COM
CONTACT: ROMEO BAYLOSIS

DRAWING LIST

- A1.0 COVER SHEET
A1.1 SITE PLAN
A1.2 LANDSCAPE PLAN
A2.0 FLOOR & ROOF PLANS
A3.0 BUILDING ELEVATIONS
A4.0 BUILDING SECTIONS
C101 SITE & UTILITY PLAN
C102 SEWER PLAN & PROFILE
C103 WATER PLAN & PROFILE
CD201 DEMOLITION & REMOVALS PLAN
C301 GRADING, DRAINAGE & EROSION CONTROL PLAN
DR100 DRAINAGE BASIN MAP

NOT FOR CONSTRUCTION

405 LAUREL
405-407 LAUREL STREET
LOT 1, SECTION 9, TOWNSHIP 6 SOUTH
GLENWOOD SPRINGS, CO

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SCHEMATIC DESIGN 2.5.21
REV. PLANNING SUB. 2.22.21

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TITLE: COVER SHEET
A1.0
SCALE:
PROJECT NO.: 20-21

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lmayer@lksmdesign.com

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TITLE: PROPOSED SITE PLAN

A1.1

SCALE:
PROJECT NO.: 20-21

- LEGEND:
- PROPERTY LINE
 - EASEMENT
 - LINE OF ROOF OR DECK ABOVE
 - LINE OF DEMOLITION
 - UNDERGROUND UTILITY
 - INTERNAL PROPERTY LINE
 - EDGE OF PAVING
 - (E) BUILDING HATCH
 - PROPOSED BUILDING HATCH
 - NEW & (E) PAVED AREAS

LOT INFORMATION:
LOT SIZE: ±0.47 ACRES (±20,473 SF)

IMPERVIOUS AREA:
(BLDG. & PAVING) (E) 4,460 SF
PROPOSED: 11,950 SF (58%)

LANDSCAPE AREA:
15% MINIMUM REQ'D (3,071 SF)
8,525 SF PROPOSED (42%)

PARKING:
TOTAL REQ'D = 17
(1.5/RES. UNIT + 5 GUEST)
TOTAL PROPOSED: 16 SPACES
ON-SITE = 3 SPACES
OFF-SITE = 3 SPACES
1 SPACE REDUCTION FOR
ADDITIONAL BICYCLE PARKING.

BICYCLE PARKING:
TOTAL REQ'D = 3
TOTAL PROPOSED = 4

BUILDING INFORMATION:

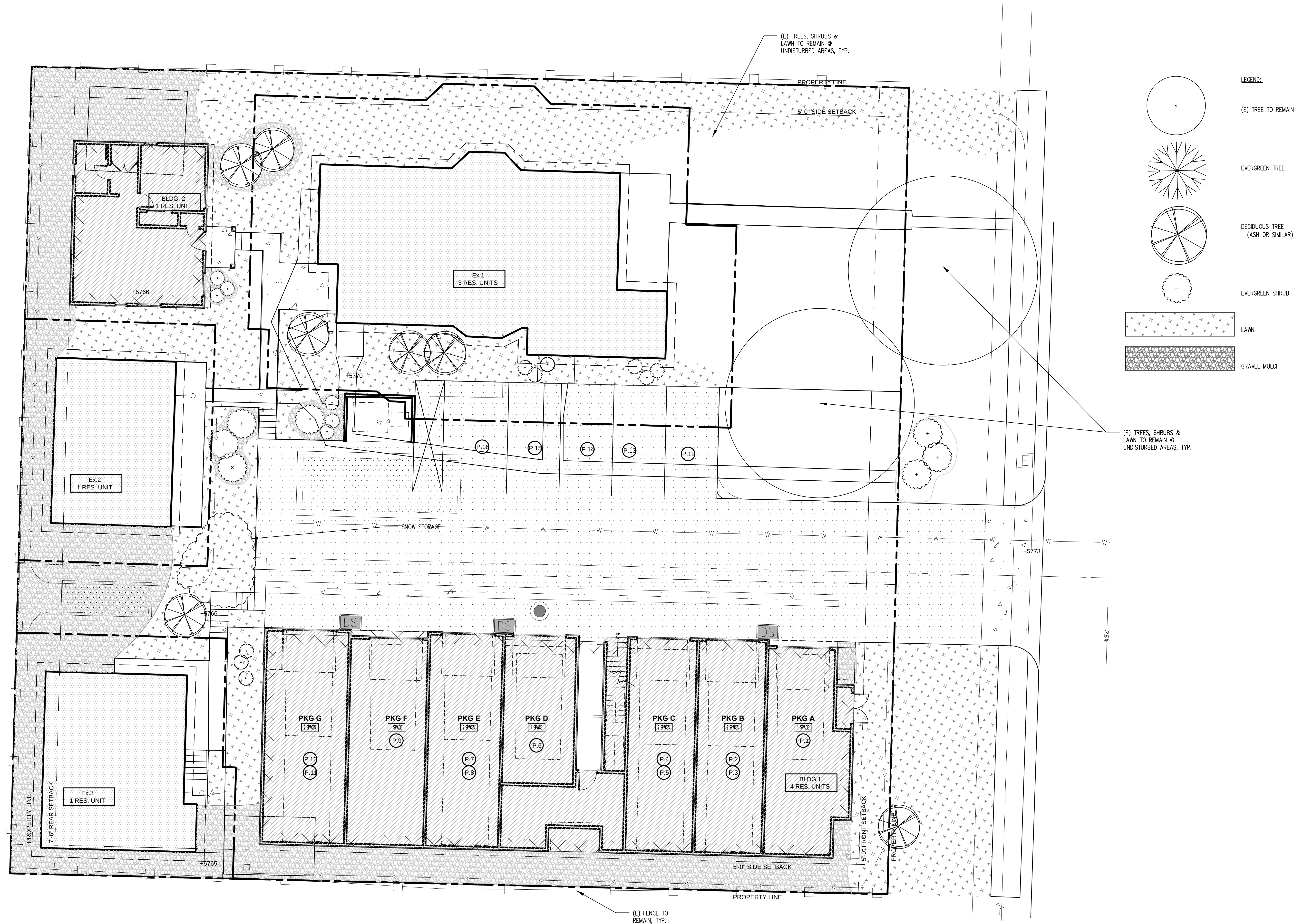
BLDG #1
FOOTPRINT = 3,440 SF
UPPER LEVEL = 3,505 SF
TOTAL SF = 6,945 SF
(4) 2-BR UNITS
(7) GARAGES & (1) STORAGE
SLAB ON GRADE
COVERED EXTERIOR STAIR
UNIT A = 680 SF
UNIT B = 750 SF
UNIT C = 1005 SF
UNIT D = 1030 SF

BLDG #2
FOOTPRINT = 645 SF
SINGLE-FAMILY 1-BR RESIDENCE
WOOD FLOOR FRAMING W/ CRAWL SPACE

1 PROPOSED SITE PLAN
A1.1 1/8" = 1'-0"



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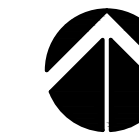
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PROPOSED LANDSCAPE PLAN

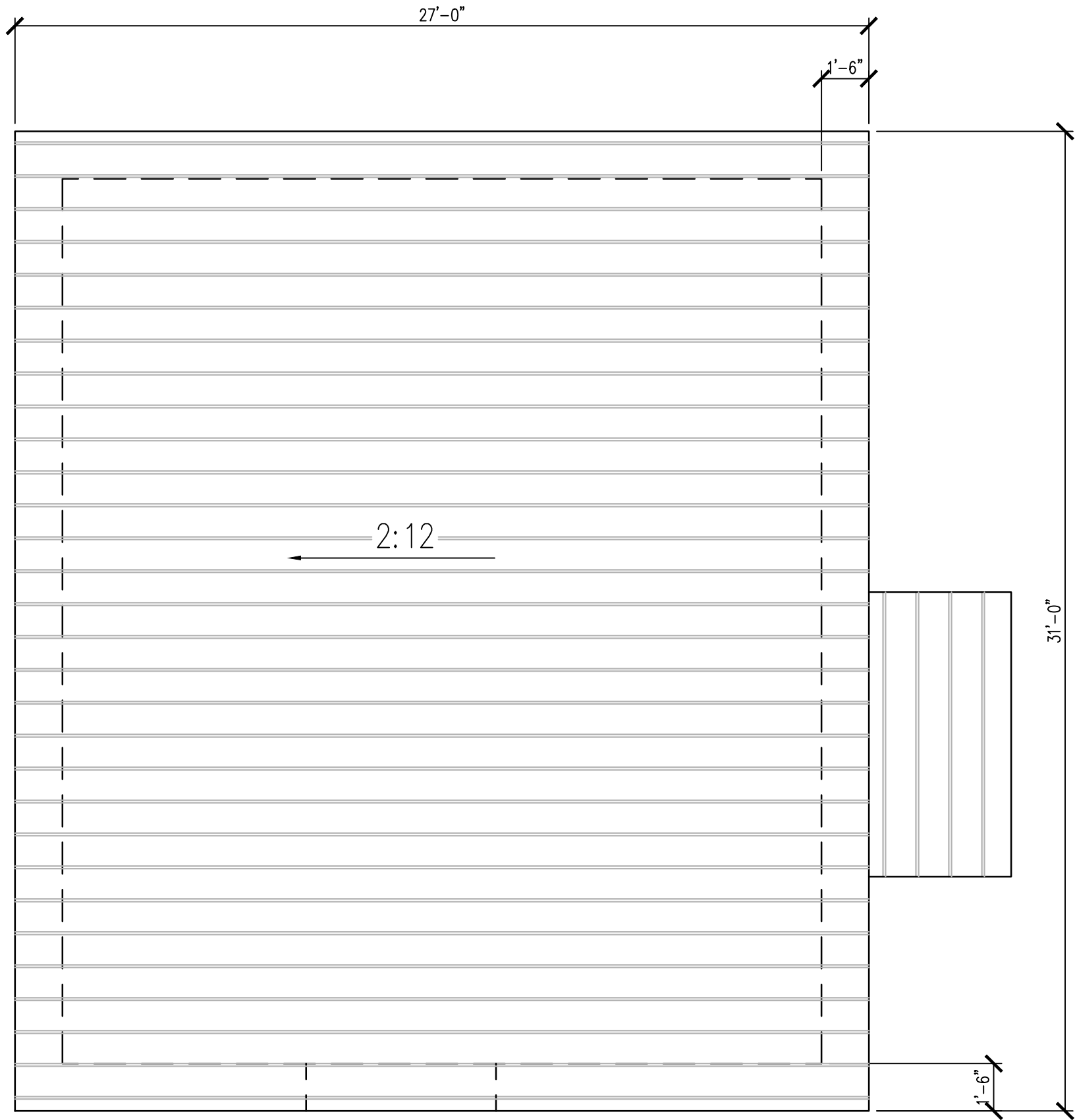
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SCALE:
PROJECT NO.: 20-21

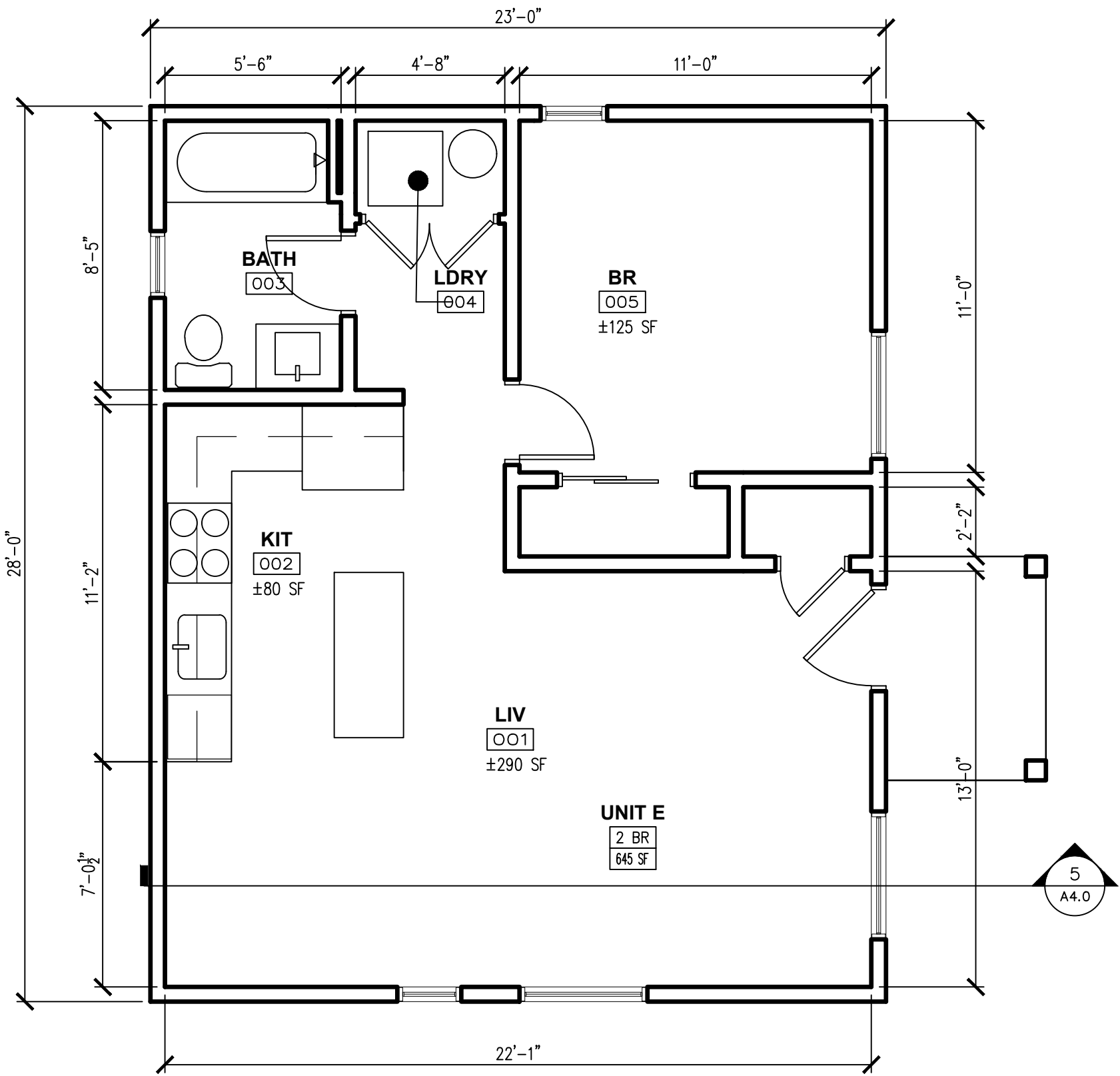
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1 PROPOSED LANDSCAPE PLAN
A1.2 1/8" = 1'-0"

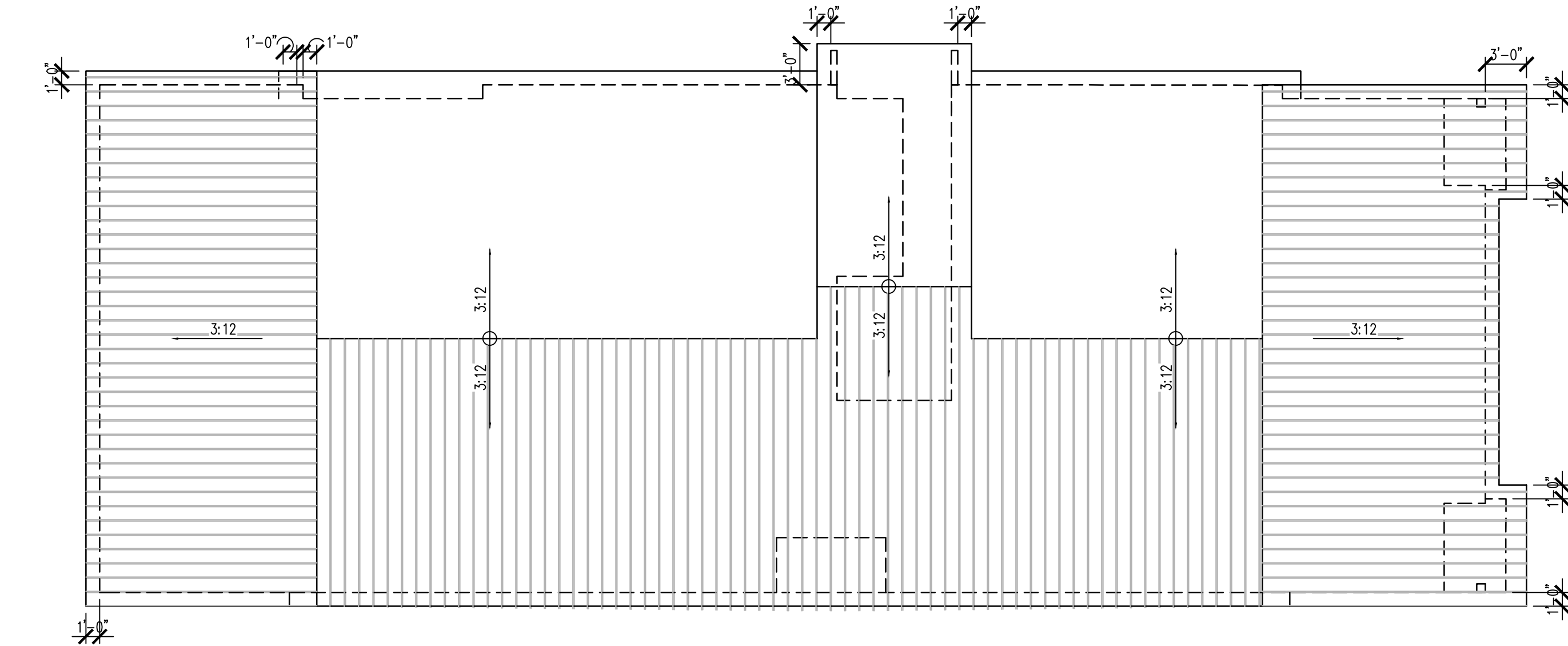




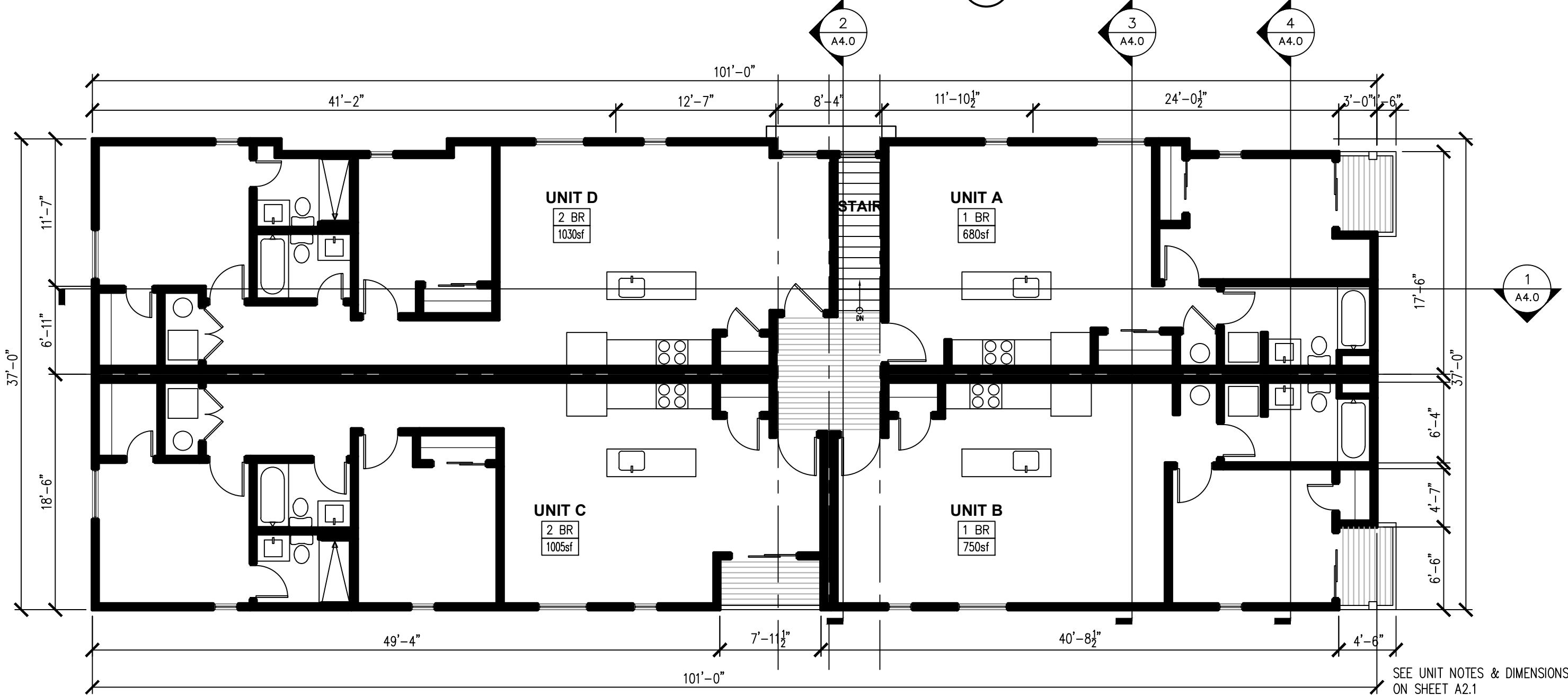
5 ROOF PLAN - BLDG#2
A2.0 1/4" = 1'-0"



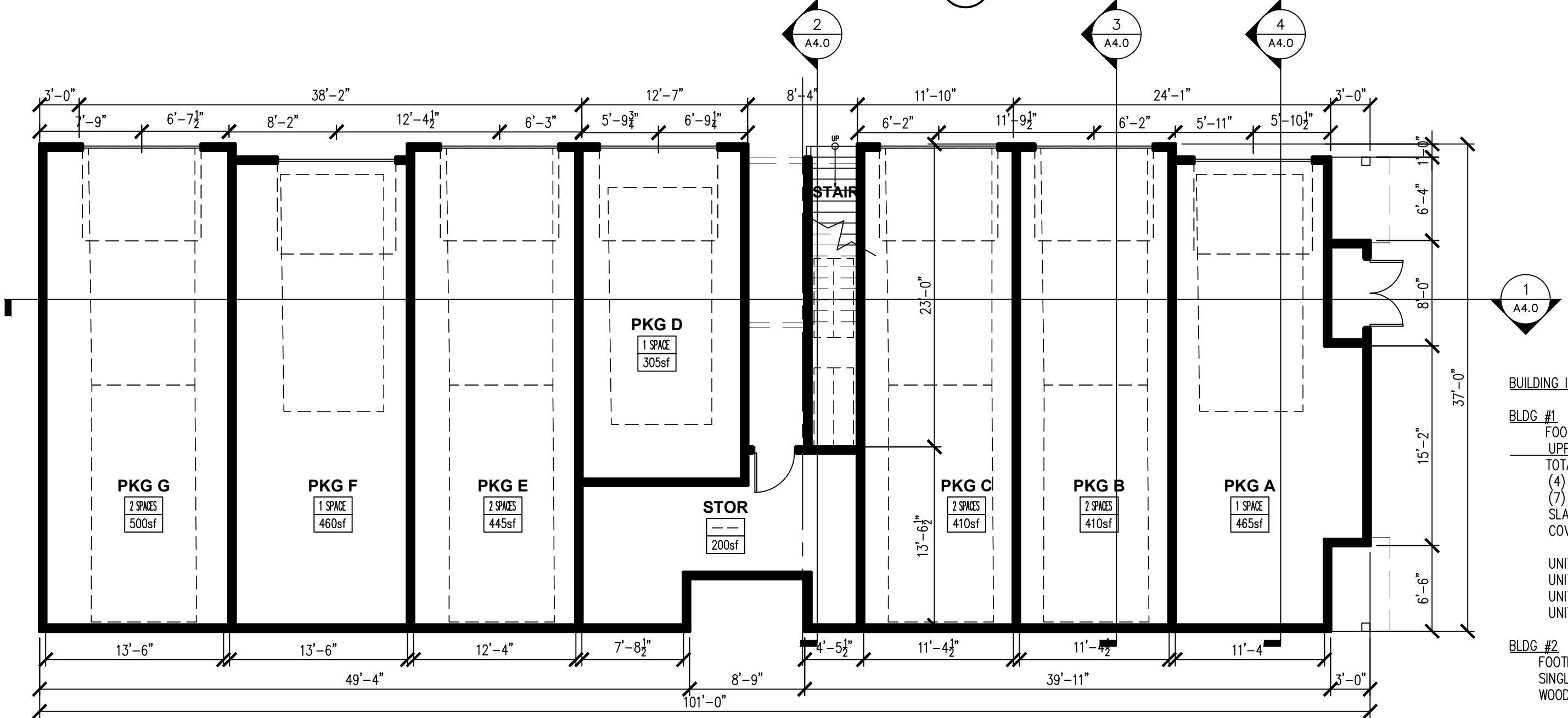
4 GROUND LEVEL PLAN - BLDG#2
A2.0 1/4" = 1'-0"



3 ROOF PLAN - BLDG#1
A2.0 1/8" = 1'-0"



2 UPPER LEVEL PLAN - BLDG#1
A2.0 1/8" = 1'-0"



1 GROUND LEVEL PLAN - BLDG#1
A2.0 1/8" = 1'-0"

BUILDING INFORMATION:

BLDG #1
FOOTPRINT = 3,440 SF
UPPER LEVEL = 3,505 SF
TOTAL SF = 6,945 SF
(4) 2-BR UNITS
(7) GARAGES & (1) STORAGE
SLAB ON GRADE
COVERED EXTERIOR STAIR

UNIT A = 680 SF
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UNIT C = 1005 SF
UNIT D = 1030 SF

BLDG #2
FOOTPRINT = 645 SF
SINGLE-FAMILY 1-BR RESIDENCE
WOOD FLOOR FRAMING W/ CRAWL SPACE

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lmayer@lksmdesign.com

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GLENWOOD SPRINGS, CO

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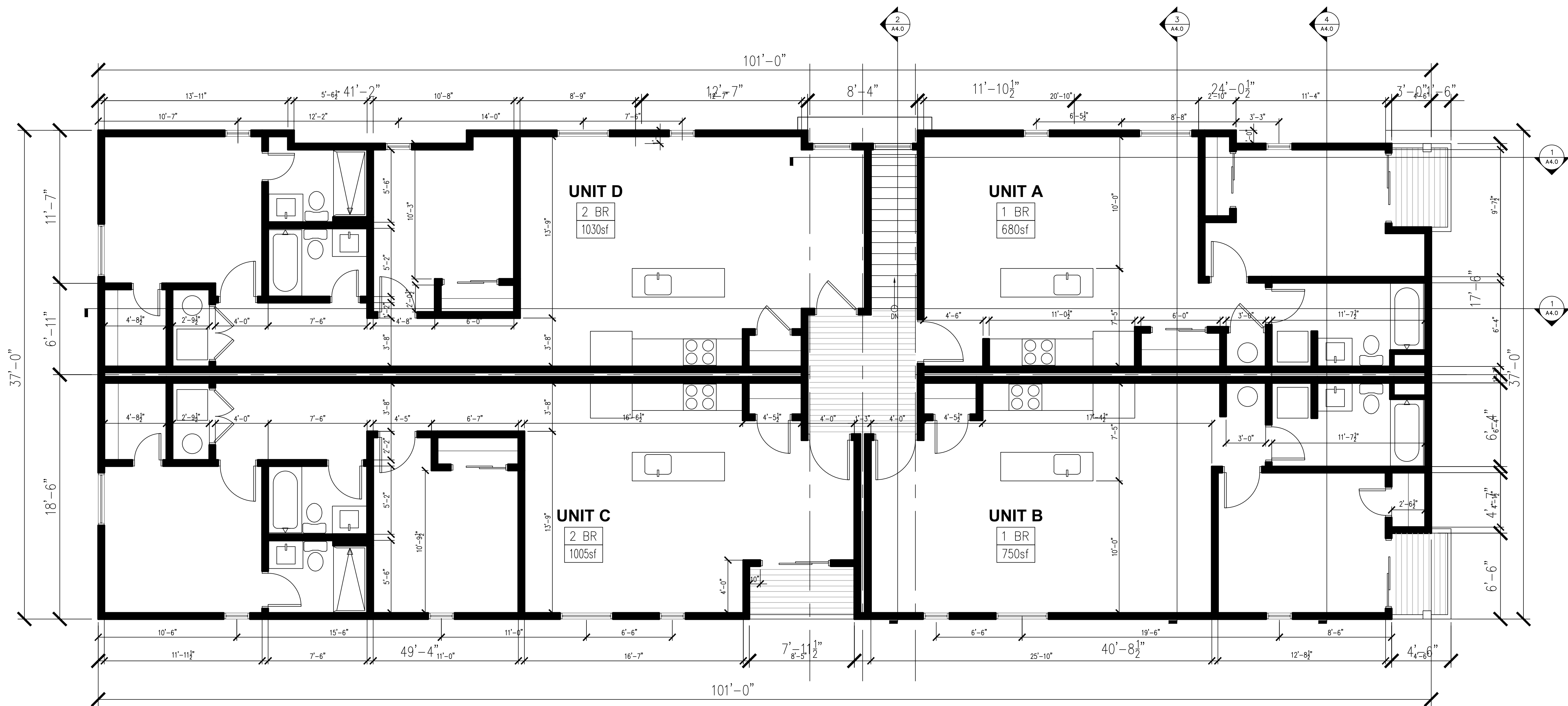
TITLE: FLOOR & ROOF PLANS

A2.0

SCALE:
PROJECT NO.: 20-21



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1 UNIT PLAN - BLDG#1
A2.1 1/4" = 1'-0"



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TITLE: **BUILDING 1
ENLARGED UNIT PLAN**

SCALE:
PROJECT NO.: 20-21

BUILDING #2

NORTH ELEVATION

	SURFACE AREA	PERCENTAGE OF NET
GROSS OF WALL	279 SF	
NET MAT'L A	0 SF	0%
NET MAT'L B	194 SF	69%
NET MAT'L C	77 SF	28%
NET GARAGE DOORS	N/A	
NET GLAZING	8 SF	3%

EAST ELEVATION

	SURFACE AREA	PERCENTAGE OF NET
GROSS OF WALL	415 SF	
NET MAT'L A	185 SF	40%
NET MAT'L B	115 SF	28%
NET MAT'L C	82 SF	20%
NET GARAGE DOORS	N/A	
NET GLAZING	53 SF	12%

SOUTH ELEVATION

	SURFACE AREA	PERCENTAGE OF NET
GROSS OF WALL	275 SF	
NET MAT'L A	78 SF	28%
NET MAT'L B	100 SF	36%
NET MAT'L C	73 SF	27%
NET GARAGE DOORS	N/A	
NET GLAZING	24 SF	9%

WEST ELEVATION

	SURFACE AREA	PERCENTAGE OF NET
GROSS OF WALL	245 SF	
NET MAT'L A	0 SF	0%
NET MAT'L B	145 SF	59%
NET MAT'L C	92 SF	38%
NET GARAGE DOORS	N/A	
NET GLAZING	8 SF	3%

BUILDING #1

NORTH ELEVATION

	SURFACE AREA	PERCENTAGE OF NET
GROSS OF WALL	2114 SF	
NET MAT'L A	963 SF	45%
NET MAT'L B	458 SF	22%
NET MAT'L C	96 SF	5%
NET GARAGE DOORS	504 SF	24%
NET GLAZING	93 SF	4%

EAST ELEVATION

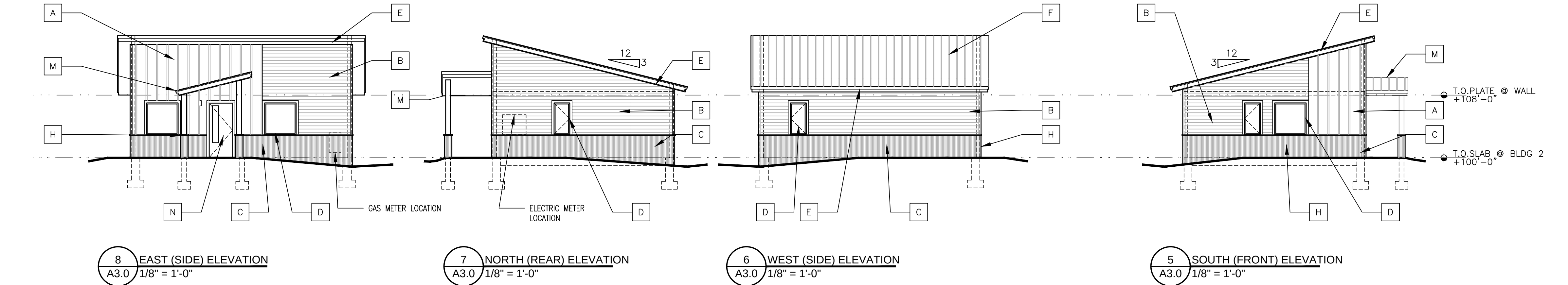
	SURFACE AREA	PERCENTAGE OF NET
GROSS OF WALL	763 SF	
NET MAT'L A	476 SF	62%
NET MAT'L B	74 SF	10%
NET MAT'L C	138 SF	18%
NET GARAGE DOORS	N/A	
NET GLAZING	74 SF	10%

SOUTH ELEVATION

	SURFACE AREA	PERCENTAGE OF NET
GROSS OF WALL	2175 SF	
NET MAT'L A	320 SF	15%
NET MAT'L B	1224 SF	56%
NET MAT'L C	522 SF	24%
NET GARAGE DOORS	N/A	
NET GLAZING	109 SF	5%

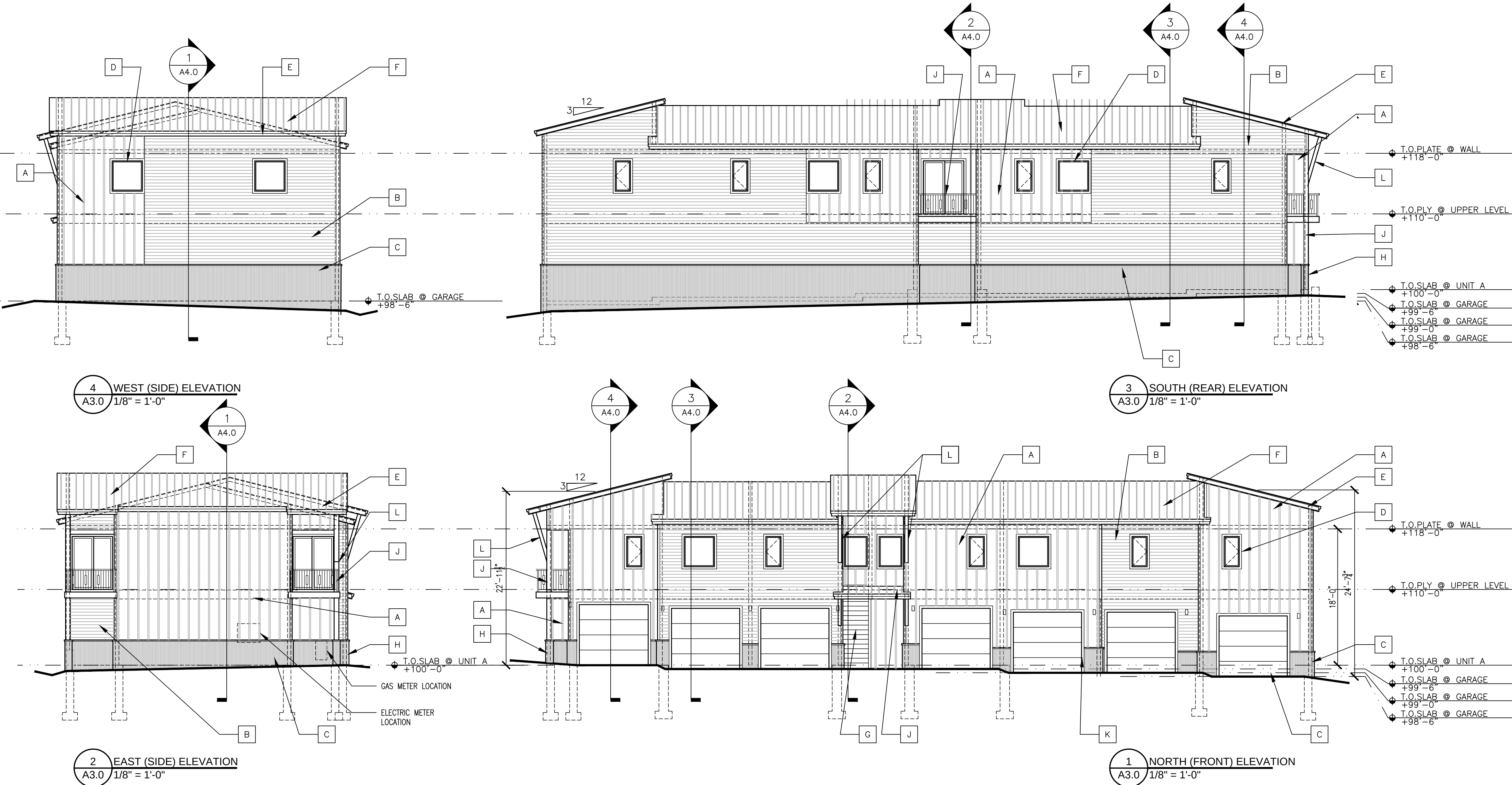
WEST ELEVATION

	SURFACE AREA	PERCENTAGE OF NET
GROSS OF WALL	838 SF	
NET MAT'L A	180 SF	21%
NET MAT'L B	420 SF	50%
NET MAT'L C	206 SF	25%
NET GARAGE DOORS	N/A	
NET GLAZING	32 SF	4%



ELEVATION NOTE:
THESE ELEVATIONS ARE CONCEPTUAL IN NATURE. INDIVIDUAL BUILDING ELEVATIONS MAY VARY BUT WILL BE EVALUATED FOR COMPLIANCE WITH DESIGN STANDARDS CONTAINED WITHIN TIT 070 OF THE GLENWOOD SPRINGS MUNICIPAL CODE AT THE TIME OF SUBMITTING A BUILDING PERMIT APPLICATION.

- ELEVATION LEGEND:
- A VERTICAL BOARD & BATTEN (4X8 SHEETS W/2" VERT BATTENS @ 16" O.C.) W/CORNER TRIM, PTD., I.E. HARDBOARD OR SIMILAR
 - B HORIZONTAL SIDING W/ CORNER TRIM, PTD. CEMENTITIOUS MATERIAL, I.E. HARDBOARD OR SIMILAR
 - C VERTICAL CORRUGATED METAL SIDING, W/ METAL TOP CAP
 - D VINYL WINDOWS W/ CEMENTITIOUS WINDOW TRIM, PTD.
 - E CEMENTITIOUS FASCIA TRIM, PTD.
 - F STANDING SEAM METAL ROOF
 - G WOOD STAIR & HANDRAILS, PTD.
 - H METAL SIDING & CAP @ COLUMN BASE
 - J SHED ROOF W/ METAL STANDING SEAM
 - K GARAGE DOORS, PTD.
 - L DIAGONAL WOOD BRACKETS @ ROOF STRUCTURE.
 - M ENTRY PORCH ROOF W/ WOOD COLUMNS
 - N FIBERGLAS & GLASS FRONT ENTRY DOOR W/ CEMENTITIOUS DOOR TRIM, PTD.
 - P NOT USED



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ISSUED:	DATE:
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CONCEPTUAL BLDG.	11.25.20
CONCEPTUAL SITE	12.9.20
PRELIM. PLANNING	12.18.20
SCHEMATIC DESIGN	2.5.21
REV. PLANNING SUB.	2.22.21

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	BUILDING ELEVATIONS

A3.0

SCALE:	
PROJECT NO.:	20-21

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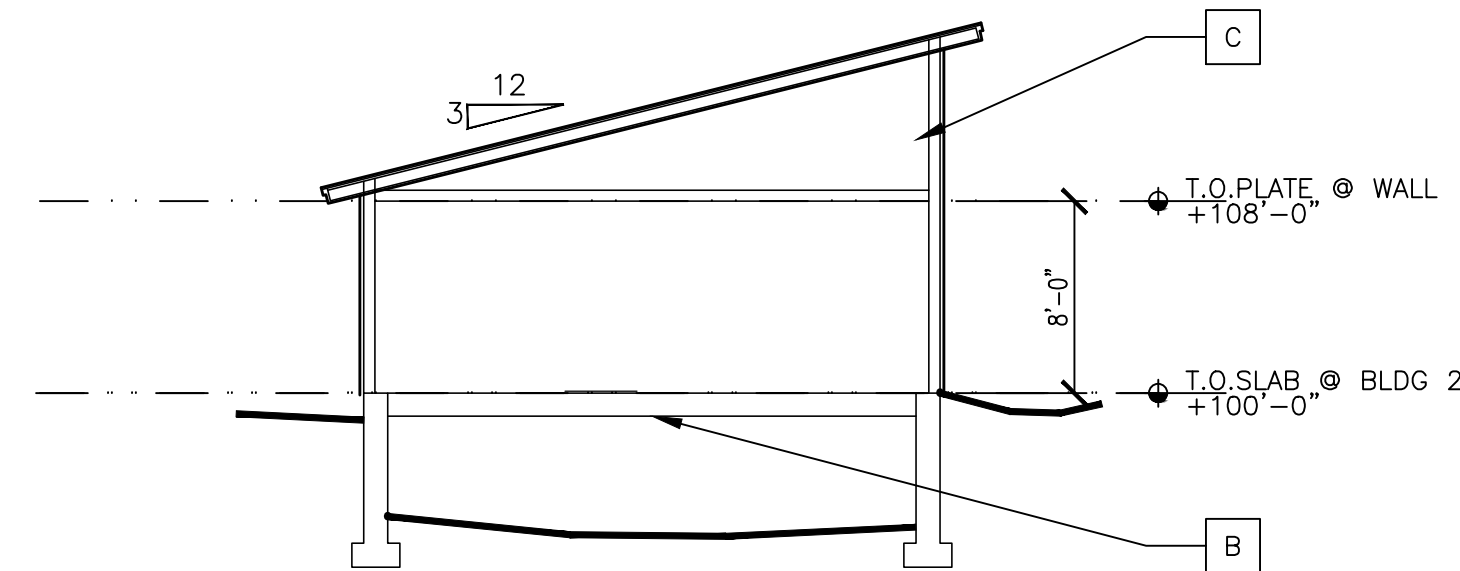
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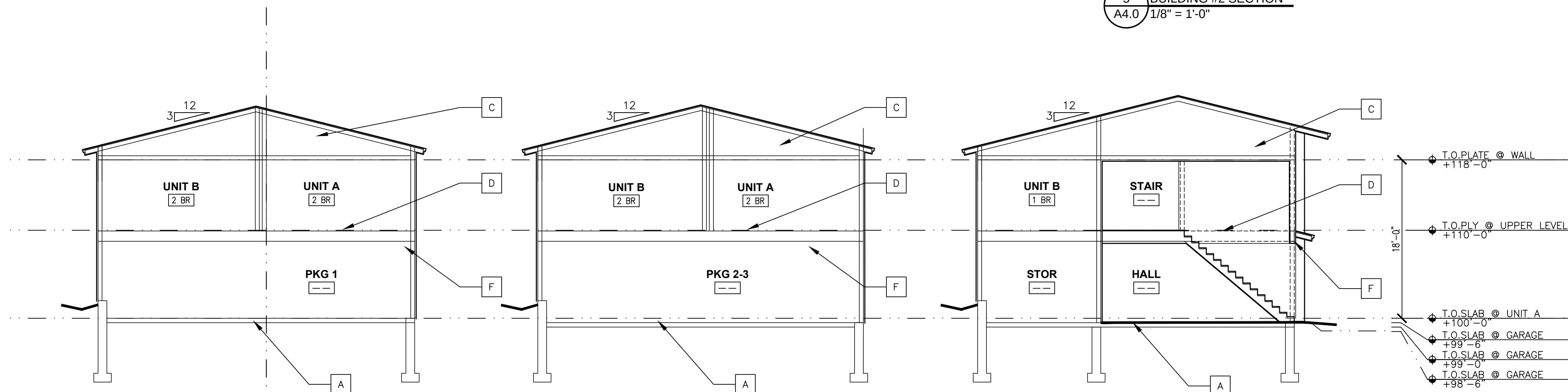
TITLE:
BUILDING SECTIONS

A4.0

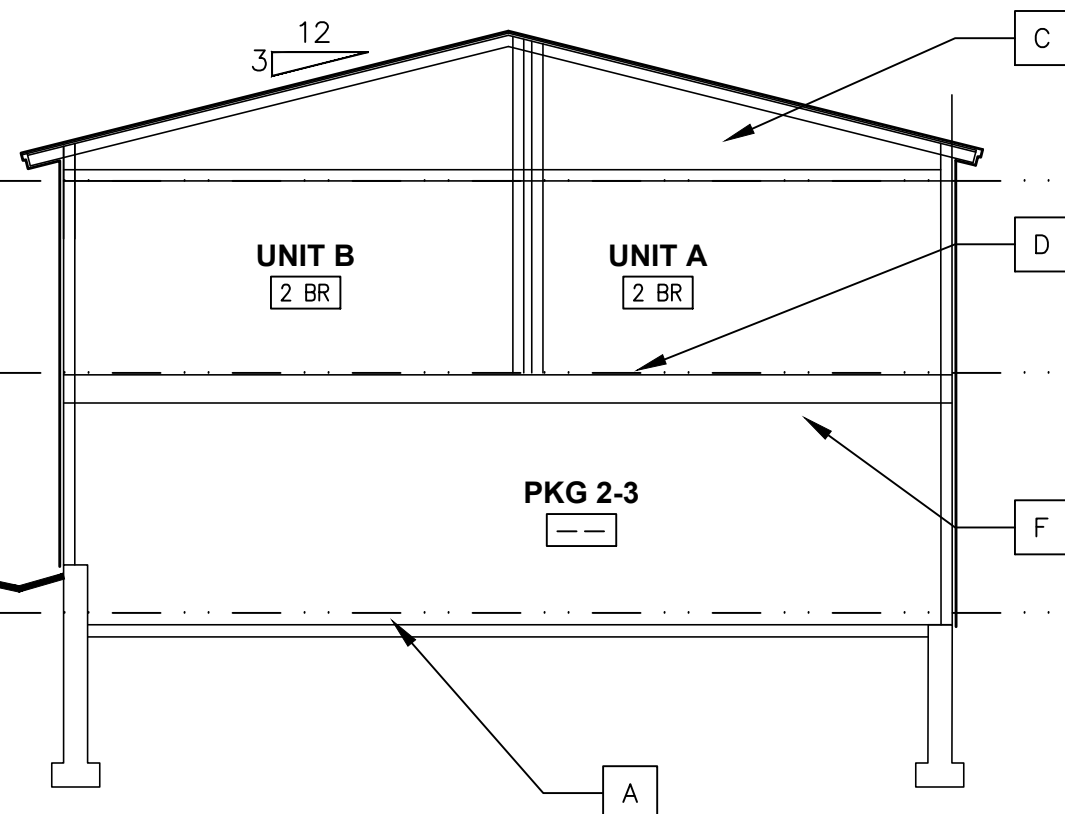
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PROJECT NO.: 20-21



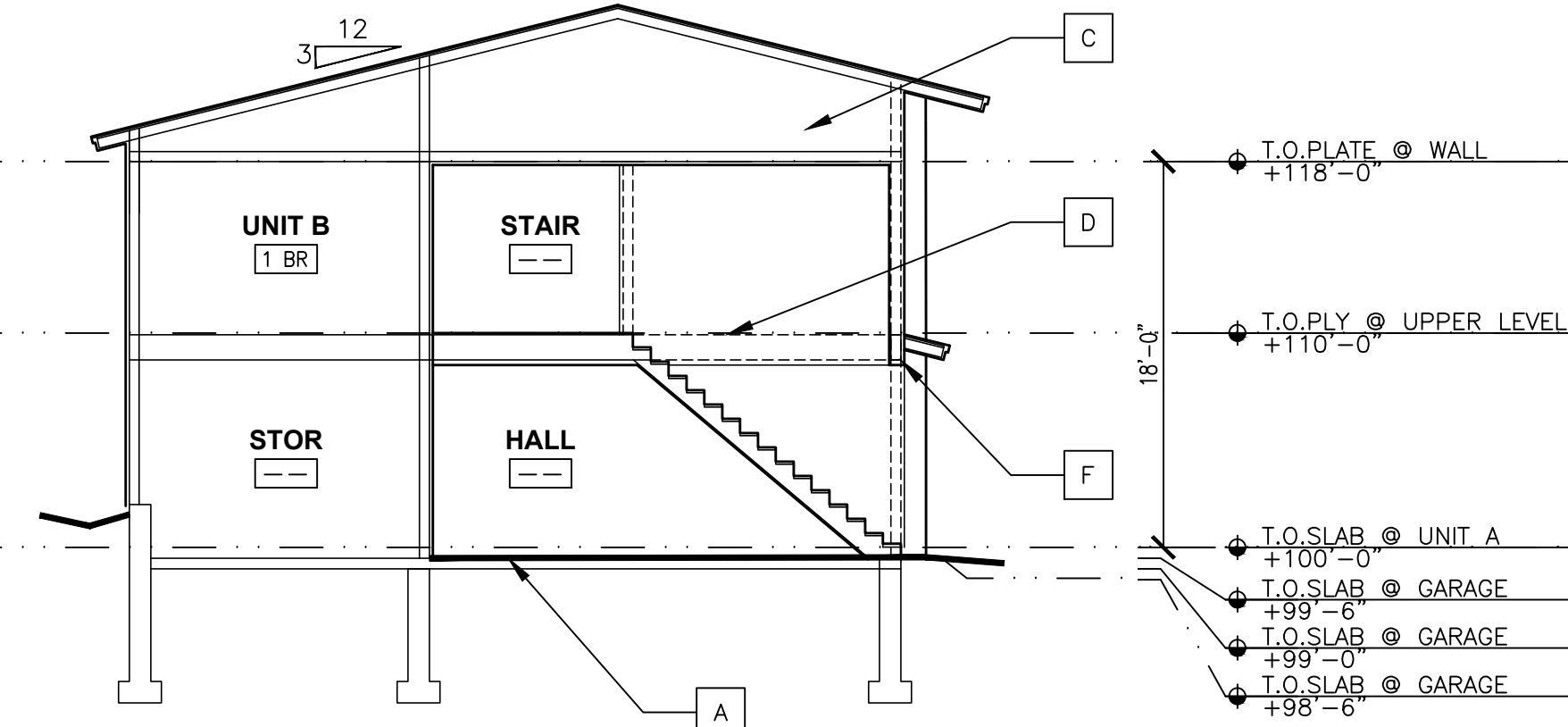
5 BUILDING #2 SECTION
A4.0 1/8" = 1'-0"



4 BUILDING #1 SECTION
A4.0 1/8" = 1'-0"

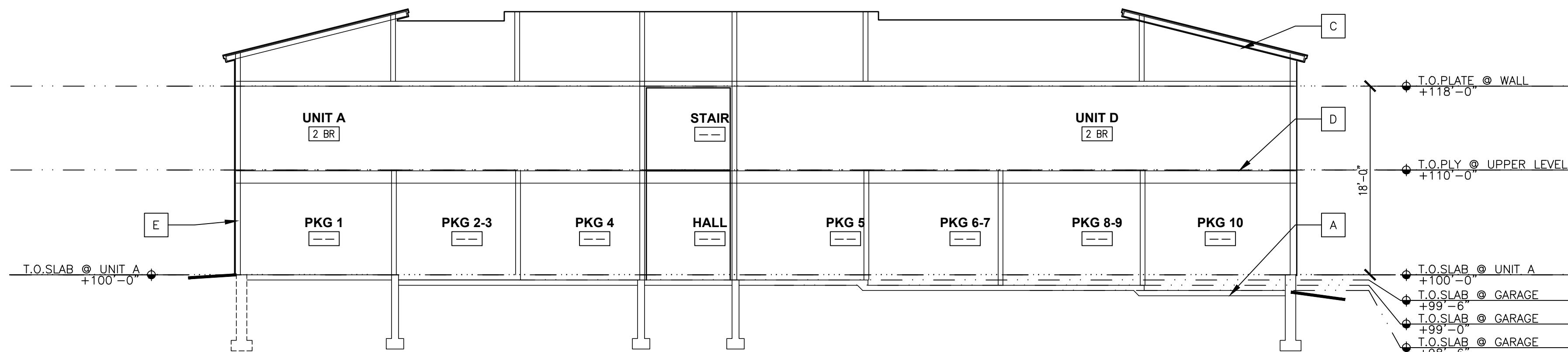


3 BUILDING #1 SECTION
A4.0 1/8" = 1'-0"



2 BUILDING #1 SECTION
A4.0 1/8" = 1'-0"

- SECTION LEGEND:
- A CONCRETE SLAB ON GRADE W/ CONCRETE FOUNDATIONS
 - B WOOD FRAMED FLOOR OVER CRAWL SPACE W/ CONCRETE FOUNDATIONS
 - C WOOD FRAMED EXTERIOR WALLS W/ WOOD TRUSS ROOF SYSTEM
 - D WOOD FRAMED FLOOR SYSTEM, FIRE RATED OVER GARAGE, TYP.
 - E WOOD COLUMNS & BEAMS @ STAIRS W/ METAL STAIR TREADS & HANDRAILS
 - F COMPOSITE DECKING ON WOOD FRAMING W/ METAL RAILING
 - G WOOD BEAM & WALL W/ SHED ENTRY ROOF



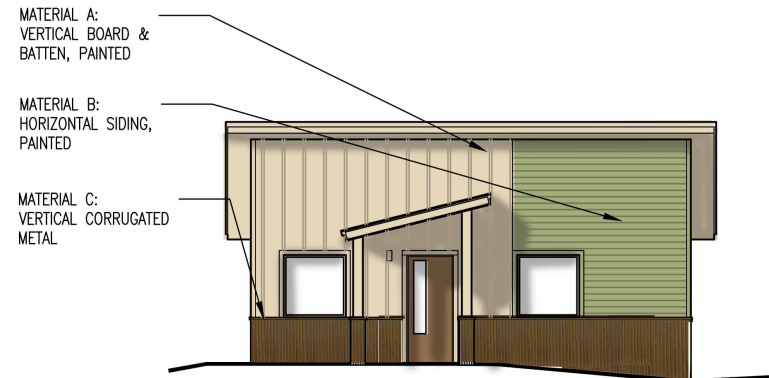
1 BUILDING #1 SECTION
A4.0 1/8" = 1'-0"



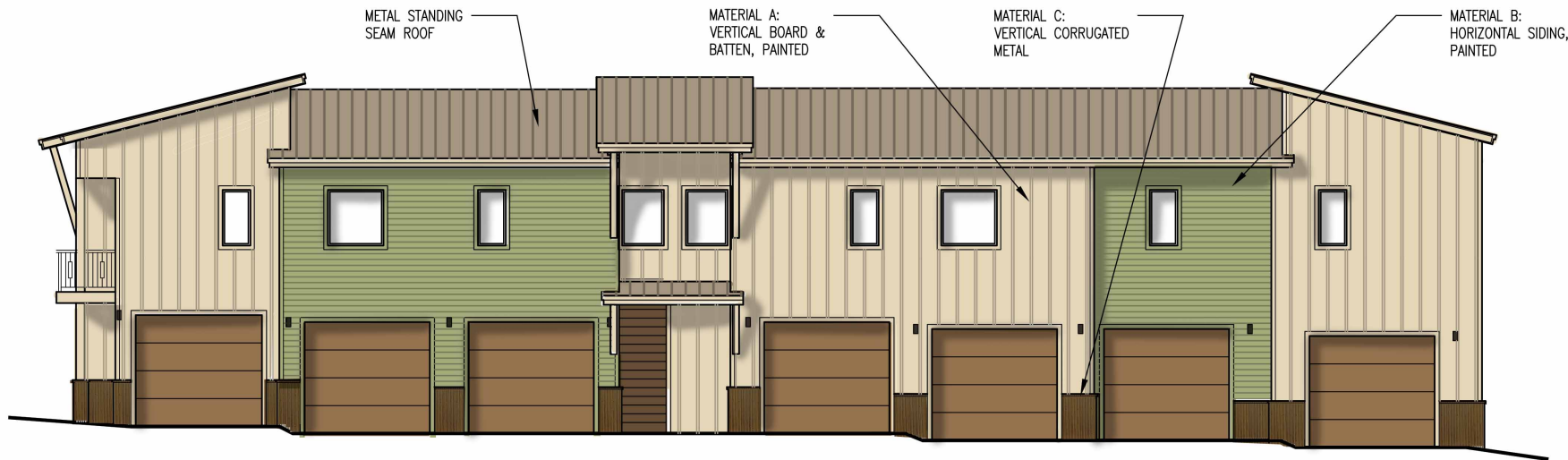
EXTERIOR LIGHT



EXISTING BUILDING



BUILDING #2



BUILDING #1

MATERIAL SAMPLE BOARD

NOT TO SCALE

405 LAUREL STREET
GLENWOOD SPRINGS, CO

REVISED PRELIM. PLANNING 2.22.21

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**GEOTECHNICAL ENGINEERING INVESTIGATION
405 LAUREL STREET
GLENWOOD SPRINGS, COLORADO**

Prepared For:

WEST REAL ESTATE, LLC
1319 Walz Avenue
Glenwood Springs, CO 81601

Attention: Ben West

Project No. GS06513.000-125

December 9, 2020

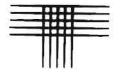
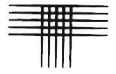


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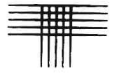


SCOPE

This report presents the results of our geotechnical engineering investigation for the planned residential buildings proposed at 405 Laurel Street in Greenwood Springs, Colorado. We conducted this investigation to evaluate subsurface conditions at the site and provide geotechnical engineering recommendations for the proposed construction. The scope of our investigation was set forth in our Proposal No. GS 20-0283. Our report was prepared from data developed during our field exploration, laboratory testing, engineering analysis, and our experience with similar conditions. This report includes a description of the subsurface conditions encountered in our exploratory pits and presents geotechnical engineering recommendations for design and construction of foundations, floor systems, and details influenced by the subsoils. A summary of our conclusions is presented below.

SUMMARY OF CONCLUSIONS

1. Subsurface conditions found in our exploratory pits consisted of a surficial layer of topsoil and gravel over 4 and 6.5 feet of natural sandy clay, underlain by silty gravel, cobbles, and boulders to the maximum excavated depth of 9.5 feet. Free groundwater was not encountered in our exploratory pits.
2. The natural gravel and cobble soils at the site possesses good foundation support properties. We recommend constructing the buildings on footing foundations that are supported directly by on the undisturbed, gravel and cobble soils. Recommendations and design criteria for footings are in the report.
3. We judge slab-on-grade floors in the buildings can be supported on the undisturbed, natural gravel and cobbles soils with low risk of differential movement. Recommendations for slab-on-grade construction are in the report.
4. Surface drainage is important for good building performance. Site grading should be designed and constructed to rapidly convey surface water away from the buildings.



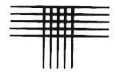
SITE CONDITIONS

The project is located at 405 Laurel Street in Glenwood Springs, Colorado. A vicinity map with the location of the site is shown on Figure 1. A gravel driveway accesses the property from Laurel Street. An aerial photograph of the site is included as Figure 2. The property consists of two parcels (Parcels 1 and 2) with a combined area of about 0.47 acres. Existing site conditions are shown on Figure 3. A two-story, wood-frame residence is in the central part of Parcel 1. A one-story residence and a shed are in the west part of the parcel. A one-story, wood-framed residence occupies the southwest part of Parcel 2. Ground surface across the entire site generally slopes down to the southwest at grades less than 5 percent. Elevations ranges from about 5775 feet at the northeast to near 5764 feet at the southwest.

PROPOSED CONSTRUCTION

Two buildings are proposed for the site. The proposed development is shown on figure 4. A two-story building with four residential units is proposed along the south property boundary. The lower level of the two-story building will be garage space with slab-on-grade floors. The existing shed in the northwest part of the property will be replaced with the a one-story, residence that will have a slab-on-grade floor.

Architectural concepts for the buildings were in development at the time our geotechnical engineering investigation. The buildings may be include prefabricated components or be entirely constructed on-site with wood and steel-framing. We expect foundation excavations will be 3 to 4 feet below existing ground surface. Foundation loads are expected to be between 1,000 and 3,000 pounds per linear foot of foundation wall with maximum interior column loads of



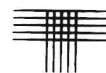
less than 75 kips. CTL/Thompson, Inc. will likely be providing structural engineering design services after architectural concepts are finalized.

SUBSURFACE CONDITIONS

We investigated subsurface conditions at the site by observing excavation of two exploratory pits (TP-1 and TP-2). The pits were excavated with a trackhoe at the approximate locations shown on Figures 2 through 4. Exploratory excavation operations were directed by our engineer, who logged the soils encountered and obtained typical samples for laboratory testing. Graphic logs of the soils encountered in our exploratory pits are presented on Figure 5.

Subsurface conditions encountered in our exploratory pits consisted of a surficial layer of topsoil and gravel over 4 and 6.5 feet of sandy clay with scattered gravel and cobbles, underlain by silty gravel, cobbles, and boulders to the maximum excavated depth of 9.5 feet. Free groundwater was not encountered in our exploratory pits. The pits were backfilled immediately after exploratory excavation operations were completed. Photographs of soils encountered in our exploratory pits are shown below.





Soils excavated from TP-1

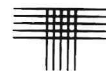


Soils excavated from TP-2.

Samples of the soils obtained from our exploratory pits were returned to our laboratory for pertinent testing. Two samples of the silty gravel selected for gradation analysis contained 64 and 71 percent gravel, 28 and 22 percent sand, and 8 and 7 percent silt and clay (passing the No. 200 sieve). Gradation tests are not inclusive of gravel and cobbles larger than about 5 inches, which are present in the in-situ soils. Gradation test results are shown on Figure 6. Laboratory test results are summarized on Table I.

EARTHWORK

Our observations during exploratory excavation indicate excavations can be accomplished using conventional, heavy-duty excavation equipment. Sides of excavations must be sloped or braced to meet local, state and federal safety regulations. The soils at the site will predominantly classify as Type C based on OSHA standards governing excavations. Temporary slopes deeper than 4 feet and above groundwater should be no steeper than 1.5 to 1 (horizontal to vertical) in Type C soils. Contractors are responsible for site safety and providing and maintaining safe and stable excavations. The Contractor should identify the soils encountered in excavations and ensure that OSHA standards are met.



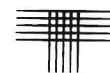
Free groundwater was not encountered in our exploratory pits. We do not expect excavations to the anticipated depths at the site (3 to 4 feet) will penetrate the free ground water table. We recommend that excavations be sloped to a gravity discharge or a temporary sump where water from precipitation and snowmelt can be removed by pumping.

Structural Fill

A 4 to 6-inch leveling course of densely-compacted, granular structural fill may facilitate forming of footings and floor slabs. We recommend that structural fill consist of an imported CDOT Class 6 aggregate base course or similar soil. Structural fill for a leveling course should be moisture-conditioned to within 2 percent of optimum moisture content and compacted to at least 98 percent of standard Proctor (ASTM D 698) maximum dry density. Moisture content and density of the backfill should be checked during placement by a representative of our firm.

Foundation Wall Backfill

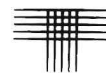
Proper placement and compaction of foundation backfill is important to reduce infiltration of surface water and settlement of backfill. The natural soils can be used as backfill, provided they are free of rocks larger than 3-inches in diameter, organics, and debris. Backfill soils should be placed in loose lifts of approximately 10 inches thick or less, moisture-conditioned to within 2 percent of optimum moisture content, and compacted to at least 95 percent of maximum standard Proctor (ASTM D 698) dry density. Moisture content and density of the backfill should be checked during placement by a representative of our firm. Observation of the compaction procedure is necessary.



FOUNDATIONS

The natural gravel and cobble soils at the site possesses good foundation support properties. We recommend constructing the buildings on footing foundations that are supported directly by on the undisturbed, gravel and cobble soils. A 4 to 6-inch thick layer of densely-compacted, granular structural fill may be beneficial as a leveling course below footings. The leveling course should be in accordance with the Structural Fill section. Recommended design and construction criteria for footings are presented below.

1. Footing foundations should be supported by the undisturbed, natural gravel and cobble soil. Soils loosened during excavation or the forming process for the footings should be removed or the soils can be re-compacted prior to placing concrete.
2. Footings supported by the natural gravel and cobbles can be designed for a maximum allowable soil pressure of 4,000 psf. Weight of backfill on footings can be neglected.
3. A friction factor of 0.40 can be used to calculate resistance to sliding between concrete footings and the soil.
4. Continuous wall footings should have a minimum width of at least 16 inches. Foundations for isolated columns should have minimum dimensions of 24 inches by 24 inches. Larger sizes may be required, depending upon foundation loads.
5. Grade beams and foundation walls should be well reinforced, top and bottom, to span undisclosed loose or soft soil pockets. We recommend reinforcement sufficient to span an unsupported distance of at least 10 feet.
6. The soils under exterior footings should be protected from freezing. We recommend the bottom of footings be constructed at least 36 inches below finished exterior grades. The Glenwood Springs building department should be consulted regarding required frost protection depth.



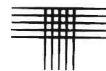
SLAB-ON-GRADE CONSTRUCTION

Ground level floors in the buildings are proposed as slabs-on-grade. The natural gravel and cobble soils at the site possesses good slab support characteristics. We judge slab-on-grade floors in the buildings can be supported on the undisturbed, natural gravel and cobble soils with low risk of differential movement. A 4 to 6-inch thick layer of densely-compacted, granular structural fill may be beneficial as a leveling course below slabs. The leveling course should be in accordance with the Structural Fill section. We recommend the following precautions for slab-on-grade construction at this site.

1. Slabs should be separated from wall footings and column pads with slip joints which allow free vertical movement of the slabs.
2. Underslab plumbing should be pressure tested for leaks before the slabs are poured. Plumbing and utilities which pass through slabs should be isolated from the slabs with sleeves and provided with flexible couplings to slab-supported appliances.
3. Exterior patio and porch slabs should be isolated from the building. These slabs should be well-reinforced to function as independent units.
4. Frequent control joints should be provided, in accordance with American Concrete Institute (ACI) recommendations, to reduce problems associated with shrinkage and curling.

BELOW-GRADE CONSTRUCTION

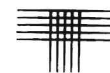
We understand that no below-grade areas, such as basements or crawl spaces, are planned for the buildings. If construction plans change to include below-grade areas, we should be informed so that we can provide recommendations for lateral earth pressures and subsurface drainage.



SURFACE DRAINAGE

Surface drainage is important to the performance of foundations, floor slabs, and concrete flatwork. Surface drainage should be designed to provide rapid runoff of surface water away from the buildings. Proper surface drainage and irrigation practices can help control the amount of surface water that penetrates to foundation levels and contributes to settlement of soils that support foundations and slabs-on-grade. Positive drainage away from the buildings and avoidance of irrigation near the buildings also help to avoid excessive wetting of backfill soils, which can lead to increased backfill settlement and possibly to higher lateral earth pressures, due to increased weight and reduced strength of the backfill. We recommend the following precautions.

1. The ground surface surrounding the exterior of the buildings should be sloped to drain away from the buildings in all directions. We recommend a minimum constructed slope of at least 12 inches in the first 10 feet (10 percent) in landscaped areas around the buildings.
2. The buildings should be provided with roof gutters and downspouts. Roof downspouts and drains should discharge well beyond the limits of all backfill. Splash blocks and/or extensions should be provided at all downspouts so water discharges onto the ground beyond the backfill.
3. Landscaping should be carefully designed and maintained to minimize irrigation. Plants placed close to foundation walls should be limited to those with low moisture requirements. Sprinklers should not discharge within 5 feet of foundations. Plastic sheeting should not be placed beneath landscaped areas adjacent to foundation walls or grade beams. Geotextile fabric will inhibit weed growth yet still allow natural evaporation to occur.



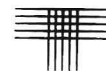
CONCRETE

Concrete in contact with soil can be subject to sulfate attack. We measured a water-soluble sulfate concentration of 0.0 percent in one sample of the silty gravel from the site. For this level of sulfate concentration, ACI 332-08, *Code Requirements for Residential Concrete*, indicates there are no special requirements for sulfate resistance.

In our experience, superficial damage may occur to the exposed surfaces of highly permeable concrete, even though sulfate levels are relatively low. To control this risk and to resist freeze-thaw deterioration, the water-to-cementitious materials ratio should not exceed 0.50 for concrete in contact with soils that are likely to stay moist due to surface drainage or high-water tables. Concrete should have a total air content of 6% +/- 1.5%.

CONSTRUCTION OBSERVATIONS

We recommend that CTL | Thompson, Inc. be retained to provide construction observation services. This would allow us the opportunity to verify whether soil conditions are consistent with those found during this investigation. If others perform these observations, they must accept responsibility to judge whether the recommendations in this report remain appropriate. It is also beneficial to projects, from cost and practical standpoints, when there is continuity between engineering consultation and the construction observation and materials testing phases.



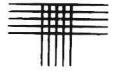
GEOTECHNICAL RISK

The concept of risk is an important aspect with any geotechnical evaluation primarily because the methods used to develop geotechnical recommendations do not comprise an exact science. We never have complete knowledge of subsurface conditions. Our analysis must be tempered with engineering judgment and experience. Therefore, the recommendations presented in any geotechnical evaluation should not be considered risk-free. We cannot provide a guarantee that the interaction between the soils and a proposed structure will be as desired or intended. Our recommendations represent our judgment of those measures that are necessary to increase the chances that the structures will perform satisfactorily. It is critical that all recommendations in this report are followed during construction. Owners must assume responsibility for maintaining the structure and use appropriate practices regarding drainage and landscaping.

This report has been prepared for the exclusive use of the client. The information, conclusions, and recommendations presented herein are based upon consideration of many factors including, but not limited to, the type of structures proposed, the geologic setting, and the subsurface conditions encountered. Standards of practice continuously change in the area of geotechnical engineering. The recommendations provided are appropriate for about three years. If the proposed building is not constructed within about three years, we should be contacted to determine if we should update this report.

LIMITATIONS

Our exploratory pits provide a reasonably accurate picture of subsurface conditions. Variations in the subsurface conditions not indicated by our pits will occur.



This investigation was conducted in a manner consistent with that level of care and skill ordinarily exercised by geotechnical engineers currently practicing under similar conditions in the locality of this project. No warranty, express or implied, is made. If we can be of further service in discussing the contents of this report, please call.

CTL | THOMPSON, INC.

John Mechling, P.E.
Senior Principal Engineer

JM:JDK:ar

Reviewed by:

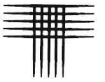
 
James D. Kellogg, P.E.
Division Manager



0 1500 3000
SCALE: 1" = 3000'

NOTE: SATELLITE IMAGE FROM GOOGLE EARTH
(DATED JUNE, 2017)





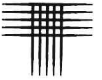
LEGEND:

TP-1 APPROXIMATE LOCATION OF
EXPLORATORY PIT

0 15 30
SCALE: 1" = 30'

NOTE: SATELLITE IMAGE FROM GOOGLE EARTH
(DATED JUNE, 2017)



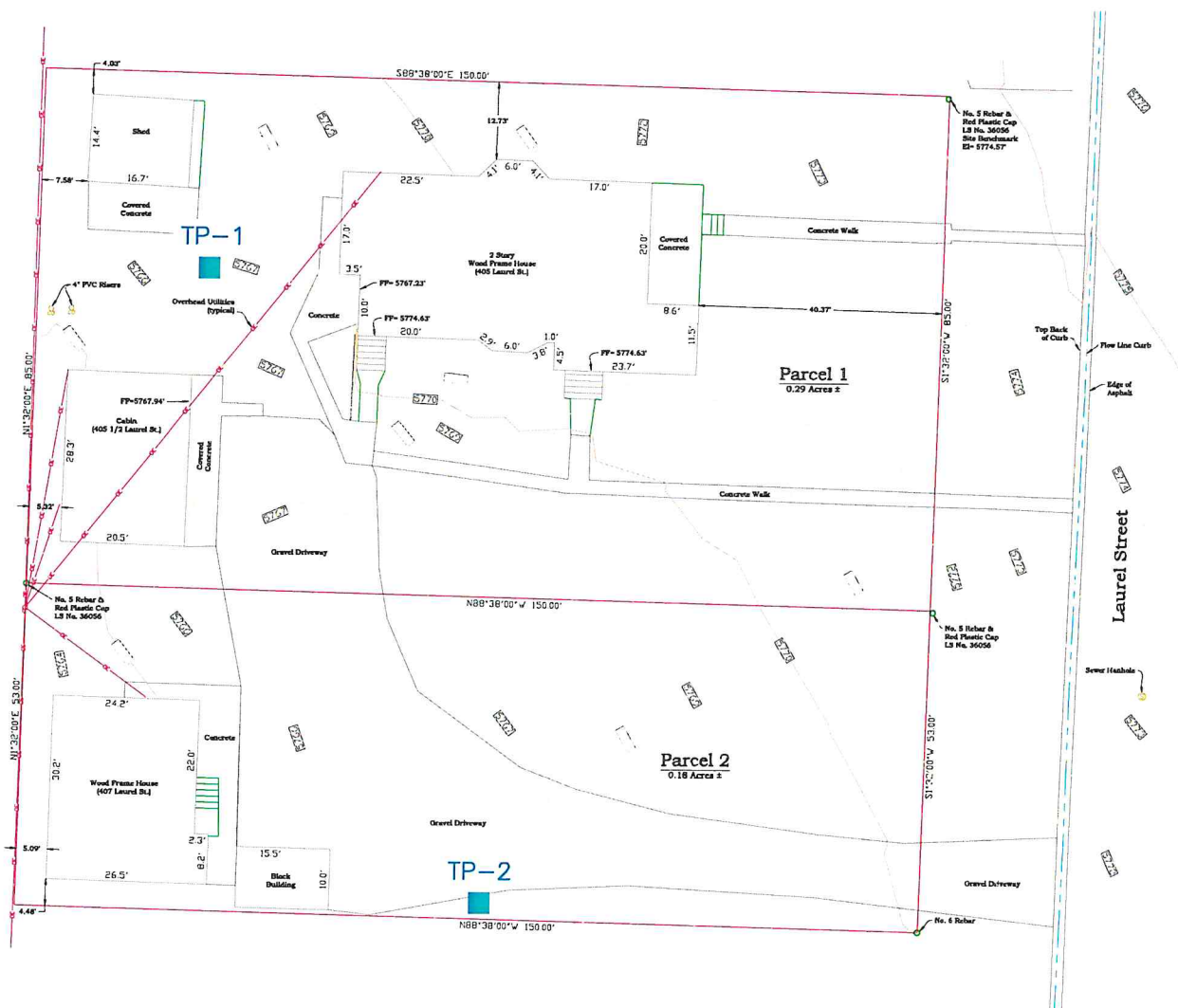


LEGEND:

TP-1 APPROXIMATE LOCATION OF
EXPLORATORY PIT

0 15 30
SCALE: 1" = 30'

NOTE: BASE DRAWING BY THE SEXTON
SURVEY COMPANY





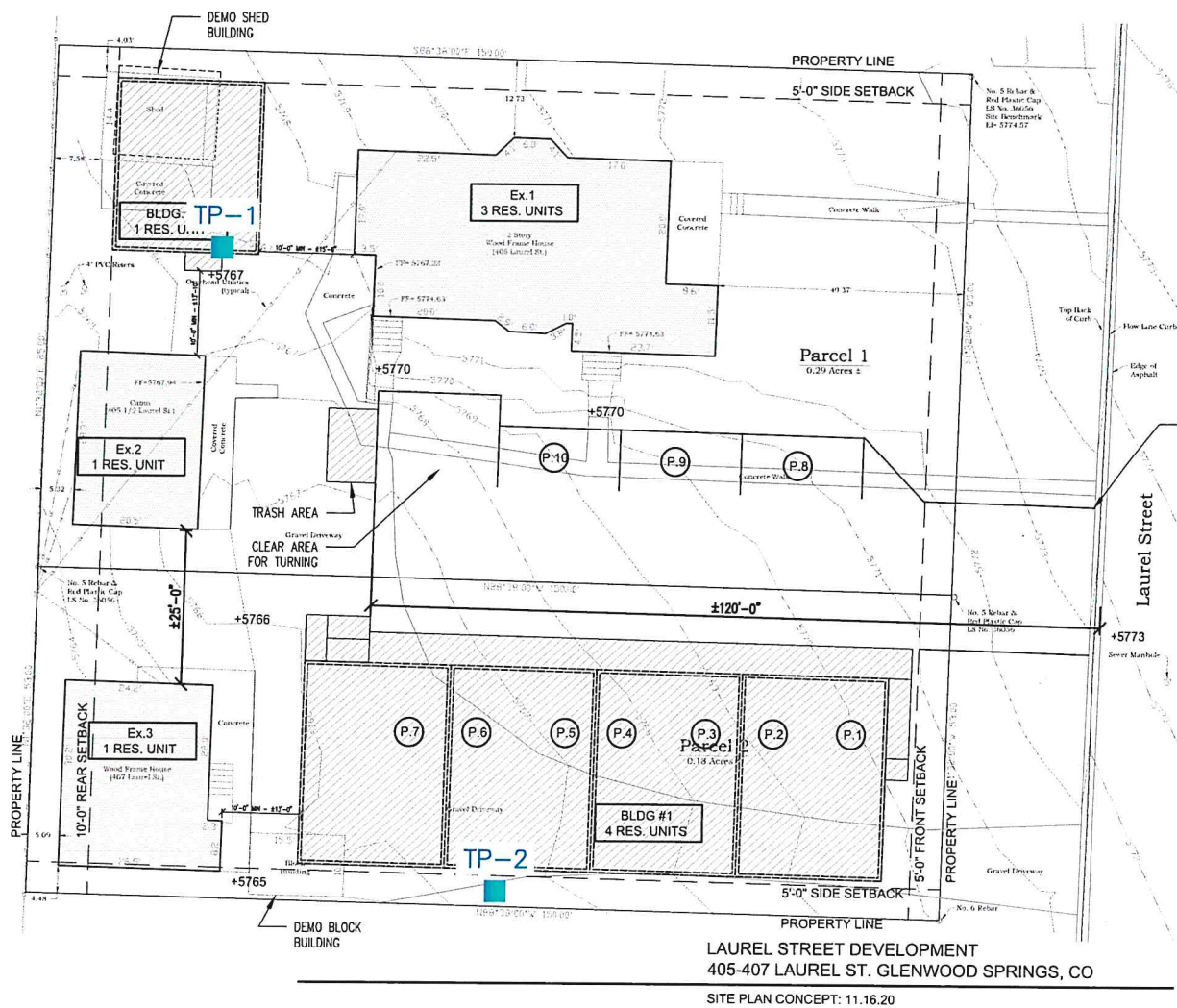
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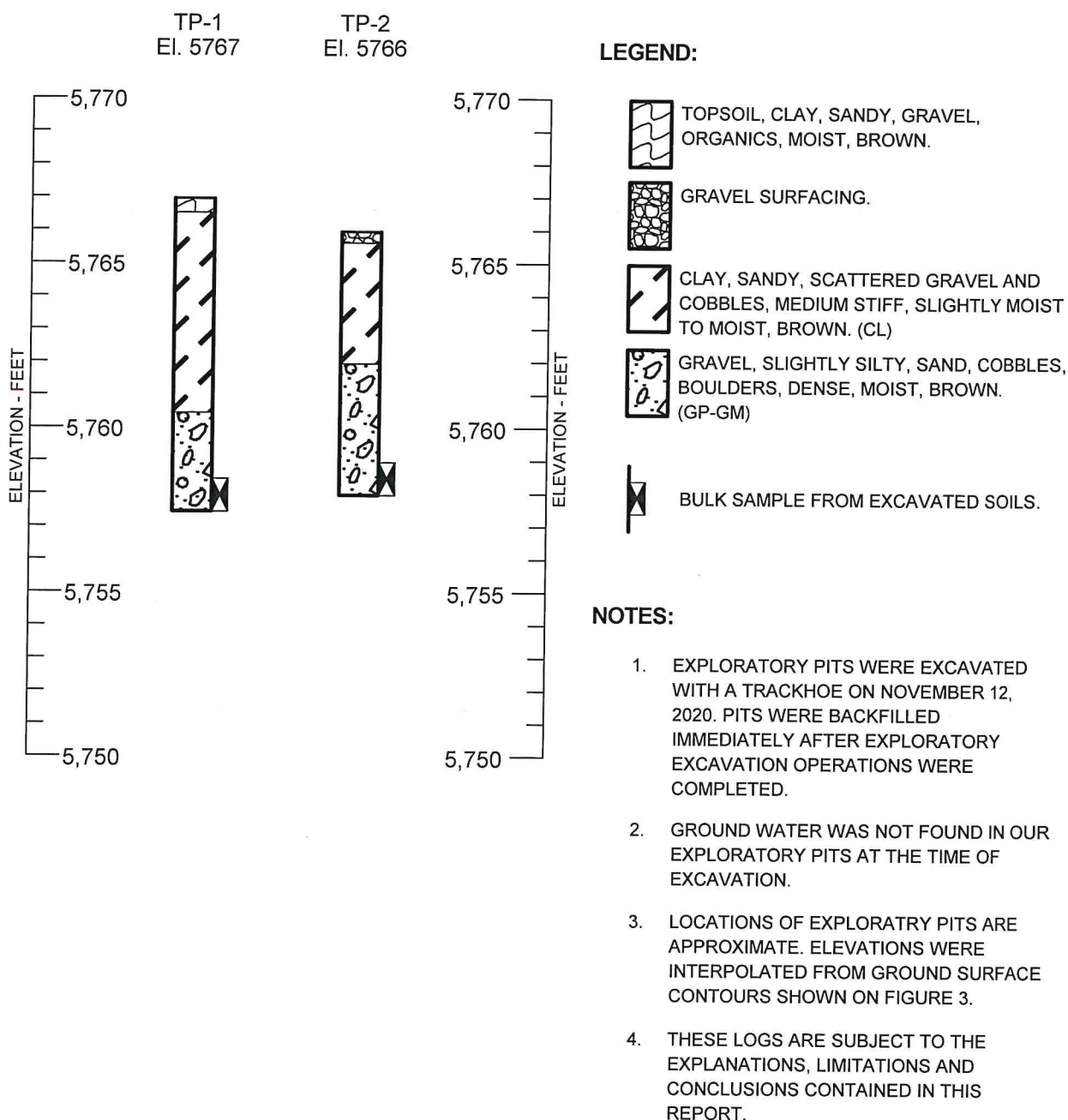
TP-1 APPROXIMATE LOCATION OF
EXPLORATORY PIT



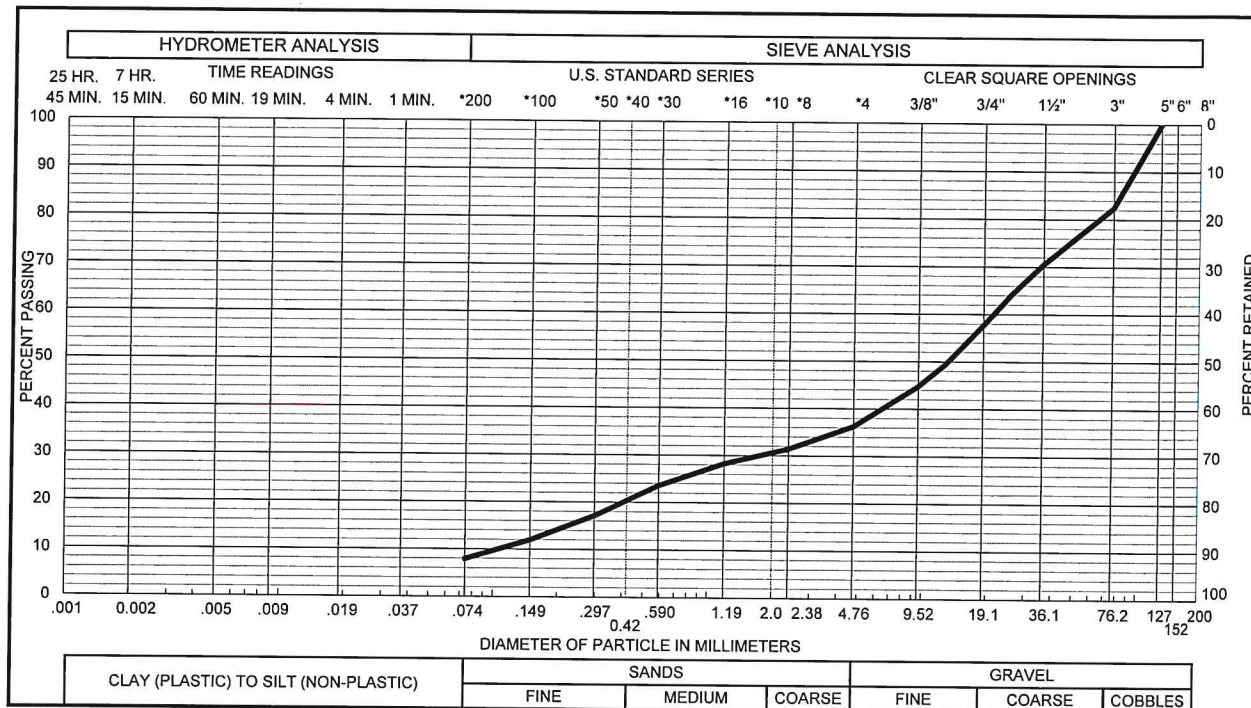
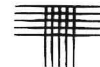
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NOTE: BASE DRAWING BY LKSM DESIGN



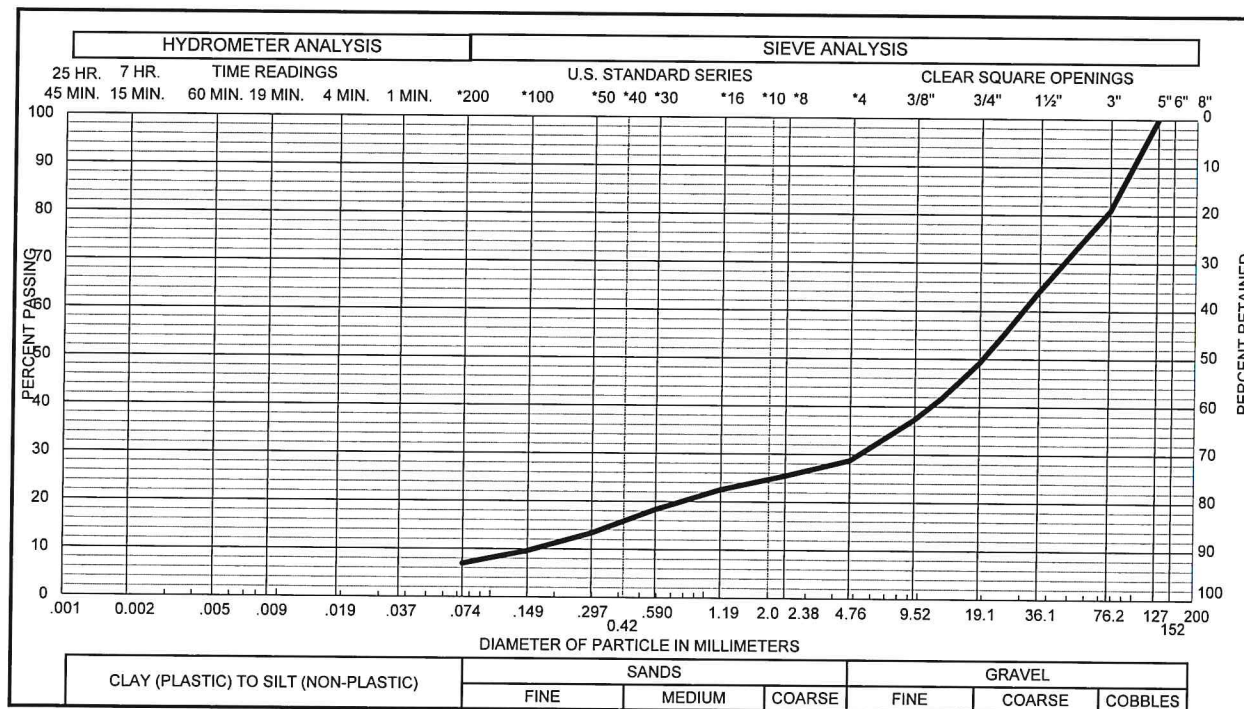


Summary Logs of Exploratory Pits



Sample of GRAVEL, SLIGHTLY SILTY (GP-GM)
From TP-1 AT 8.5-9.5 FEET

GRAVEL 64 % SAND 28 %
SILT & CLAY 8 % LIQUID LIMIT %
PLASTICITY INDEX %



Sample of GRAVEL, SLIGHTLY SILTY (GP-GM)
From TP-2 AT 7-8 FEET

GRAVEL 71 % SAND 22 %
SILT & CLAY 7 % LIQUID LIMIT %
PLASTICITY INDEX %



**SUMMARY OF LABORATORY TESTING
PROJECT NO. GS06513.000-125**

Page 1 of 1

PRELIMINARY DRAINAGE REPORT
for
Multifamily Development
405 Laurel Street
Glenwood Springs, Colorado 81601
PARCEL ID: 2185-091-00-008

Prepared For:
Ben West
1319 Walz Avenue
Glenwood Springs, Colorado 81601

Prepared By:
RB Civil LLC
79 Ermine Lane
Carbondale CO, 81623
(970) 471-1103

December 23, 2020

RBC JOB NUMBER: 2012

Drainage Report (PRELIMINARY)

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Engineers Certification

"I hereby affirm that this report and the accompanying plans for the construction of general site improvements of 405 Laurel Street Multifamily Development was prepared by me (or under my direct supervision) for the owners thereof in accordance with the provisions of the City of Glenwood Springs Standards and approved variances are exceptions listed thereto. I understand that it is the policy of the City that the City does not and will not assume liability for drainage facilities designed by others."

A handwritten signature in blue ink, appearing to read "Romeo Baylosis", is written over a horizontal line.

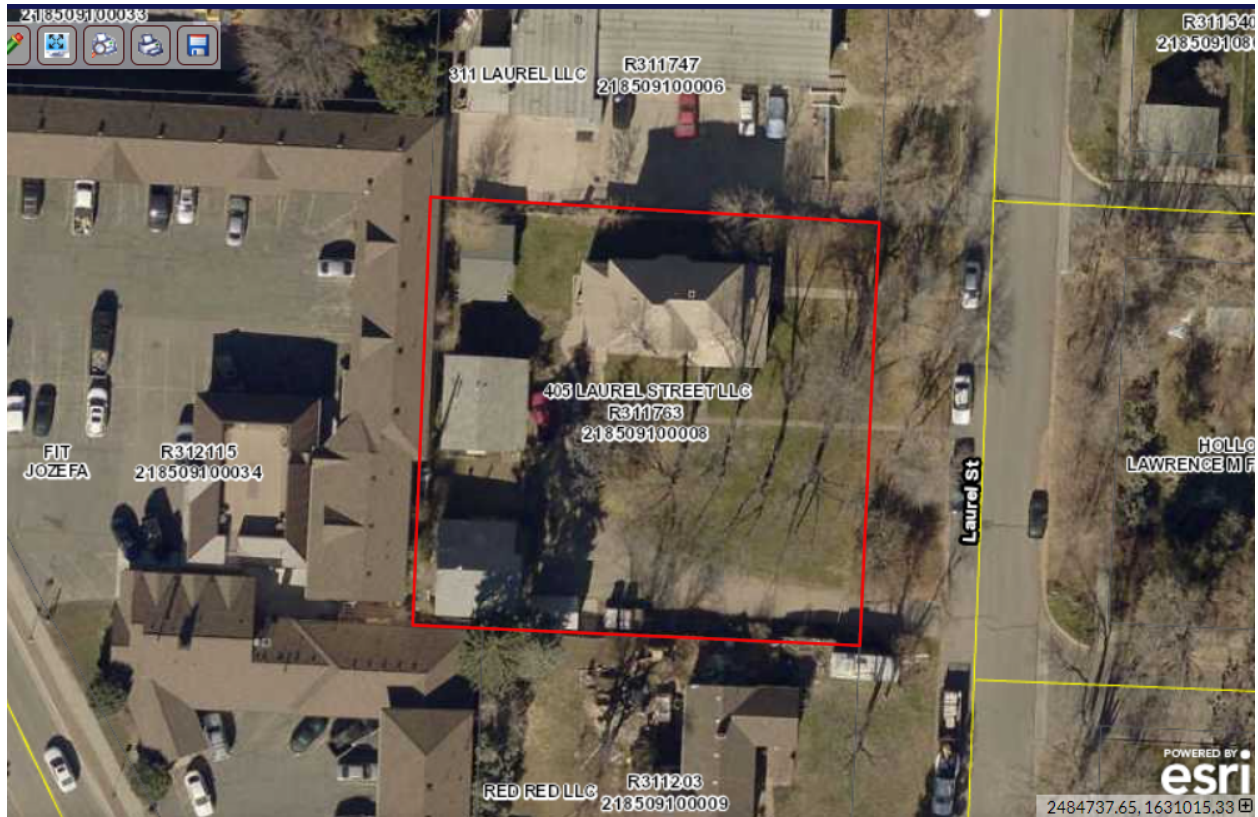
License No. 38823

Romeo Baylosis, P.E.
Licensed Professional Engineer, State of Colorado

I. Introduction

A. Location

The project site at 405 Laurel Street is located 700 feet north of the intersection of 6th Street and Laurel Street in Glenwood Springs, Colorado Road. The site is Lot 1 in Section 9, Township 6, Range 89 West of the 6th Principal Meridian, Garfield County, Colorado. A Vicinity Map is shown below.



B. Description of Property

The site is approximately 20,473 square feet +/- (0.470 acres). The existing lot consists of one main house with 3 units, a 3-bedroom cabin with a block structure on the southwest corner, and a 1-bedroom cabin on the west border, a shed in the northwest corner. The residences have patios, small retaining walls/curbs, lawns, walkways, and a gravel driveway that will undergo redevelopment. The block structure and shed will be removed, while the remaining buildings will be integrated with the proposed development.

Proposed development will include a residential fourplex (containing 2-bedroom units) at the southeast side of the property and a 2-bedroom unit at the northwest corner. In addition to the new structures, other site improvements will include utilities, grading, drainage, stormwater infrastructure, asphalt driveway access, parking, concrete sidewalks, and landscaping.

The existing gravel driveway access to 405 Laurel descends to the west along the south side of

the site. An existing concrete sidewalk also provides pedestrian access to the site. Laurel Street runs north and south, directly east of the property with parallel parking. Existing barrier curb conveys offsite street drainage from north to south in the right-of-way. The north neighboring property at 311 Laurel is accessed by a driveway which also descends to the west, where existing storm drainage inlets were observed. The outfall of this system is undetermined. The west-southwest neighboring property at 141 W. 6th Street borders the site along those adjacent sides in close proximity with fences and gravel ground cover. The south neighboring property at 503 Laurel borders the site with fence and grass ground cover.

The existing ground cover consists of existing structures, out buildings, gravel driveway, concrete sidewalks, grassy lawn, bushes and medium to large deciduous trees. The site does not receive offsite flows as stormwater runoff is conveyed in Laurel Street to the east and captured at 311 Laurel to the north. Offsite flows will continue to drain around the perimeter of the site similar to the existing drainage pattern. The site's existing drainage pattern generally drains from northwest to southwest at grades around 5 to 6 percent.

C. Lot Soils Description

A subsoils study for the proposed construction was prepared by CTL Thompson, Inc. Geotechnical Engineering Investigation dated December 9, 2020 Project No. GS06513.000-125. The subsoils consist of consisted of a surficial layer of topsoil and gravel over 4 and 6.5 feet of sandy clay with scattered gravel and cobbles, underlain by silty gravel, cobbles, and boulders to the maximum excavated depth of 9.5 feet. Free groundwater was not encountered. Excavations to the anticipated depths at the site (3 to 4 feet) are not expected to penetrate the free groundwater table.

Based on the USDA Natural Resources Conservation Service (NRCS), the web soil survey map identifies Hydrologic Soil Group (HSG) type B soils at the parcel. Specifically, the map unit symbol and name are 7 Ascalon-Pena complex, 6 to 25 percent slopes and 8 Atencio-Azeltine complex, 1 to 3 percent slopes.

Within the area of study, the *Geologic Hazards of the Glenwood Springs Metropolitan Area – Garfield County*, by Lincoln-Devore Colorado Geologic Survey, 1978 describes the property is in slight hazard zones for debris flow and hydrocompactive soils. For the purposes of this preliminary drainage report, we assume that the site is isolated from offsite geologic hazards.

D. Description of Project Goals

The proposed project will consist of constructing new residences, driveways, utilities, grading, and drainage, and landscape improvements. There will be minor changes to the overall site drainage pattern caused by this development. The drainage on the site will travel across the site and around the new buildings to the west and south, then captured and treated in stormwater detention facilities. The outfall of the proposed stormwater detention system will discharge near the southwest corner and provide positive drainage away from existing and proposed improvements. The proposed drainage pattern will follow conditions similar to the existing drainage pattern. The existing drainage pattern does not include stormwater detention. The proposed drainage pattern will construct new stormwater detention facilities to

detain flows to existing peak discharge rates and provide water quality benefits. Peak runoff flow rates will be maintained at existing rates. See attached Drainage Basin Map (Sheet DR100) for existing and proposed site layout.

II. Drainage Studies

A. Major Basin Description

The Colorado River and Roaring Fork confluence below is approximately 900 feet southwest and far below the site and flows west through Glenwood Springs. According to FEMA FIRM Map 0800711432C effective October 15, 1985 [08045C1162E dated October 26, 2011 dated preliminary], the site is located in the Colorado River Zone C, this zone is described as areas determined to be an area with minimal flooding hazard. There are no previous site specific drainage studies for the site.

III. Drainage Design Criteria

A. Criteria

This drainage study was prepared in conformance with the City of Glenwood Springs Engineering Design Standards, July 2018. The existing onsite basins were analyzed in its existing condition. The offsite basins were considered negligible.

B. Hydrologic Criteria

The hydrologic methods for this study are outlined in the development standards for stormwater analysis and water quality (WQ). Hydrologic calculations were performed using the Rational Method hydrology model in Autodesk Storm and Sanitary Analysis. The Rational Method was used for hydrologic calculations and determining existing versus proposed peak runoff flow rates.

The rainfall amounts for each basin were obtained using City Standards. Using these curves, the rainfall intensity corresponding to the 1-hour storms for 25-yr and 100-yr storm events were determined based on the time of concentration for each basin.

Figure RO-8 and Table RO-5 of the Urban Drainage and Flood Control District (UDFCD) Drainage Criteria Manual were used to determine the runoff coefficients for the 5-year, 25-yr, and 100-yr storm events since the soils were determined to be type "B" soils.

C. Site Constraints

Acceptable drainage practices discourage stormwater facilities from being placed within 10' of a structure. The proposed stormwater facilities are located more than 10' from the building foundation and the proposed facilities within 10' of a structure shall be designed on a case-by-case basis such as with an impervious liner and underdrain to eliminate percolation toward the structure. The existing layout, size of the lot, setback requirements, easements and existing trees are all considered site constraints. The amount of actual surface area not taken up by these constraints and the proposed improvements limit the available locations for stormwater facilities. The proposed design is focused around minimizing negative visual and aesthetic impact on the natural landscape and topography to the maximum extent practicable.

D. Easements, Irrigation Facilities, Waterways

There are no major drainage easements or tracts located on the site. There are standard zoning setbacks from property lines and utility easements along the property line. However, these easements do not affect the proposed site drainage design.

IV. Existing Drainage Basins**A. Existing Subbasins**

The existing site's historic drainage patterns are from northeast to southwest, then flow offsite to the southwest through adjacent properties and ultimately south to the Colorado River. Existing ground cover consists of city streets with curb and gutter, residences and a hotel around the property, deciduous trees, bushes, and irrigated lawns. The existing onsite basins were analyzed in its existing residential condition.

The site does not receive offsite flows as stormwater runoff is conveyed in Laurel Street to the east and captured at 311 Laurel to the north. Offsite flows will continue to drain around the perimeter of the site similar to the existing drainage pattern.

Study Point 1 (SP1) is the outfall located at the southwest extent of Basin Ex-1 and Basin Pr-1. Peak runoff flow rate at SP1 is the common analysis point of existing versus proposed drainage conditions. Refer to the drainage basin map and hydrologic calculations.

Basin Ex-1 includes primarily the lot boundary and is assumed in the current conditions. It includes the area for the proposed duplex renovation to compare pre- and post-development conditions.

The existing surface area conditions were analyzed to determine the existing runoff peak flow, compare versus proposed development, and evaluate detention for peak flow reduction. The difference in existing versus proposed conditions were evaluated to reduce peak runoff rates to existing rates and determine stormwater quality measures and the amount of any necessary detention volume.

V. Proposed Drainage Basins**A. Proposed Subbasins**

The offsite basin is unchanged and will maintain similar drainage patterns to existing conditions and diverted around the proposed site.

Basin Pr-1 includes primarily the lot boundary and is assumed in post-development conditions with the proposed construction to compare with pre-development conditions. Driveway concrete gutter pans, storm drain systems, grassy swales, and surface sheet flow around the perimeter of the residence are designed to convey positive drainage around the building and hardscape, to stormwater detention facilities, then infiltrated to the lawn and surrounding ground. The outfall of the proposed drainage system will resume following the existing drainage pattern. Roof drains and downspouts are recommended to discharge away from the building either to the storm drain system, swales, and surface sheet flow. The proposed

residence consists of a combination of paved surfaces and landscaping which flows to drainage improvements and pervious areas, then through grassy swales and vegetated buffers to provide stormwater quality treatment and best management practices.

VI. Peak Flow Analysis and Drainage Design

A. Existing versus Proposed Peak Flow

The 25-year storm peak runoff flow rate at Study Point 1 is 1.9 cfs in the existing condition and the peak flow increases to 2.5 cfs in the proposed condition. We determined the slight increase in peak runoff rate and volume to be detained in the stormwater detention Structure consisting of an underground vault and chamber system. Our initial calculations estimate approximately 400 cubic feet of storage. This preliminary drainage report anticipates utilizing an ADS StormTech system with an Isolator Row and Overflow Spillway. The detention Structure will detain the proposed peak discharge and provide water quality for the new storm drain systems.

The proposed peak runoff flow rate was determined with a factor of safety for the proposed storm drain systems. The proposed minimum 8-inch diameter storm drain mains and inlets will convey the 100-year event and provide adequate access for maintenance.

B. Low Impact Site Design

The proposed site design incorporates low impact site design criteria from the City Standards. Opportunities to integrate stormwater quality facilities into a site are achieved through initial planning which results in better design for water quantity and quality management. The entire site is intended to distribute best management practices (BMPs) throughout the site as a water quality treatment chain and avoiding a sole BMP at the low point of the site. Use of a combination of these practices and techniques significantly reduces the impacts of urbanization on the natural hydrology. The goal is to reduce the amount of stormwater runoff and pollutants that are generated, provide for natural on-site control and treatment of runoff, and optimize the location of stormwater management facilities.

Roof downspouts will drain to grassed swales, that will convey drainage to proposed best management practice facilities. Grassed swales routed to stormwater distribution at grass buffers promotes sheet flow to reduce runoff velocities, enhance pollutant removal, and achieve stormwater quality.

Unnecessary impervious areas were avoided, such as minimizing the driveway impervious area and utilizing gravel, landscaping, and stepping stones with vegetated joints throughout the project. Bioretention and biofiltration implement percolation through filter material which provides water quality and stormwater treatment. The practice of level spreading runoff can be incorporated at the site while taking advantage of the wide, gently sloping terrain to mimic the historic drainage pattern and avoiding point discharges. All storm water produced by the site will be conveyed through BMPs, thus reducing the transfer of pollutants to the site outfall and ultimately the Colorado River.

The owners of the property will be responsible for the maintenance and upkeep of the drainage

facilities. The property owner shall dispose of sediment and any other waste material removed from a reservoir at suitable disposal sites and in compliance with local, state, and federal waste regulations.

C. Erosion and Sediment Control

Preparation of a Stormwater Management Plan for the project is an industry practice recommended during the permitting process and prior to construction. The report addresses temporary and permanent erosion control measures proposed for the project. During construction, a variety of stabilization measures will be used to prevent mobilization of soil due to wind and water action. The locations of proposed stabilization measures are illustrated on the grading, drainage and erosion control plans that should be included in the approved plan set. Additional details of the measures and specifications for implementation shall provided in the Stormwater Management Plan.

VII. Conclusion

A. Compliance with Standards

This drainage report has been prepared in accordance with City of Glenwood Springs standards. The proposed stormwater facilities will protect and enhance water quality as well treat site runoff before releasing to adjacent properties. Runoff leaving the site will be less than or equal to existing runoff rates. Runoff entering the stormwater facilities will not leave the property unless the storm exceeds major event frequency. The site's design has been prepared to be in compliance with the City of Glenwood Springs standards.

B. Drainage Concept

The proposed drainage system is designed to control any adverse downstream impacts on landowners or structures by conveying stormwater site similar to the existing pattern at levels less than or equal to existing runoff rates. Water quality will be addressed by capturing and treating pollutant laden runoff in stormwater quality and best management practice facilities.

VIII. References

City of Glenwood Springs. *Engineering Design Standards*. July 2018.

RB Civil LLC. *Civil Engineering Plans for Administrative Architectural Site Plan Review*. December 21, 2020.

USDA NRCS. *Web Soil Survey*.

CTL Thompson, Inc. *Geotechnical Engineering Investigation*. December 9, 2020 Project No. GS06513.000-125.

NOAA. *Atlas 14, Volume 8, Version 2*.

FEMA. *Flood Insurance Rate Map (FIRM) No. 0800711432C effective October 15, 1985*.

UDFCD. www.udfcd.org.

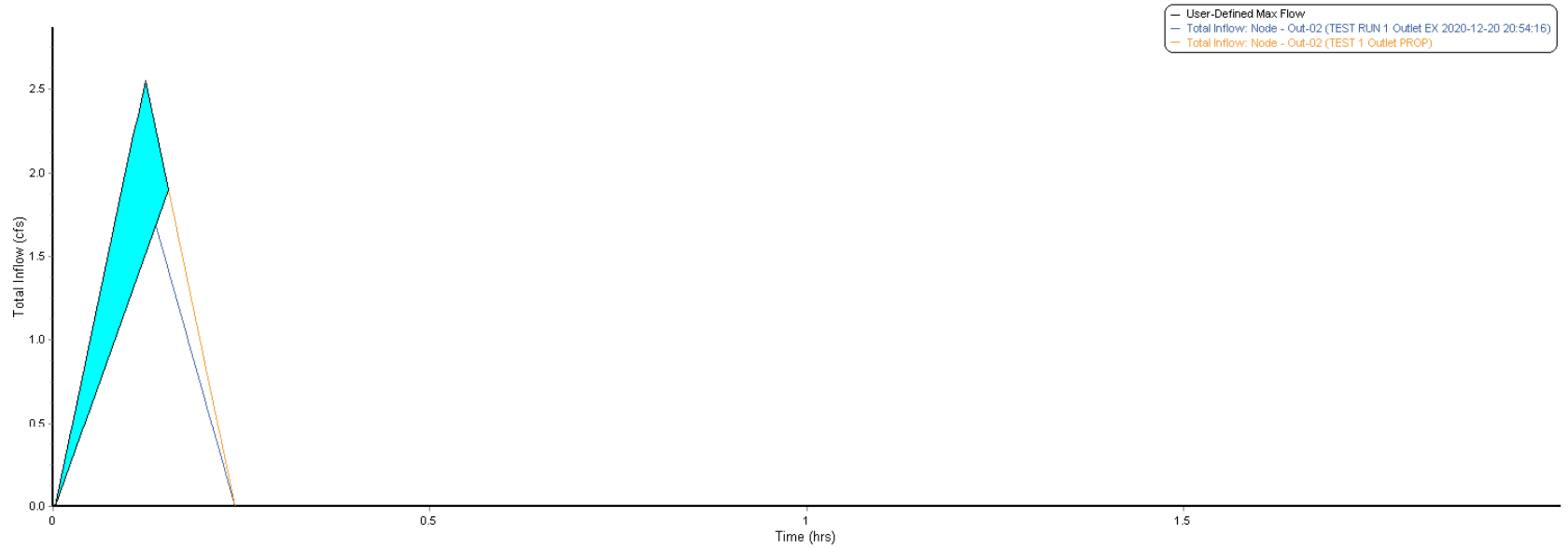
Exhibits

1. Drainage Basin Map
2. Web Soil Survey USDA NRCS Map
3. FEMA FIRM Map #0800711432C

Appendices

A. Hydrologic Computations

1. Rational Method Summary
2. Existing Conditions
3. Proposed Conditions



Total Inflow Summary Table

Time period

From: 06/21/2019, 12:00:00 AM

To: 06/21/2019, 02:00:00 AM

Thresholds

Exceedance: 0

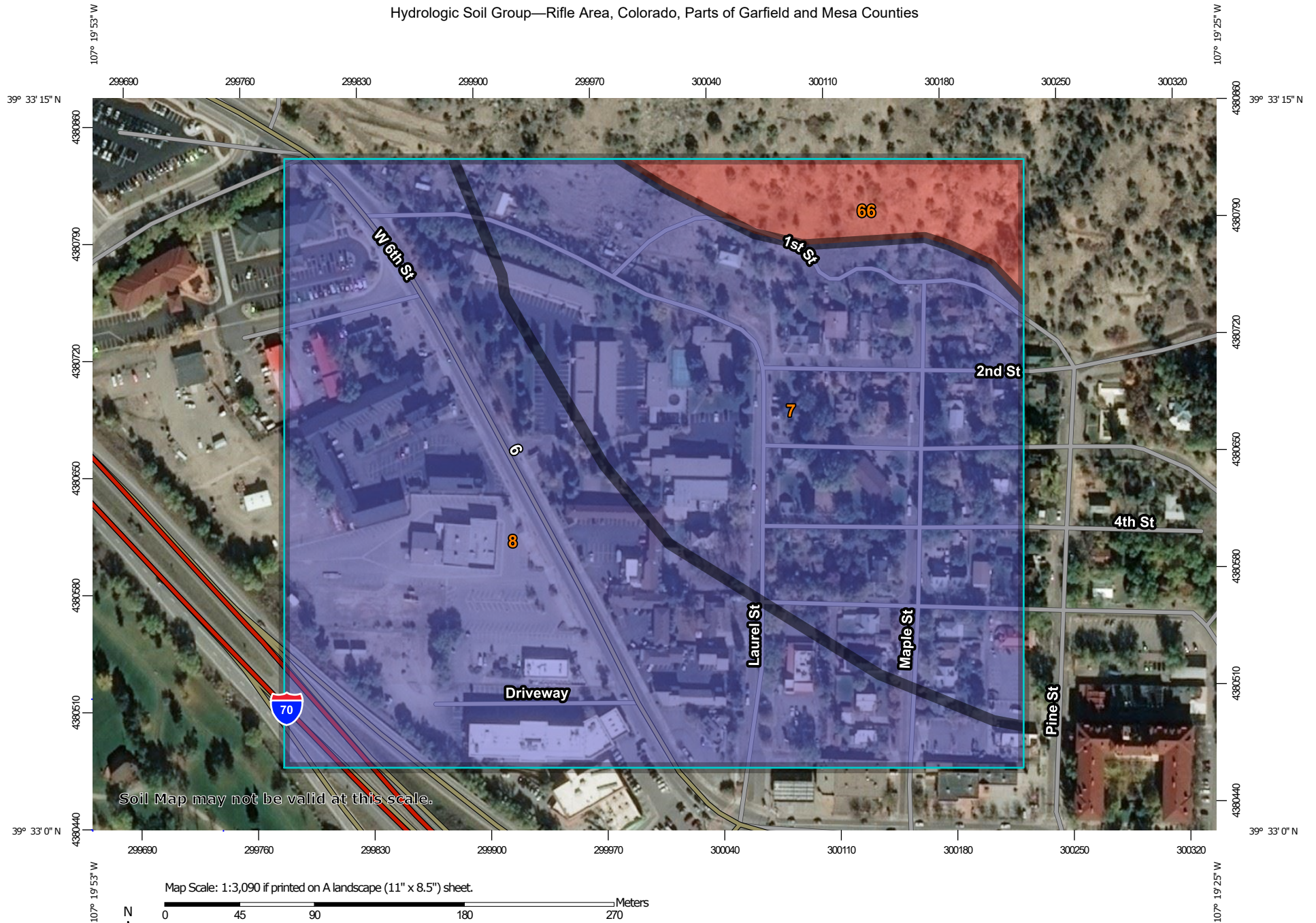
Deficit: 0

Detention storage

Max flow: 1.9

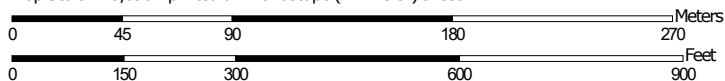
Element ID	Out-02	Out-02
Maximum Total Inflow (cfs)	1.90	2.55
Minimum Total Inflow (cfs)	0.00	0.00
Event Mean Total Inflow (cfs)	0.11	0.15
Duration of Exceedances (hrs)	N/A	N/A
Duration of Deficits (hrs)	N/A	N/A
Number of Exceedances	N/A	N/A
Number of Deficits	N/A	N/A
Volume of Exceedance (ft³)	N/A	N/A
Volume of Deficit (ft³)	N/A	N/A
Total Inflow Volume (ft³)	818.25	1097.19
Detention Storage (ft³)	280.19	280.19

Hydrologic Soil Group—Rifle Area, Colorado, Parts of Garfield and Mesa Counties



Soil Map may not be valid at this scale.

Map Scale: 1:3,090 if printed on A landscape (11" x 8.5") sheet.



Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 13N WGS84



**Natural Resources
Conservation Service**

Web Soil Survey
National Cooperative Soil Survey
Packet Page 595

12/11/2020
Page 1 of 4

MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Soils

Soil Rating Polygons

 A
 A/D
 B
 B/D
 C
 C/D
 D
 Not rated or not available

Soil Rating Lines

 A
 A/D
 B
 B/D
 C
 C/D
 D
 Not rated or not available

Soil Rating Points

 A
 A/D
 B
 B/D

 C
 C/D
 D
 Not rated or not available

Water Features

 Streams and Canals

Transportation

 Rails
 Interstate Highways
 US Routes
 Major Roads
 Local Roads

Background

 Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
 Web Soil Survey URL:
 Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Rifle Area, Colorado, Parts of Garfield and Mesa Counties
 Survey Area Data: Version 13, Jun 5, 2020

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Sep 24, 2015—Nov 2, 2015

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Hydrologic Soil Group

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
7	Ascalon-Pena complex, 6 to 25 percent slopes	B	17.1	42.5%
8	Atencio-Azeltine complex, 1 to 3 percent slopes	B	20.4	51.0%
66	Torriorthents- Camborthids-Rock outcrop complex, steep	D	2.6	6.5%
Totals for Area of Interest			40.1	100.0%

Description

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

Rating Options

Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Higher

The 2-, 25-, and 100-year storms are needed for drainage designs. The IDF curves provided in the figures below are based upon data in the Precipitation-Frequency Atlas of the United States, Midwestern States, NOAA Atlas 14, Volume 8 (NOAA 2013).

PF tabular										
PDS-based point precipitation frequency estimates with 90% confidence intervals (in inches/hour) ¹										
Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	1.44 (1.14–1.86)	2.11 (1.67–2.74)	3.17 (2.50–4.12)	4.00 (3.13–5.22)	5.06 (3.77–6.78)	5.84 (4.26–7.97)	6.56 (4.62–9.22)	7.26 (4.88–10.5)	8.09 (5.22–12.1)	8.66 (5.48–13.3)
10-min	1.06 (0.834–1.36)	1.55 (1.22–2.00)	2.32 (1.82–3.01)	2.93 (2.29–3.82)	3.71 (2.76–4.97)	4.28 (3.11–5.83)	4.81 (3.38–6.75)	5.31 (3.57–7.69)	5.92 (3.82–8.87)	6.34 (4.01–9.76)
15-min	0.856 (0.676–1.11)	1.26 (0.996–1.63)	1.89 (1.48–2.45)	2.38 (1.86–3.11)	3.02 (2.24–4.04)	3.48 (2.53–4.74)	3.91 (2.75–5.49)	4.32 (2.90–6.26)	4.82 (3.11–7.21)	5.16 (3.26–7.93)
30-min	0.578 (0.458–0.748)	0.822 (0.650–1.06)	1.20 (0.946–1.56)	1.50 (1.17–1.95)	1.87 (1.39–2.50)	2.14 (1.56–2.91)	2.39 (1.68–3.34)	2.62 (1.76–3.79)	2.89 (1.87–4.32)	3.08 (1.95–4.73)
60-min	0.385 (0.304–0.498)	0.510 (0.403–0.661)	0.706 (0.556–0.917)	0.858 (0.672–1.12)	1.05 (0.785–1.41)	1.19 (0.871–1.63)	1.32 (0.931–1.86)	1.45 (0.973–2.09)	1.59 (1.03–2.38)	1.69 (1.07–2.60)
2-hr	0.240 (0.192–0.306)	0.305 (0.244–0.389)	0.406 (0.323–0.519)	0.484 (0.384–0.624)	0.586 (0.442–0.772)	0.659 (0.486–0.885)	0.727 (0.518–1.00)	0.791 (0.538–1.13)	0.868 (0.567–1.28)	0.921 (0.589–1.40)
3-hr	0.187 (0.151–0.237)	0.227 (0.183–0.287)	0.289 (0.232–0.367)	0.338 (0.269–0.431)	0.402 (0.307–0.527)	0.449 (0.335–0.599)	0.494 (0.355–0.678)	0.537 (0.369–0.761)	0.590 (0.389–0.865)	0.628 (0.404–0.943)
6-hr	0.123 (0.100–0.153)	0.140 (0.114–0.174)	0.168 (0.136–0.210)	0.191 (0.154–0.240)	0.224 (0.174–0.292)	0.250 (0.190–0.331)	0.276 (0.201–0.375)	0.302 (0.211–0.425)	0.338 (0.226–0.490)	0.365 (0.237–0.540)
12-hr	0.076 (0.063–0.093)	0.086 (0.071–0.106)	0.104 (0.086–0.129)	0.120 (0.098–0.148)	0.141 (0.111–0.182)	0.158 (0.122–0.207)	0.176 (0.130–0.236)	0.194 (0.137–0.269)	0.219 (0.148–0.313)	0.238 (0.156–0.347)
24-hr	0.046 (0.039–0.056)	0.053 (0.044–0.064)	0.065 (0.054–0.078)	0.075 (0.062–0.091)	0.089 (0.071–0.113)	0.100 (0.078–0.129)	0.112 (0.084–0.149)	0.125 (0.089–0.170)	0.141 (0.097–0.199)	0.154 (0.103–0.221)
2-day	0.028 (0.024–0.033)	0.032 (0.027–0.038)	0.038 (0.032–0.046)	0.044 (0.037–0.053)	0.053 (0.043–0.066)	0.060 (0.047–0.076)	0.067 (0.051–0.087)	0.074 (0.054–0.100)	0.085 (0.059–0.118)	0.093 (0.063–0.131)
3-day	0.021 (0.018–0.024)	0.024 (0.020–0.028)	0.029 (0.024–0.034)	0.033 (0.028–0.039)	0.039 (0.032–0.049)	0.044 (0.035–0.056)	0.050 (0.038–0.064)	0.055 (0.040–0.073)	0.062 (0.044–0.086)	0.068 (0.046–0.095)
4-day	0.017 (0.015–0.020)	0.019 (0.017–0.023)	0.023 (0.020–0.028)	0.027 (0.023–0.032)	0.032 (0.026–0.039)	0.036 (0.029–0.045)	0.040 (0.031–0.051)	0.044 (0.032–0.058)	0.050 (0.035–0.068)	0.054 (0.037–0.075)
7-day	0.012 (0.010–0.014)	0.013 (0.011–0.015)	0.016 (0.014–0.018)	0.018 (0.015–0.021)	0.021 (0.017–0.025)	0.023 (0.019–0.028)	0.025 (0.020–0.032)	0.028 (0.021–0.037)	0.031 (0.022–0.042)	0.034 (0.023–0.047)
10-day	0.009 (0.008–0.011)	0.010 (0.009–0.012)	0.012 (0.011–0.014)	0.014 (0.012–0.016)	0.016 (0.013–0.019)	0.018 (0.014–0.022)	0.019 (0.015–0.024)	0.021 (0.016–0.028)	0.024 (0.017–0.032)	0.026 (0.018–0.035)
20-day	0.006 (0.006–0.007)	0.007 (0.006–0.008)	0.008 (0.007–0.009)	0.009 (0.008–0.010)	0.010 (0.009–0.012)	0.011 (0.009–0.014)	0.013 (0.010–0.015)	0.014 (0.010–0.017)	0.015 (0.011–0.020)	0.016 (0.011–0.021)
30-day	0.005 (0.005–0.006)	0.006 (0.005–0.006)	0.007 (0.006–0.008)	0.007 (0.007–0.008)	0.009 (0.007–0.010)	0.009 (0.008–0.011)	0.010 (0.008–0.012)	0.011 (0.008–0.014)	0.012 (0.009–0.015)	0.013 (0.009–0.017)
45-day	0.004 (0.004–0.005)	0.005 (0.004–0.005)	0.006 (0.005–0.006)	0.006 (0.006–0.007)	0.007 (0.006–0.008)	0.008 (0.006–0.009)	0.008 (0.007–0.010)	0.009 (0.007–0.011)	0.010 (0.007–0.012)	0.010 (0.007–0.013)
60-day	0.004 (0.003–0.004)	0.004 (0.004–0.005)	0.005 (0.004–0.005)	0.005 (0.005–0.006)	0.006 (0.005–0.007)	0.007 (0.006–0.008)	0.007 (0.006–0.009)	0.008 (0.006–0.009)	0.008 (0.006–0.011)	0.009 (0.006–0.011)

¹ Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS). Numbers in parenthesis are PF estimates at lower and upper bounds of the 90% confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is 5%. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values. Please refer to NOAA Atlas 14 document for more information.

Figure 4-1. Tabular Representation of Point Precipitation Frequency Estimates (NOAA Atlas 14, Volume 8, Version 2; Glenwood Springs, Colorado; Latitude 39.5455°, Longitude - 107.326°, Elevation 5788.02 feet)

PF graphical

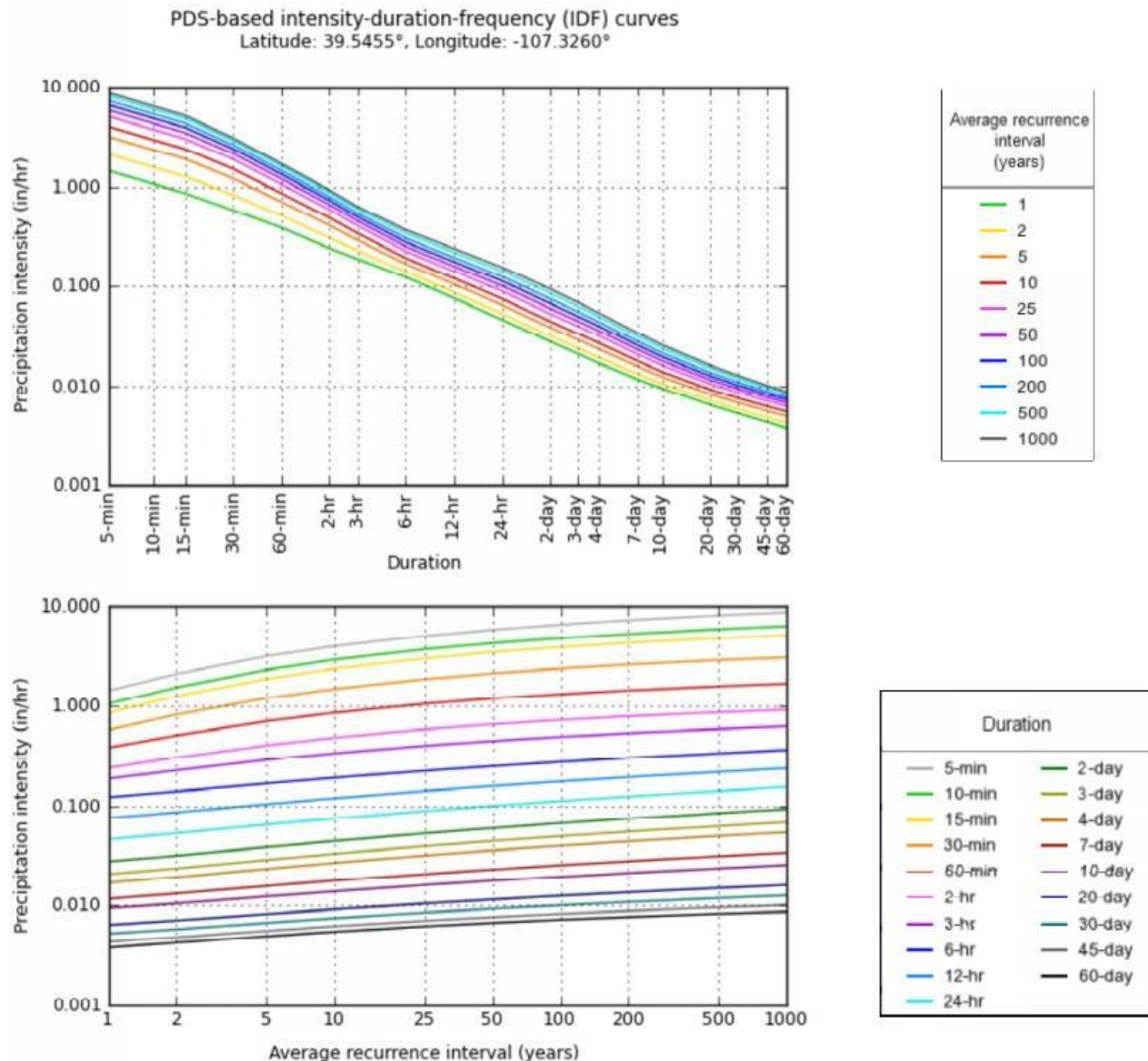


Figure 4-2. Graphical Representation of Point Precipitation Frequency Estimates (NOAA Atlas 14, Volume 8, Version 2; Glenwood Springs, Colorado; Latitude 39.5455°, Longitude -107.326°, Elevation 5788.02 feet)

The methodology used to generate the rainfall data for a project will depend on the size of the drainage basin being studied. The Rational Method for determining runoff is widely accepted as providing a sufficient level of detail for generating runoff from relatively small basins and should be used for drainage basins with an area less than 90 acres. The Rational Method uses rainfall data in the form of intensity-duration (time)-frequency curves, discussed in this section.

Since the assumptions used in the Rational Method become less valid over larger areas, larger basins require a more rigorous analysis to generate runoff data. TR-55, the Colorado Urban



79 Ermine Lane
Carbondale, CO 81623
(970) 471-1103
romeo@rbcivil.com

3971 Bighorn Road #7L
Vail, CO 81657

December 22, 2020

Ben West (sent via email: benwestrealtor@gmail.com)
Associate Broker
Integrated Mountain Properties

Re: 405 Laurel Street, Glenwood Springs 81601
Garfield County, Colorado Parcel ID is 2185-091-00-008
Preliminary Traffic Impact Analysis Letter

Dear Ben:

RB Civil LLC (RBC) is providing you this letter to assist with applications to the City of Glenwood Springs (COGS/City) Administrative Site/Architectural Plan Review and Colorado Department of Transportation (CDOT) Access Permit. Based on City and CDOT application requirements, Development Review and correspondence, we are presenting our traffic impact findings for the proposed development. We are continuing our correspondence with Jessica Bowser (at the City) and Brian Killian (CDOT).

Please contact us if you have any questions, comments, or need additional information.

Sincerely,

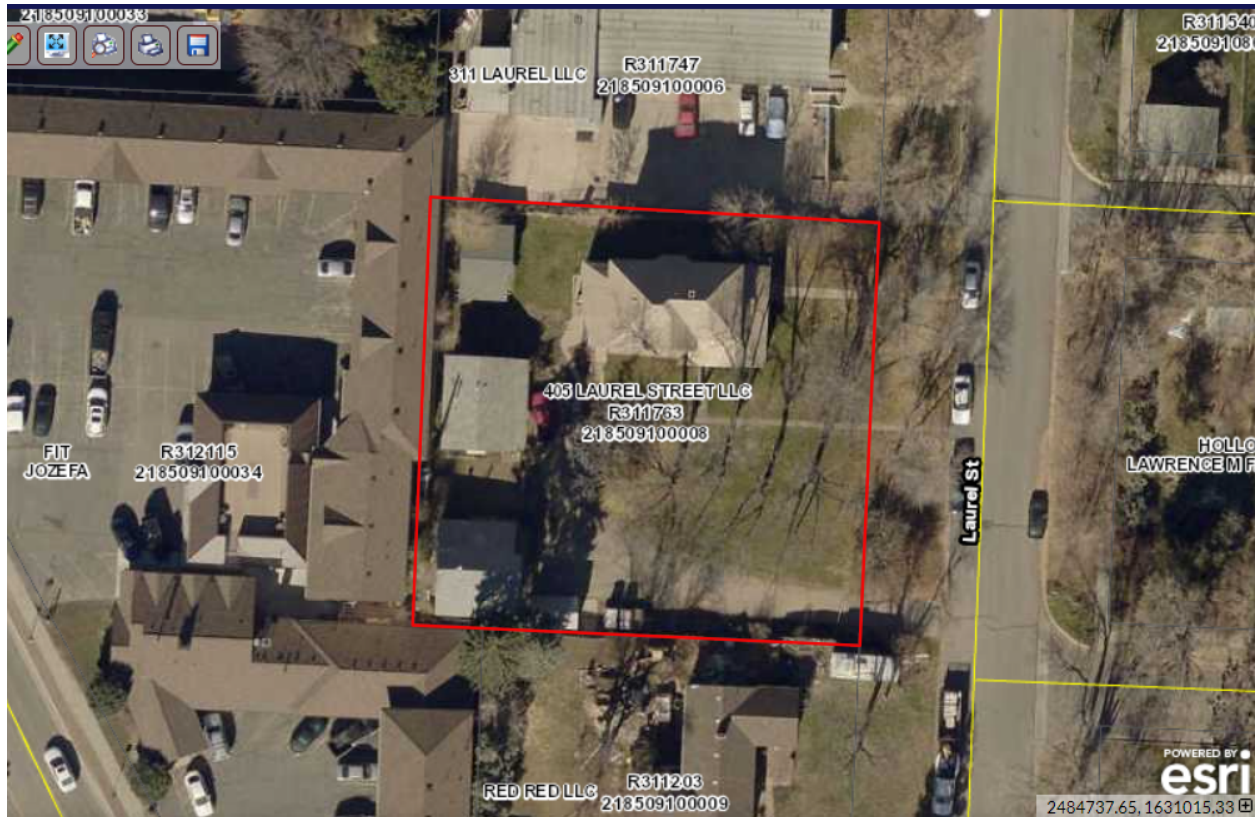
RB Civil LLC

Romeo A. Baylosis, P.E.
Owner

INTRODUCTION

A. Location

The project site at 405 Laurel Street is located 700 feet north of the intersection of 6th Street and Laurel Street in Glenwood Springs, Colorado Road. The site is Lot 1 in Section 9, Township 6, Range 89 West of the 6th Principal Meridian, Garfield County, Colorado. A Vicinity Map is shown below.



B. Description of Property

The site is approximately 20,473 square feet +/- (0.470 acres). The existing lot consists of one main house with 5 bedrooms, a 3-bedroom cabin with a block structure on the southwest corner, and a 1-bedroom cabin on the west border, a shed in the northwest corner. There are 9 existing bedrooms assumed in our analysis. The residences have patios, small retaining walls/curbs, lawns, walkways, and a gravel driveway that will undergo redevelopment. The block structure and shed will be removed, while the remaining buildings will be integrated with the proposed development.

Proposed development will include a residential fourplex (containing 2-bedroom units) at the southeast side of the property and a 2-bedroom unit at the northwest corner. There are 10 proposed bedrooms and the existing bedrooms will be reduced to 8, therefore 18 total bedrooms are assumed in our analysis. In addition to the new structures, other site improvements will include utilities, grading, drainage, stormwater infrastructure, asphalt driveway access, parking, concrete sidewalks, and landscaping.

The existing gravel driveway access to 405 Laurel descends to the west along the south side of the site. An existing concrete sidewalk also provides pedestrian access to the site. Laurel Street runs north and south, directly east of the property with parallel parking. Existing barrier curb conveys offsite street drainage from north to south in the right-of-way. The north neighboring property at 311 Laurel is accessed by a driveway which also descends to the west, where existing storm drainage inlets were observed. The outfall of this system is undetermined. The west-southwest neighboring property at 141 W. 6th Street borders the site along those adjacent sides in close proximity with fences and gravel ground cover. The south neighboring property at 503 Laurel borders the site with fence and grass ground cover.

The site does not receive offsite flows as stormwater runoff is conveyed in Laurel Street to the east and captured at 311 Laurel to the north. Offsite flows will continue to drain around the perimeter of the site similar to the existing drainage pattern. The site's existing drainage pattern generally drains from northwest to southwest.

PROPOSED ACCESS

Currently, the existing access is a 15' wide gravel driveway located adjacent to the edge of the Lot 1 southern property line. The proposed access centerline is located approximately 46 feet north of the existing driveway centerline. The proposed driveway will be width is 24' versus the 15' existing width. The City stated a detached 5' sidewalk with 3' buffer is planned in the neighborhood.

TRAFFIC TRIP GENERATION

Increased traffic generated by the proposed development will requires CDOT review for impact to the neighboring streets. Coordination with Brian Killian at CDOT is ongoing to provide direction to the design team and City personnel.

Traffic calculations were performed using formulas published in Trip Generation, by Institute of Transportation Engineers for Land Use type 223 associated with Affordable Housing – Income Limits. Traffic counts were not conducted in this area. Furthermore, public transit, pedestrian, and bike traffic trips were not considered in this analysis.

There are 9 existing bedrooms assumed in our analysis. There are 10 proposed bedrooms and the existing bedrooms will be reduced to 8, therefore 18 total bedrooms are assumed in our analysis. We calculated the existing and proposed Peak Hour Volume (PHV) trip ends.

Our trip generation calculations are summarized as follows:

405 Laurel Street Access Permit Application Traffic Impact Analysis				
Posted speed limit is 25 mph				
Prepared by: Romeo Baylosis			December 22,2020	
405 Laurel Existing				
Trip Generation				
<u>Land Use Classification*</u>			<u>Average Vehicle Trip Ends vs.:</u>	<u>Average Vehicle Trip Ends- Rate Basis</u>
Ex Land Use: 223	9	Bedrooms	Peak Hour Weekday	14
			Total Vehicle Trip Ends	14
405 Laurel Proposed				
Trip Generation				
<u>Land Use Classification*</u>			<u>Average Vehicle Trip Ends vs.:</u>	<u>Average Vehicle Trip Ends- Rate Basis</u>
Ex Land Use: 223	8	Bedrooms	Peak Hour Weekday	13
Pr Land Use: 223	10	Bedrooms	Peak Hour Weekday	14
			Total Vehicle Trip Ends	27
*Data calculations derived from, Trip Generation, Sixth Edition, Institute of Transportation Engineers, Washington, DC, 1997				
Land Use: 223 - Affordable Housing - Income Limits				0.25

CONCLUSION

Our analysis of increased traffic generated by the proposed development is estimated by comparing proposed and existing conditions. Peak Hour Volumes (PHV) is calculated based on the number of bedrooms. We estimate the traffic increase is approximately 100%, which is correlates with doubling the number of bedrooms from an existing baseline to the proposed post-development condition.

We will continue working with our design team and reviewing agencies through the City Review and CDOT Access Permit process. Please feel free to contact us if you have questions or comments.



Ben West <benwestrealtor@gmail.com>

405 Laurel Street Glenwood Springs - Residential Traffic Impact Letter.

Killian - CDOT, Brian <brian.killian@state.co.us>

Wed, Dec 23, 2020 at 6:56 AM

To: Romeo Baylosis <romeo@rbcivil.com>

Cc: Ben West <benwestrealtor@gmail.com>, Brian Killian <brian.killian@dot.state.co.us>, Leah Mayer <lmayer@lksmdesign.com>

Romeo,

After looking into your numbers a little more, CDOT doesn't need anything from this development. There will be minimal impact to the highway system with the volumes you're proposing. Feel free to send this email to the City if they need a statement from CDOT.

Thanks,

Brian Killian
Region 3 Access Program Manager
Traffic & Safety



COLORADO
Department of Transportation

P 970-683-6284 | C 970-210-1101 | F 970-683-6290

222 S. 6th St, Room 100 Grand Junction, CO 81501

brian.killian@state.co.us | www.codot.gov | www.cotrip.org

On Tue, Dec 22, 2020 at 4:13 PM Romeo Baylosis <romeo@rbcivil.com> wrote:

[Quoted text hidden]



March 8, 2021

Gretchen Ricehill
Assistant Community Development Director
City of Glenwood Springs
101 W 8th Street
Glenwood Springs, CO 81601

Re: Construction at 405/407 Laurel Street, Glenwood Springs

Dear Ms. Ricehill,

We have become aware of the proposed development project of five multifamily units located at 405 and 407 Laurel Street in Glenwood Springs (the "Laurel Property"). It is our understanding the construction of the new development project is set to commence in the Spring or Summer of 2021.

The Glenwood Springs Inn (the "Inn") property is adjacent to the Laurel Property and half of the Inn's rooms face the Laurel Property. As you already know, summer is the peak of the tourism season in Glenwood Springs. People come to relax, refresh, and enjoy the town. They expect a level of serenity.

Although we are excited for growth within our town, having daily construction noise on the Laurel Property will significantly impact our summer business due to the unavoidable noise resulting from the development activity. After last year's negative financial impact of Covid, our family-owned business cannot afford another summer season of decreased capacity resulting from negative customer reviews due to the noise, in addition to the lingering impact of Covid.

On behalf of the Inn and the other hospitality business owners next to the Inn, we respectfully request that the Laurel Property development project commencement date is delayed until after the peak tourism season, until September or October of 2021.

Thank you for your consideration.

Sincerely,

Glenwood Springs Inn

Jozefa Fit, Owner

From: Marisa Bartnik <marisabartnik@hotmail.com>
Sent: Friday, February 19, 2021 2:31 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Re: Ben West application

Afternoon Gretchen,

Thank you again for the land use application for 405 Laurel-multifamily.

Upon review and as a concluding follow-up, I trust the good judgement of the City.

I would just recommend including the sewer service at the existing to remain southwest house,
to connect with the improved civil infrastructure of new sewer services to existing and new buildings.

This would be an improvement, in the moment, decades long overdue.

Good Weekend,
Andrew

From: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Sent: Tuesday, February 16, 2021 9:31 AM
To: Marisa Bartnik <marisabartnik@hotmail.com>
Subject: RE: Ben West application

Hello Andrew
Here is a link to the land use application. Please let me know if you have trouble opening the info.

 [64-20 - 405 Laurel-multifamily](#)

Gretchen

From: Marisa Bartnik <marisabartnik@hotmail.com>
Sent: Friday, February 12, 2021 1:53 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Ben West application

Hi Gretchen,

Good talking to you earlier-

Would it be possible to get an email
showing an idea of what's to come?

Good Weekend, Andrew

From: Linda Holloway <lindaholloway288@hotmail.com>

Sent: Wednesday, February 10, 2021 4:18 PM

To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>

Subject: re: 405 Laurel

To: Jean Ooton, Assistant City Manager, Community Development Director

Date: Wednesday, February 10, 2021

Good Morning.

I received a registered letter from Mr. West about this proposed development.

It appears the City is contemplating allowing Mr. West to have 13 off-street parking places instead of the required 17.

This, in my opinion, would be a detriment to the neighborhood.

1. It is likely that there would be more than one adult in many of the new one-bedroom units. It is also likely that each adult would have their own vehicle, leading to two cars per new unit.
Plus, using the bus is often not convenient, as the buses do not go to, or near, the person's destination.
2. According to the Assessor's website, the current residential buildings have a total of 9 bedrooms.
Building #1 - five bedrooms (3 units)
Building #2 - three bedrooms
Building #3 - one bedroom
From my observation, the people who have lived in the current residential buildings often park on the street.
3. If my math is correct, the existing 5 units in the three buildings currently on the property require 8-1/2 off-street parking places. (1.5 per unit and 1 visitor space for every 5 units: $1.5 \times 5 = 7.5 + 1 = 8.5$ off street parking spaces for the already existing units.)
4. This does not include the inevitable additional autos, trucks, company vehicles, toys...

Due to the detrimental impact on the neighborhood - basically a tsunami of additional parked cars from this under base requirement off-street parking spaces - even with the required parking spaces, I respectfully request that the required number of 17 off-street spaces be required of the owner.

Re: Proposed development at 405/407 Laurel Street

I wrote a letter to the City Staff regarding just the parking issue for this proposed development for five additional residential dwellings at 405/407 Laurel Street in Glenwood Springs.

I was told that this single letter did not show community concern.

I walked the neighborhood and got 17 names - plus my own - on a copy of that letter.

In addition to the 18 total names on that letter, further interest, including letters, was shown.

(Attachments: #A1 & A2)

1. The required number of off-street parking spaces required per residential unit in the Glenwood Springs Code is often insufficient for the actual number of cars, SUVs, trucks, trailers, etc. associated with residential properties.
2. Do you think that continuing the current off-street parking requirements or creating a new zone means the number of vehicles associated with residential or other uses will somehow decrease?
3. -Glenwood Springs code requires 1.5 off-street parking places per unit. (#A3)
-New Castle code requires two off-street parking spaces per dwelling unit. (#A4)
-Rifle code requires two off-street spaces per unit (one in a garage) for single family and duplex. (#A5)
-Carbondale code requires 1.5 off-street space per one bedroom unit. (#A6)
4. Glenwood Code's stated purpose: 070.010.030 Purpose and Intent:
(3) Regulating the development and use of land *based upon the impact of such development or use on surrounding areas or (sic) the City* (emphasis added)
(4) Providing minimum standards for the design and improvement of land, subdivision, and development to ensure that *each building site is capable of accommodating a structure devoted to the intended use of the land;* (emphasis added)
(6) Ensuring equitable processing of development proposals by *providing uniform procedures and standards;* (emphasis added) (#A7)
5. FYI: Carbondale's stated purpose: 5.81: "Purpose for off-street parking "...It is the intent of the Code to help *avoid the negative impacts associated with spillover parking into adjacent neighborhoods...*" (emphasis added) (#A8)
6. Glenwood Code 070.040.060: "(14) The Director may approve reduced off-street parking requirements on a one-to-one basis for on-street parking spaces adjacent to a proposed development. When considering the use of on-street parking, *the Director shall consider existing on-street parking demands in the vicinity of the proposed development. The on-street parking spaces shall be available for public use. ...*" (emphasis added) (#A9)

Some background and discussion

In North Glenwood we already have quite a few non-residents using on-street parking.

This happens with the Pool, the Hotel, other activities including biking and visiting.

When I would drive my parents home, it was not infrequent that I would drop them off and wander the neighborhood - or in frustration, just stop the car and put the blinkers on - for up to four hours waiting for a space to open.

I once approached a person parking on Maple that worked for the Hotel Colorado in an executive position. Asking what people were told who came to the Hotel for conventions, weddings, etc., she said they were told to park in the neighborhood. When asked if she realized what impact that had on the people who lived in the neighborhood, it was obvious she had never given it a thought.

In addition, North Glenwood has become an unofficial 'Park and Ride' spot. I have seen five cars park and one vehicle pick those drivers up. There are of course the lower-density one-to-one, or two-to-one 'park and riders'.

As a bonus to the parking issues are the peripheral side-effects of people waiting for their ride. These effect are not limited to the destruction and tramping of plantings where they stand and walk around while waiting for their rides.

In one two-week period, I picked up over two hundred cigarette butts on the planted area on the east side of Laurel between 4th and 5th.

There are also various beverage containers, food wrappers, partially eaten food, other trash etc. My favorites are the bottles of urine. Believe it or not, they are usually - thoughtfully - capped!

It seems obvious that the required off-street parking of 17 spaces for the new and old residences - a total of 10 'units' - with a proposed total of 18 bedrooms per the developer's RB Civil letter - at 405-407 Laurel is inadequate on its face.¹ (#A10)

Added to the off-street parking inadequacy is the City's agreement to reduce that number from 17 to 13 off-street parking spaces.²

Residents of 405/407 Laurel who will not have enough off-street parking for all of their vehicles will use on-street parking in the neighborhood.

Don't you think that having the neighborhood absorb the additional vehicles for this proposed addition of five residences is rather a lot to ask?

If you believe that the proposed off-street parking is sufficient for this development, then prove that belief.

Show your concern for the existing residents by having restricted parking.

In other words, allow only vehicles registered to neighborhood properties to on-street parking adjacent to those neighborhood residences.

Since this is a residential proposal, the time for the restricted parking should extend from 5:30pm to 8am.

This would still allow people to park during the day to enjoy Glenwood, but would restrict the vehicles associated with the Laurel Street project to the off-street parking considered sufficient by the City.

Since the Director can count the adjacent on-street parking as meeting part of the parking code requirements for the additional housing units at 405/407 Laurel (#A9), why can't the neighborhood have the same consideration?

N.B. There seems to be an internal conflict in Code, as it also states "The on-street parking spaces should be available for public use." So, adjacent property on-street parking spaces are counted as off-street spaces but they are still considered for public use. This does not compute!

¹ The Developer's RB Civil "Traffic Impact Analysis" shows 27 weekday vehicle trips per 18 bedrooms. This implies the developer, calculating by the number of bedrooms, assumes 27 vehicles. (#A11)

² NB The owner writes: "The site is within 750' of public transportation and is proposing construction of eight bicycle parking spaces to include all parking reduction mechanisms possible" (#A14)

Also per Code, "When considering the use of on-street parking, the Director shall consider existing on-street parking demands in the *vicinity* of the proposed development."³ (emphasis added) (#A9)

It would be interesting to discover what consideration was given to the existing on-street parking demands in the vicinity of the proposed development.

Attached are three different dictionaries' definitions of the word "vicinity".

The Dictionary.com: "1. The area or region near or about a place; surrounding district; neighborhood" (#A12)

Merriam-Webster: "surrounding area or district: NEIGHBORHOOD" (#A12)

Collins Dictionary: American English "1. The area or region near or about a place; surrounding district; neighborhood"

British English "1. A surrounding, adjacent, or nearby area; neighbourhood" (#A13)

Therefore, the entire neighborhood - the vicinity -should be considered.

Glenwood Code under "070.010.030 - Purpose and Intent" reads:

"(3) *Regulating the development and use of land based upon the impact of such development or use on surrounding areas or (sic) the City;*" (emphasis added)

"(4) Providing minimum standards for the design and improvement of land, subdivision, and development to ensure that *each building site is capable of accommodating* a structure devoted to the intended use of the land;"

"(6) Ensuring equitable processing of development proposals by *providing uniform procedures and standards;*" (#A7)

-This development and use of land will adversely impact the surrounding areas.

-Since off-street parking is part of the development, and the off-street parking is not actually sufficient for the structures, the building site is not capable of 'accommodating' the structures.

-The 'equitable' and 'uniform procedures are neither, as the off-street parking code is neither equitable nor uniform, and is decided by 'code by variance'.

-Please don't get me started on the absolute uselessness of tandem parking.

Each unit has insufficient off-street parking even if following the Code for 17 total spaces.

Each unit has insufficient off-street parking if variances are allowed for 13 total spaces.

What apparently hasn't been considered is that either way, this is not an additive problem; this is an exponential problem.

A problem with one unit is a problem; a problem with 10 units is ruinous.

The impact on the neighborhood not only should be 'considered', but acted on.

This should not be approved. Any consideration of the project should hinge on an accommodation for the 'vicinity' - the neighborhood.

Linda Holloway

115 - 5th St., Glenwood Springs, CO 81601

970-945-6851

³ Oddly, over the past few weeks, very few vehicles - even compared to the 'new normal' - are parked on Maple and Laurel Streets. A few times, there are no parked cars! This is bizarre, as it's usually packed.

405 Laurel Street

To: Jean Ooton, Assistant City Manager, Community Development Director

Date: Wednesday, February 10, 2021

Good Morning.

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Plus, using the bus is often not convenient, as the buses do not go to, or near, the person's destination.
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Due to the detrimental impact on the neighborhood - basically a tsunami of additional parked cars from this under base requirement off-street parking spaces - even with the required parking spaces, I respectfully request that the required number of 17 off-street spaces be required of the owner.

Perhaps you are not aware of parking problems that have been an issue.

- 311 Laurel
This originally was a building with apartments above with enclosed garages underneath. Instead, the owner rented out the enclosed garages as storage units for people who did not live there. Under another Community Development Director,
- this morphed into changing the garages into additional apartments.

- You can guess that much of the parking was on street.
- Unofficial park and ride area
Both Laurel and Maple have become areas where people park their vehicles, and then another vehicle picks them up for transport to the job.
I have seen as many as five people park each of their vehicles and subsequently they were picked up by one vehicle.

If you allow this development, an accommodation should be reached with the neighbors.

If you reply by email, please call me so I can go to the library to get the email.

Thank you for your time and attention to this matter.

Linda Holloway
115 5th Street
Glenwood Springs, CO 81601
970-945-6851

Linda Holloway

Sarah Annally
504 Maple St.
Glenwood Spgs, CO.
81601

Sylvia Mockler
201 3rd Street
Glenwood Springs, CO 81601

Michael Steward
428 Pine Street

Caylee Dexter
310 Pine St
GWS CO 81601

Mark Barnett
510 Maple St.
Glenwood Spgs, CO
81601

Amelia G. Hastings
109 3rd Street
Glenwood Spring, CO 81601

Charmaine Jones
Charmaine Jones
305 Maple St.
Glenwood Springs
CO. 81601

John H. Hange
209 5th St
GWS, CO 81601

Toby Lohrer
402 maple st
Glenwood Springs, CO 81601

Cailey Arensman
350 Maple St.
GWS 81601

John A. & Lucia Thomsen
105 LAUREL St. Glw. Sp 81601

John Thomsen
Marilyn Cupples
301 Pine St GWS 81601

R. Edwards
215 5th St
Packet Page 614

Jessica Mass
115 3rd ST
GWS, CO 81601
720 284 7943
#A2

Glennwood Cole

Table 030.1: Table of Allowed Uses

P = permitted by right S = special use permit required Blank = use prohibited

	Districts —																			
Use Category	Use Type	RR	RL	RM1	RM2	RH	RT	M1	M2	M3	CO	RE	I1	I2	IN	HP	Use-Specific Standards	Required Minimum Parking		
RESIDENTIAL USES																				
Household Living	Dwelling, live-work						P	P	P	P	P	P	P	P			0.070, 0.030, 0.030(C)(2)	1 per dwelling unit		
	Dwelling, multifamily					P	P	P	P	P	P	P	P	P			0.070, 0.030, 0.030(C)(1)	1.5 per dwelling unit, plus 1 guest space per each 5 dwelling units		
	Dwelling, townhouse					P	P	P	P	P	P	P	P		S		0.070, 0.030, 0.030(C)(1)	1.5 per dwelling unit, plus 1 guest space per each 5 dwelling units		
	Dwelling, single-family detached	P	P	P	P	P	P	P	P	P	P	P	P		S		0.070, 0.030, 0.030(C)(1)	1 per dwelling unit		
	Dwelling, two-family		S	S	P	P	P	P	P	P	P	P			S		0.070, 0.030, 0.030(C)(1)	1.5 per dwelling unit		
	Mobile home park						S	S	S		P						0.070, 0.030, 0.030(C)(3)	1 per dwelling unit		
	Accessory dwelling unit	P	P	P	P	P	P	P	P	P	P	P			S		0.070, 0.030, 0.030(d)(1)	1 per unit		
	Convalescent or nursing home					S	S	S	P	P	P	P			P			1 per 3 beds		
Group Living	Personal care boarding home	S	S	S	S	S	S	S	S		S	S			S	S	0.070, 0.030, 0.030(C)(4)	2 per dwelling unit		

#A3

#A3

- **17.20.090 - Minimum yard setback.**

[SHARE LINK TO SECTIONPRINT SECTIONDOWNLOAD \(DOCX\) OF SECTIONSEMAIL SECTIONCOMPARE VERSIONS](#)

Minimum yard setback shall be as follows:

Front yard: eight feet;

Rear yard: ten (10) feet for the principal building and five feet for a garage where the rear yard directly abuts a publicly dedicated and accessible alley of no less than fifteen (15) feet in width;

Side yard: eight feet;

Between structures (accessories): ten (10) feet.

(Ord. 2004-7 § 2(D); Ord. 2001-10 § 2 (part): prior code § 13-04-040(H))

- **17.20.100 - Maximum building height.**

[SHARE LINK TO SECTIONPRINT SECTIONDOWNLOAD \(DOCX\) OF SECTIONSEMAIL SECTIONCOMPARE VERSIONS](#)

Maximum building height shall be thirty-two (32) feet.

(Ord. 2001-10 § 2 (part): prior code § 13-04-040(I))

- **17.20.110 - Minimum off-street parking.**

[SHARE LINK TO SECTIONPRINT SECTIONDOWNLOAD \(DOCX\) OF SECTIONSEMAIL SECTIONCOMPARE VERSIONS](#)

Minimum off-street parking shall be as follows:

Single-family, detached: one space per each two thousand five hundred (2,500) square feet of lot;

✓ Two-family, duplex: two spaces per dwelling unit;

Boarding or bed and breakfast: one space per rental lodging unit (also refer to Chapter 17.76).

(Ord. 2001-10 § 2 (part): prior code § 13-04-040(J))

Pipe

Unless otherwise expressly stated in this Chapter, off-street parking spaces shall be provided in accordance with the following off-street parking schedule.

EXPAND

<i>Use Classification</i>	<i>Specific Use</i>	<i>Minimum Number of Spaces</i>
Residential		
> Household Living	Single-family and duplex	2 per dwelling unit (1 in garage)
	One-bedroom multi-family dwelling	1.5 spaces per unit
	Two- or more bedroom multi-family dwelling	2.0 + 0.25 guest spaces per unit (1 covered)
Group Living	Group living	1 per 2 beds + 1 per 100 sq. ft. of assembly area
Commercial		
Adult Business		1 per 60 sq. ft.
Animal Sales/Service	Animal sales	1 per 300 sq. ft.
	Animal boarding	1 per 500 sq. ft.
	Animal grooming	1 per 500 sq. ft.
	Veterinary office/hospital	1 per 400 sq. ft.
Artist Studio		1 per 1000 sq. ft.
Building Materials/ Service		1 per 400 sq. ft. + 1 per 1000 sq. ft. of outdoor storage
Catering Service		1 per 500 sq. ft.
Commercial Recreation/ Entertainment Amusement	Bowling alley	3 per lane

C. Change in Permitted Uses

A permitted use that does not meet the parking requirements of this section may be converted to another permitted use without full compliance with the required number of parking spaces through the alternative compliance process, provided:

1. The applicant provides the maximum amount of parking spaces possible without being required to remove or partially remove a structure;
2. If a structure or a portion of a structure is voluntarily removed, the resulting area shall be used to provide the additional parking spaces necessary towards fulfilling the requirements of Table 5.8-1: *Off-Street Parking Schedule A*; and
3. The amount of parking available for the new use is at least 80 percent of the parking required for the new use in Table 5.8-1: *Off-Street Parking Schedule A*.

D. Minimum Standards

The required parking standards in this section are minimum standards. It is the obligation of the owner of a use that generates the need for parking to provide sufficient quantities of off-street parking for the particular land use.

5.8.3. OFF-STREET PARKING REQUIREMENTS

A. Schedule A

Unless otherwise provided in this Code, off-street parking spaces shall be provided in accordance with Table 5.8-1: *Off-Street Parking Schedule A*.

Table 5.8-1:

Number of Off-Street Parking Spaces Required: Schedule A

Use Category	Use	Number of Spaces Required
Residential Uses		
Household Living	Dwelling, single family detached	1.25 per efficiency unit;
	Dwelling, duplex	1.5 per one-bedroom unit
	Dwelling, multifamily: Studio or 1 bedroom	1.5 per two-bedroom unit 800 SF or less
	Dwelling, multifamily: 2 or more bedrooms	1.75 per two-bedroom unit over 800 SF
	Mobile home park	1.75 per three-bedroom unit 900 SF or less 2.5 per three-bedroom unit over 900 SF
	Accessory dwelling unit	2 per ADU; may be reduced to 1 space only when there shall be reserved on the lot sufficient open space to accommodate the additional space should the Town, based on parking related complaints from nearby property owners, require said parking to be provided on the lot. The area reserved for the reserved parking space shall be included in the lot coverage calculation.
	Dwelling, live/work	1 per dwelling unit
Group Living	Group home, adult day care, assisted living facility, nursing home	1 per 400 SF GFA, and 1 additional space, reserved for pickup and delivery of adults, per 800 SF GFA

Glenwood

070.010.030 - Purpose and Intent.

SHARE LINK TO SECTION
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EMAIL
SECTION

(a) *Purpose.* The general purpose of this Code is to protect the public health, safety, and welfare of the City and to implement the policies, goals, and strategies adopted by the City of Glenwood Springs, including those set forth in the Glenwood Springs Comprehensive Plan.

(b) *Intent.* More specifically, this Code is intended to create the best built environment for the City by:

(1) Promoting orderly, efficient, and integrated development within the City;

(2) Providing for a variety of housing and neighborhood types and densities at a range of housing costs, including affordable workforce housing;

➤ (3) Regulating the development and use of land based upon the impact of such development or use on surrounding areas or the City;

➤ (4) Providing minimum standards for the design and improvement of land, subdivision, and development to ensure that each building site is capable of accommodating a structure devoted to the intended use of the land;

(5) Guarding against loss from natural hazards such as flooding, falling rock, landslides, snowslides, debris flow, and unstable soils;

➤ (6) Ensuring equitable processing of development proposals by providing uniform procedures and standards; and

(7) Providing a legally accepted record of lot lines, easements, and dedications in accordance with this Code and Colorado law.

(Ord. No. 19-2018, § 2(Exh. A), 8-2-2018)

b. Number of Residential Parking Spaces Required

The number of parking spaces for all residential dwelling units shall comply with the requirements of Section 5.8, *Off-Street Parking*, with the exception that guest parking for multiple-family dwelling units shall not be required.

c. Any lot or any combination of lots located within the HCC zoning district that consists of less than 16,500 square feet of overall land area shall comply with the following residential parking requirements:

- i. A minimum of one parking space per residential dwelling unit shall be provided on-site.
- ii. Any required residential parking spaces not provided onsite shall be mitigated by a cash-in-lieu payment to the Town.

5.8 OFF-STREET PARKING

5.8.1. PURPOSE

The regulations of this section are intended to ensure that off-street parking and loading facilities are provided in rough proportion to the generalized parking, loading, and transportation demands of different land uses. By requiring such facilities, it is the intent of this Code to help avoid the negative impacts associated with spillover parking into adjacent neighborhoods, while at the same time avoiding the negative environmental and urban design impacts that can result from parking lots and other vehicular use areas. The provisions of this Section are also intended to help protect the public health, safety, and general welfare by:

- A. Helping avoid and mitigate traffic congestion;
- B. Encouraging multi-modal transportation options and enhanced pedestrian safety;
- C. Providing methods to help reduce stormwater runoff and the heat island effect of large paved parking areas; and
- D. Providing flexible methods of responding to the transportation and access demands of various land uses in different areas of the Town.

5.8.2. APPLICABILITY

A. Generally

Except when specifically exempted, the standards of this Section 5.8 shall apply to all parking lots and parking structures accessory to any building constructed and to any use established in every district, to all temporary parking lots, and to all parking lots and structures that are the principal use on a site.

B. Expansions and Enlargements

When an existing structure or use is expanded or enlarged, additional off-street parking and loading spaces may be required pursuant to Section 5.1.2.B: Substantial Redevelopment. In such cases, the number of off-street parking and loading spaces provided for the entire use (pre-existing plus expansion) must equal 100 percent of the minimum ratio established in Table 5.8-1: Off-Street Parking Schedule A, and shall not exceed any maximum standards established in this Section.

Title 070 Adoption Draft
 Glenwood Springs Development Code
 Errata Sheet
 Post Adoption Amendments
 Text being deleted is ~~stricken~~; added text is **bold and underlined**

14	070.040.060 Off-Street Parking	(e) Parking Alternatives
		070.040.060

15

and Loading	This section allows the Director to approve certain alternatives to providing on-site parking. The maximum allowed reduction is 30%. Issue: Since this provision was added to the code, developers have assumed that the parking reduction is automatically applied and approved. Staff recommends clarification that consideration of the reduction is not automatic.	.. (e) Parking Alternatives The developer of a property may submit an application to the Director requesting consideration of alternatives may adjust or approve alternatives to the off-street parking spaces required by Table 030.1: Table of Allowed Uses, pursuant to the following standards: .. (4) On-Street Parking The Director may approve reduced off-street parking requirements on a one-to-one basis for on-street parking spaces adjacent to a proposed development. <u>When considering the use of on-street parking, the Director shall consider existing on-street parking demands in the vicinity of the proposed development.</u> The on-street parking spaces shall be available for public use. Elimination of on-street parking for any reason may result in a requirement for the applicant to provide additional off-street parking to comply with this Code.
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16

#A9

#A9

INTRODUCTION

A. Location

The project site at 405 Laurel Street is located 700 feet north of the intersection of 6th Street and Laurel Street in Glenwood Springs, Colorado Road. The site is Lot 1 in Section 9, Township 6, Range 89 West of the 6th Principal Meridian, Garfield County, Colorado. A Vicinity Map is shown below.



B. Description of Property

The site is approximately 20,473 square feet +/- (0.470 acres). The existing lot consists of one main house with 5 bedrooms, a 3-bedroom cabin with a block structure on the southwest corner, and a 1-bedroom cabin on the west border, a shed in the northwest corner. There are 9 existing bedrooms assumed in our analysis. The residences have patios, small retaining walls/curbs, lawns, walkways, and a gravel driveway that will that undergo redevelopment. The block structure and shed will be removed, while the remaining buildings will be integrated with the proposed development.

- Proposed development will include a residential fourplex (containing 2-bedroom units) at the southeast side of the property and a 2-bedroom unit at the northwest corner. There are 10 proposed bedrooms and the existing bedrooms will be reduced to 8, therefore 18 total bedrooms are assumed in our analysis. In addition to the new structures, other site improvements will include utilities, grading, drainage, stormwater infrastructure, asphalt driveway access, parking, concrete sidewalks, and landscaping.

Our trip generation calculations are summarized as follows:

405 Laurel Street Access Permit Application Traffic Impact Analysis				
Posted speed limit is 25 mph				
Prepared by: Romeo Baylosis			December 22,2020	
405 Laurel Existing				
Trip Generation				
<u>Land Use Classification*</u>			<u>Average Vehicle Trip Ends vs.:</u>	<u>Average Vehicle Trip Ends- Rate Basis</u>
Ex Land Use: 223	9	Bedrooms	Peak Hour Weekday	14
			Total Vehicle Trip Ends	14
405 Laurel Proposed				
Trip Generation				
<u>Land Use Classification*</u>			<u>Average Vehicle Trip Ends vs.:</u>	<u>Average Vehicle Trip Ends- Rate Basis</u>
Ex Land Use: 223	8	Bedrooms	Peak Hour Weekday	13
Pr Land Use: 223	10	Bedrooms	Peak Hour Weekday	14
			Total Vehicle Trip Ends	27
*Data calculations derived from, Trip Generation, Sixth Edition, Institute of Transportation Engineers, Washington, DC, 1997				
Land Use: 223 - Affordable Housing - Income Limits				0.25

CONCLUSION

Our analysis of increased traffic generated by the proposed development is estimated by comparing proposed and existing conditions. Peak Hour Volumes (PHV) is calculated based on the number of bedrooms. We estimate the traffic increase is approximately 100%, which is correlates with doubling the number of bedrooms from an existing baseline to the proposed post-development condition.

We will continue working with our design team and reviewing agencies through the City Review and CDOT Access Permit process. Please feel free to contact us if you have questions or comments.

Garfield County Libraries | Find | Mail - Linda Holloway - Outlook | Vicinity | Definition of Vicinity at |

dictionary.com/browse/vicinity

DICTIONARY.COM THE SAURUS.COM MEANINGS WORD GAMES LEARN WRITING WORD OF THE DAY

DEFINITIONS **vicinity**

vicinity [vi-sin-i-lee] SHOW IPA ☆

See synonyms for vicinity on Thesaurus.com

noun, plural vi-cin-i-ties.

- the area or region near or about a place; surrounding district; neighborhood:
There are no stores in the vicinity of our house.
- state or fact of being near; proximity; propinquity:
He was troubled by the vicinity of the nuclear testing area.

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vicinity

Dictionary Thesaurus

gentle and effective for healthy skin without redness or irritation. SHOP NOW

vicinity noun

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vicinity | \və-'si-ne-tē|
plural vicinities

Definition of vicinity

- a surrounding area or district : **NEIGHBORHOOD**
- : **NEIGHBORHOOD** sense 3b
- the quality or state of being near : **PROXIMITY**

Synonyms

Did You Know?

non-comedogenic
Acne-Fighting Skin Care
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WORD OF THE DAY
replete
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#A12

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vicinity

Word Frequency ●●●●●

In American English

(viˈsɪnɪti)
NOUN

Word forms: plural -ties

- the area or region near or about a place; surrounding district; neighborhood
There are no stores in the vicinity of our house
- state or fact of being near; proximity; propinquity
He was troubled by the vicinity of the nuclear testing area



Congress Passes New Laws
Colorado Homeowners Can Have Solar Installed With Absolutely No Upfront Costs

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Time Remaining: 105:23 Other Options End Session 11:30 AM 3/16/2021

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Word Frequency ●●●●●

In British English

(viˈsɪnɪti) NOUN

Word forms: plural -ties

- a surrounding, adjacent, or nearby area; neighbourhood
- the fact or condition of being close in space or relationship



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Word origin
[1550-60; < L *vicinitās*, equiv. to *vicin(us)* near (*vic(us)* *vicin*³, neighborhood + *-nūs* -ness) + *-itās* -ity]

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Time Remaining: 104:4 Other Options End Session 11:31 AM 3/16/2021

#A13

BEN WEST
405-407 LAUREL ST MULTIFAMILY DEVELOPMENT – PROJECT NARRATIVE

north and 38 feet south of the future driveway curb. The project is proposing utilization of these spaces for guest parking.

→ The site is within 750' of public transportation and is proposing construction of eight bicycle parking spaces to include all parking reduction mechanisms possible.

Traffic

A preliminary traffic impact analysis is attached.

Trash

An onsite trash enclosure will be constructed near the northwest corner of the proposed parking area, replacing the existing trash pad near Laurel along the gravel driveway.

CONCLUSION

We appreciate your assistance working on this project. Please review the application material, and if there are any questions, concerns, or additional information needed, please do not hesitate to contact me directly at 970-773-1313 or benwestrealtor@gmail.com.

Sincerely,



Ben West
Property Owner and Project Director
Benwestrealtor@gmail.com
970.773.1313

405 Laurel Street

To: Jean Ooton, Assistant City Manager, Community Development Director

Date: Wednesday, February 10, 2021

Good Morning.

I received a registered letter from Mr. West about this proposed development.

It appears the City is contemplating allowing Mr. West to have 13 off-street parking places instead of the required 17.

This, in my opinion, would be a detriment to the neighborhood.

1. It is likely that there would be more than one adult in many of the new one-bedroom units. It is also likely that each adult would have their own vehicle, leading to two cars per new unit.
Plus, using the bus is often not convenient, as the buses do not go to, or near, the person's destination.
2. According to the Assessor's website, the current residential buildings have a total of 9 bedrooms.
Building #1 - five bedrooms (3 units)
Building #2 - three bedrooms
Building #3 - one bedroom
From my observation, the people who have lived in the current residential buildings often park on the street.
3. If my math is correct, the existing 5 units in the three buildings currently on the property require 8-1/2 off-street parking places.
(1.5 per unit and 1 visitor space for every 5 units: $1.5 \times 5 = 7.5 + 1 = 8.5$ off street parking spaces for the already existing units.)
4. This does not include the inevitable additional autos, trucks, company vehicles, toys...

Due to the detrimental impact on the neighborhood - basically a tsunami of additional parked cars from this under base requirement off-street parking spaces - even with the required parking spaces, I respectfully request that the required number of 17 off-street spaces be required of the owner.

Perhaps you are not aware of parking problems that have been an issue.

- 311 Laurel
This originally was a building with apartments above with enclosed garages underneath. Instead, the owner rented out the enclosed garages as storage units for people who did not live there. Under another Community Development Director,
- this morphed into changing the garages into additional apartments.

- You can guess that much of the parking was on street.
- Unofficial park and ride area
Both Laurel and Maple have become areas where people park their vehicles, and then another vehicle picks them up for transport to the job.
I have seen as many as five people park each of their vehicles and subsequently they were picked up by one vehicle.

If you allow this development, an accommodation should be reached with the neighbors.

If you reply by email, please call me so I can go to the library to get the email.

Thank you for your time and attention to this matter.

Linda Holloway
115 5th Street
Glenwood Springs, CO 81601
970-945-6851

Linda Holloway

Sylvia Mockler
201 3rd Street
Glenwood Springs, CO 81601

Michael Stenard Jr
428 Pine Street

Cailee Dexter
310 Pine St
GWS CO 81601

Sarah Annally
504 Maple St.
Glenwood Spgs. CO.
81601

Charmaine Jones
Charmaine Jones
305 Maple St.
Glenwood Springs
CO. 81601

Mark Barrett
510 Maple St.
Glenwood Spgs. CO
81601

Amelia G. Hastings
109 3rd Street
Glenwood Spring. CO 81601

John A. Thomsen
209 5th St
GWS, CO 81601

Toby Lobner
402 maple st
Glenwood Springs, CO 81601

Cailey Arensman
350 Maple St.
GWS 81601

John A. & Lucia Thomsen
105 LAUREL St. Glen. Sp. 81601

John A. Thomsen
Marilyn Cupples
301 Pine St GWS 81601

John A. Thomsen
215 5th St
Packet Page 628

Jessica Moss
115 3rd ST
GWS, CO 81601
720 284 7943

From: dhauter@rof.net <dhauter@rof.net>
Sent: Friday, February 19, 2021 10:25 AM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Cc: Linda Holloway <lindaholloway288@hotmail.com>
Subject: RE: 405 Laurel Info

Hi Gretchen,

This project will provide affordable housing and rental apartments in our neighborhood. These proposed small residential units are in a location where the residents may drive less and may not significantly add to parking congestion. It may increase the economic opportunities of its residents. It may also have negative impacts in the neighborhood, and I agree with Linda Holloway that this proposal should be brought to the Planning Zoning Commission for open discussion.

In my opinion Glenwood's pro-housing attitudes need to be energized into a more robust pro-housing action plan. In the North Glenwood Springs district this means persuading planners, developers, business owners, residents, property owners and City Council of the undeniable need for public/private partnerships to develop policies and incentives to encourage the construction of new apartments in mixed use buildings on 6th Street that share parking facilities. The current condition of the area between the pedestrian bridge and Laurel street is incapable of being beneficial to the community without public/private partnerships. It is a blighted area without effective policies to address the situation.

There is an exigency of need to share the responsibility to reduce housing and transportation costs, land consumption and provide the infrastructure needed. Housing strategies can reduce housing production costs by allowing more compact housing types with reduced parking requirements to increase the number of housing units that can be produced. The impacts vary depending on analysis of scale and critical that affordable-accessible housing generate fewer vehicle trips, but we do not have a good strategy in place to achieve it.

This proposal highlights the need to find a way to conveniently locate a public/private parking structure(s) in North Glenwood Springs. Yes, this will increase costs to governments and businesses to provide public infrastructure needed. OK, it is not easy but more planning and outreach to property owners and developers is essential. If the City procrastinates it will only endanger the outcome of being able to have the best housing possible in mixed-use buildings and reduce parking congestion in North Glenwood Springs.

Best Regards,
David