AGENDA
CITY OF GLENWOOD SPRINGS
Planning and Zoning Commission
Regular Meeting
APRIL 27, 2021
Council Chambers, First Floor
101 W. 8TH STREET
6:00 PM

1 Meeting Attendance Instructions

A. You are invited to a Zoom webinar.

When: Apr 27, 2021 06:00 PM Mountain Time (US and Canada)

Topic: 2021/04/27 Planning and Zoning Commission Meeting

Please click the link below to join the webinar:

https://us02web.zoom.us/j/84288305029

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Webinar ID: 842 8830 5029

International numbers available: https://us02web.zoom.us/u/kcKvsbKl1D

2 Roll Call

3 Receipt of the Minutes

4 Comments from citizens appearing for items not on the agenda

5 Continued Items

A. 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). Continued from the March 23, and April 6, 2021 meeting.

B. 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). Continued from the March 23, 2021 meeting.

6 New Items

A. Consideration of an Amendment to a Development Agreement for a Minor Site/Architectural Plan review for Caverns Village.

7 Commissioner Comments

8 Director Comments

9 Adjournment

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

1. **Roll Call**

Present at roll call were Commissioners:	George Shaver, Marco Dehm, Carolyn Cipperly, Ben West, Pete Waller, Sumner Schachter, Amber Wissing
Absent at roll call were Commissioners:	Joy White
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. **Seating of Alternate Commissioner**
Commissioner Shaver made a motion to seat Alternate Commissioner Waller. Commissioner Cipperly seconded the motion. Commissioner Dehm called the item to question.

Motion passed unanimously.

3. **Receipt of the Minutes**
Commissioners Wissing, Shaver, and Waller all attested they had viewed the recording for the previous meeting and were prepared to discuss the continued items.

Commission reviewed the minutes from the 2/23/2021 meeting.

Commissioner Schachter made a motion to approve the minutes. Commissioner Shaver seconded the motion.

Motion passed unanimously.

4. Public Comments

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

5. 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) 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)*

Senior Planner Trent Hyatt introduced the application, continued from the February 23, 2021 meeting. Hyatt indicated that since the previous meeting, three letters of support were received by staff for the application. Hyatt also summarized the additional items which Planning & Zoning Commission requested of the applicant.

Applicant Chris Hawkins provided a short commentary on the additional items submitted and response to public comments.

Commissioner Waller asked for more detail on access to the site from Grand Avenue. Trent Hyatt explained that additional design to that access would occur in the future in collaboration with CDOT.

Commissioner Cipperly asked about the timing of the application in relation to the new buffers.

Commissioner Shaver asked if the neighboring property owner had agreed to the access agreement, which was confirmed by staff and the applicant.

Commissioner Schachter asked if traffic flow could be restricted into the property such as prohibiting left hand turns. Staff explained the City of Glenwood Springs did not have the authority to require the project to restrict traffic flow in a CDOT right-of-way. Schachter also asked staff to confirm that this application was being heard due to a City Council decision to allow the applicant to re-apply following Planning & Zoning Commission denial of a previous application by the applicant. Staff confirmed that City Council had voted to allow resubmittal of the application.

Commissioner Waller asked if the HVAC system for the store was separate from the residential uses. Applicant Chris Hawkins confirmed that there were 2 separate HVAC units for the different uses.

Commissioner Dehm indicated that there would be no further public comment as there had been a public comment period at the first meeting and the period afterwards.

Commissioner Cipperly made a motion to approve the application with the findings and conditions as listed on page 1 & 2 of the revised March 23rd staff report.

Commissioner Shaver seconded the motion.

Commissioner Dehm expressed concerns over the mixed use of the project, citing incompatibility between residential use and retail marijuana use.

Commissioner Dehm called the item to question.

Motion passed 4-1. Commissioners Shaver, Schachter, Wissing, and Waller voted to approve. Commissioner Dehm voted to deny. Commissioner West abstained from voting, citing absence at previous meeting.

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 February 23, 2021*

Assistant Community Development Director Ricehill provided a short presentation on the item. Ricehill explained that this item had been continued from previous meetings, going back to its original discussion at the December 2020 Planning & Zoning Commission meeting. Ricehill recommended approval of the amendments with all findings and conditions found on pages 1-26 of the staff report.

Commissioner Dehm has additional questions on the amendment for downtown wall signage. Ricehill stated that item could be split from the other items for further review.

Commissioner Schachter had questions on the size limit of location and extent review. Schachter also asked if there was a height limit on the storage containers. Schachter also asked for additional details on the maximum size of a commercial use in the Residential Transition (RT) Zoning District.

Commissioner Shaver expressed support for a height limit for the temporary storage containers. Shaver also asked for additional information on the solar panel amendments.

Commissioner Schachter made a motion to approve the amendments as presented and modified by staff including suggested verbiage from Commissioner Shaver on item 10 and placing a height limit of 10’ on temporary storage containers on item 5.

Commissioner Wissing seconded the motion.

Commissioner Shaver suggested the maximum time following an event for a temporary sign would be 15 days rather than 45 days.

Commissioner Wissing asked for more clarification on the timeline suggested by Shaver. Staff provided additional information on the sign code’s definition of temporary signs.

Commissioner Schachter made a motion to amend the original motion to include the change proposed by Commissioner Shaver to limit the timeline of a temporary sign to 15 days following an event.

Commissioner Wissing seconded the amended motion.

Commissioner Dehm asked to confirm if item 17, which contained language on wall signage in the downtown area, was included in this motion. City Attorney Karl Hanlon confirmed that is was.

Commissioner Cipperly stated support for item 17. Cipperly also expressed some concern with the 5,000 square foot limit of location and extent review.

Commissioner Shaver asked if any of the recent City projects exceeded 5,000 square feet. Staff explained majority of recent City projects were larger than 5,000 square feet.

Commissioner Dehm called the item to question.

Motion passed 6-0. Commissioner Waller abstained citing absence at previous discussion of the item.

6. New Items

a. Planning File 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)*

Senior Planner Trent Hyatt provided a presentation to Commission on the application. Hyatt summarized the application including information on the annexation process as it related to City requirements and State of Colorado law. Staff recommended approval with findings and conditions listed on pages 15-16 of the submitted staff report.

Commissioner Shaver had questions on slope of the property and view of the proposed development from Storm King Road.

Commissioner Schachter had questions on the ability of Planning & Zoning to place conditions on the annexation, process of annexation, PUD process, location of City/County boundary, current County zoning regulations, traffic, long term costs of annexation to the City, owner-occupied housing, stormwater drainage, and road improvements.

City Engineer Terri Partch provided information on the traffic study, fire study, and stormwater drainage.

City Attorney Karl Hanlon stated that a potential fire study would be a large study area that maya or may not relate to the size of this development.

Hyatt confirmed that the units added would be rentals and the maximum height of buildings would be 53'. Hyatt also provided additional information on the process of annexation as well as on the major site plan review that this project would require.

Karl Hanlon provided additional information on the potential cost benefit of annexation to a community and its effects on police, fire, utilities, and other city services.

Commissioner Schachter had additional questions on road maintenance of Donegan, building height, and opens space requirements. Staff provided more information on these items.

Commissioner Waller had questions on traffic, the City taking over County roads, water and sewer capacity, drainage and slope of site, and the PUD parcel intended for a restaurant.

Karl Hanlon provided additional information on sewer and water capacity for the City and stated that this area was served by West Glenwood for sewer. Hyatt provided additional information on the roads and PUD parcels.

Commissioner Dehm asked staff for additional information on the traffic generated for this potential project as detailed in the traffic study.

Commissioner Cipperly had questions on the potential for PUD amendments if there were changes to what was being proposed. Cipperly also asked if the open space would be available to only residents or to the general public.

Haley Carmer, Attorney at Garfield & Hecht, representing the applicant provided the Commission with an overview of the proposed project and application.

Applicants, John & Floyd Diemoz representing the Glenwood Partnership, current owners of the property, provided a short presentation on the proposed project and application for annexation.

Applicant Barry Rosenberg, representing R2 Partnerships provided a short presentation on the proposed project and application for annexation.

Applicant Matthew Fitzimmons and other representatives from HCN, a planning and design firm, provided a short presentation on the proposed project and application for annexation.

Applicant Yancy Nichol from Sopris Engineering provided a short presentation on the traffic and physical site design of the application.

Commissioner Schachter had questions for the applicants if deeded homes could be incorporated in the project, citing a lack of home ownership opportunities. Applicant Barry Rosenberg explained that the project was designed with a focus on long term management of rental properties.

Commissioner Shaver had questions on fence locations, building elevations, drainage design, and effect of the proposed development on the existing Montessori school.

Commissioner Waller had questions on the setbacks on Donegan, building elevations, physical characteristics of the site, open space requirements, bike path, traffic study,

Commissioner Cipperly had questions on roof heights, parking, traffic circulation, pedestrian connections,

Commissioner Dehm had questions on the gated connection to the south the Glenwood Springs mall property. Applicant Yancy Nichol stated that the gate was there to create a clear connection and circulation to the property. Nichol also explained that future redevelopment of the mall could affect this connection.

At 9:19 PM, Commissioner Dehm called a five minute recess.

At 9:24 PM, Commissioner Dehm called the meeting back to order.

Commissioner Dehm opened the item to public comment.

Jenn Zwickl supported denial citing fire evacuation concerns, traffic, and infrastructure concerns.

Lisa Orosz supported denial citing fire evacuation concerns, traffic, parking, police response times

Carlos Pinay supported denial citing traffic concerns especially in regard to school-generated traffic, as well as increases in infrastructure and service demands to schools, hospitals, police, and fire.

Lorie Raymond supported denial citing traffic, fire evacuation concerns, and increased density in West Glenwood.

Linda Holloway supported denial citing lack of perceived benefits of annexation to the City, parking, and traffic.

Rose Shepard supported denial citing fire evacuation concerns, traffic, infrastructure demands, and building heights.

Susie Strauss supported denial citing fire evacuation concerns, traffic, and increased infrastructure demands.

Don Bassett supported denial citing fire evacuation concerns, traffic and school traffic, and increased density.

Michael Hoban supported denial citing increased density, traffic, and incompatibility with the neighborhood.

Joanne Kesselring supported denial citing fire evacuation concerns, increased density, traffic, building height, increased infrastructure demands, and incompatibility with the neighborhood.

Thomas Clark supported denial citing traffic and capacity of existing roads.

Annie Stephens supported denial citing fire evacuation concerns and need for a wildfire evacuation study, scale of development, parking, building height, and traffic.

Todd Hurst commented that any development of this parcel should reflect the wants and needs of the community.

Sherri Tonozzi supported denial citing concerns over increased noise impacts and light pollution.

Karleen Clark supported denial citing concerns over fire evacuation and expressed need for a new fire evacuation study. Karleen also cited concerns over traffic and increased density.

Carlos Penay expressed additional concerns regarding wildfire evacuation.

Larry Raymond, supported denial citing concerns over fire evacuation and need for an evacuation plan and incompatibility with existing neighborhood.

Jennie Bassett supported denial citing fire evacuation concerns, increased traffic, and need for additional traffic study.

Jenn Zwickl commented a second time in support of denial citing fire evacuation concerns, traffic, and building heights.

Michael Hoban commented a second time, in support of denial and expressing desire for further public comment.

Commissioner Dehm closed the item to public comment.

Commissioner Schachter made a motion to continue the item to the next regularly scheduled Planning & Zoning Commission meeting.

Commissioner Shaver seconded the motion.

Commissioner Dehm called the item to question.

Motion passed unanimously.

DRAFT

b. Planning File 64-20*: Consideration of a Minor Site Architectural Plan to add five new dwelling at 405 Laurel Street, a property with five existing units (PIN#2185-091-00-008)*

Commissioner West recused himself and left the meeting.

Assistant Community Development Director Gretchen Ricehill provided Planning & Zoning Commission with a presentation on the application. Ricehill recommended approval of the application with findings and conditions found in the staff report.

Commissioner Waller had questions on parking and design standards of the project.

Commissioner Cipperly asked staff to confirm the provided parking.

Commissioner Schachter asked staff about the Laurel Street sidewalk. Ricehill confirmed the applicant would be required to install a 5' sidewalk. Schachter also asked what would happen if the natural screening died and Ricehill explained that not maintaining the screening would be a violation of the original development agreement.

Applicant Leah Meyer provided the Commission with additional information in response to their questions. Meyer confirmed that two large trees would be kept on the property and that the colors of the development was intended to match the existing structures.

Commissioner Dehm opened the item to public comment.

Linda Holloway supported denial of the application citing concerns over parking and traffic.

Commissioner Dehm closed the item to public comment.

Commissioner Waller made a motion to continue this item to the April 6th meeting

Commissioner Shaver seconded the motion.

Commissioner Dehm called the item to question.

Motion passed 6-0. Commissioner West had been removed from the meeting.

7. Commissioner Comments

Commission Schachter mentioned that he would not be present at April 6th meeting.

8. Director Comments

Director Jenn Ooton had no comments.

9. Adjournment

Meeting was adjourned at 10:46 PM.

Planning & Zoning Commission Staff Report

Date: ~~March 23, 2021~~ April 27, 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.

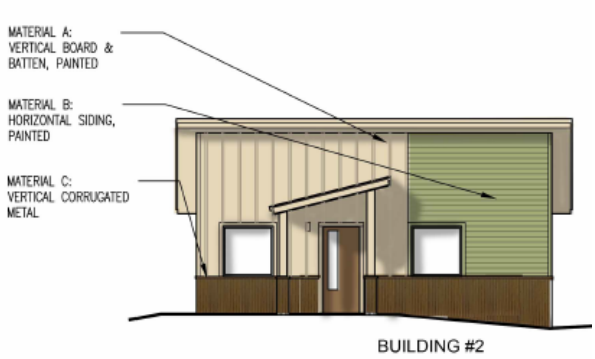
In December 2020, the Director reviewed the owner's request to consider on-street parking, proximity to transit, and providing additional bicycle parking over the minimum requirement. Since this review, the owner modified his plans to expand the four-plex such that some of the garage spaces could accommodate 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

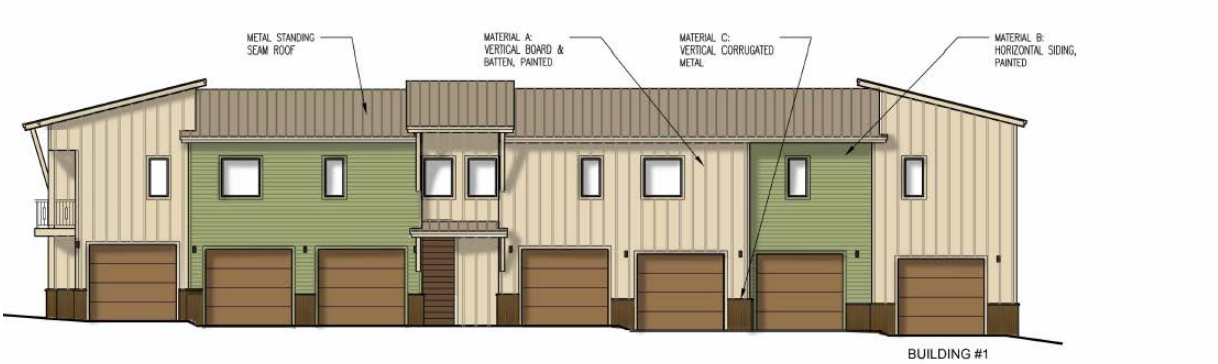
Section 070.040.080 of the Code outlines design requirements related to lot coverage, site building/parking orientation, and architectural design. Following is a summary of compliance with these standards:

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.

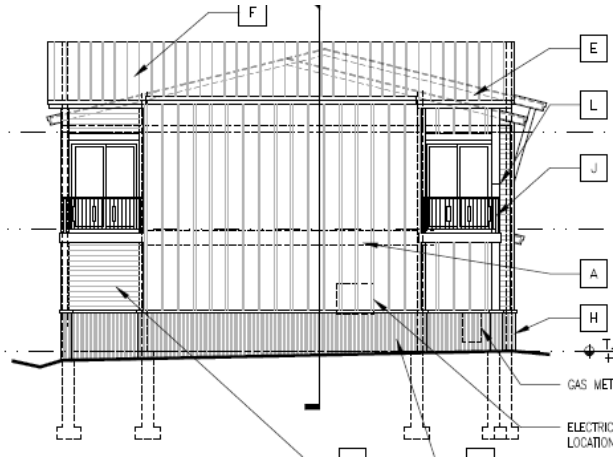


The four-plex was also reviewed for design compliance. To avoid a blank wall appearance, the Code requires all multifamily buildings to have a "four-sided" design. To meet this requirement, the design is required to provide a minimum of five design elements for each side of the building selected from 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.

<u>Traffic</u>
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.

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. Summit 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.

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

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.

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

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

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

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			
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 property 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.

Ben West	12/18/2020
Applicant	Date
Ben West	12/18/2020
Owner	Date
Owner	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 Lourel 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

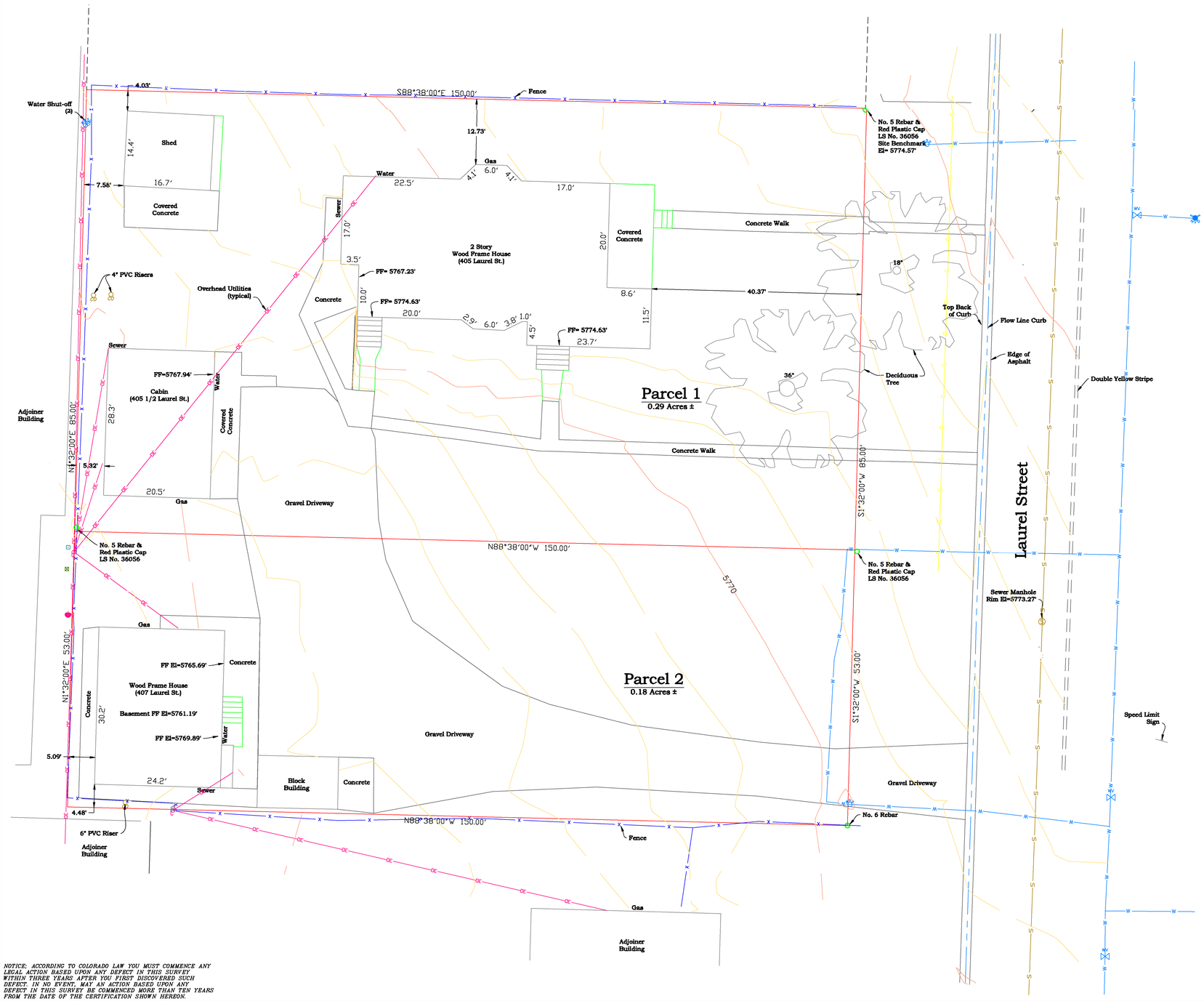
also known by street and number: 405, 405 1/2, and 407 Laurel Street, Glenwood Springs, CO 81601

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



LEGEND

- *Found Monument*
- *Fire Hydrant*
- *Speed Limit Sign*
- *Sewer Manhole*
- *Clean-out (PVC Riser)*
- *Light Pole*
- *Water Valve*
- *Water Shut-off*
- *Telephone Pedestal*
- *Guy Wire*
- *Cable Pedestal*
- *Power Pole*
- *Overhead Utility Line*
- *Fence*
- *Underground Water Line*
- *Sewer Line*
- *Underground Gas Line*

NORTH

1 inch = 10 ft.

U.S. SURVEY FEET USED

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

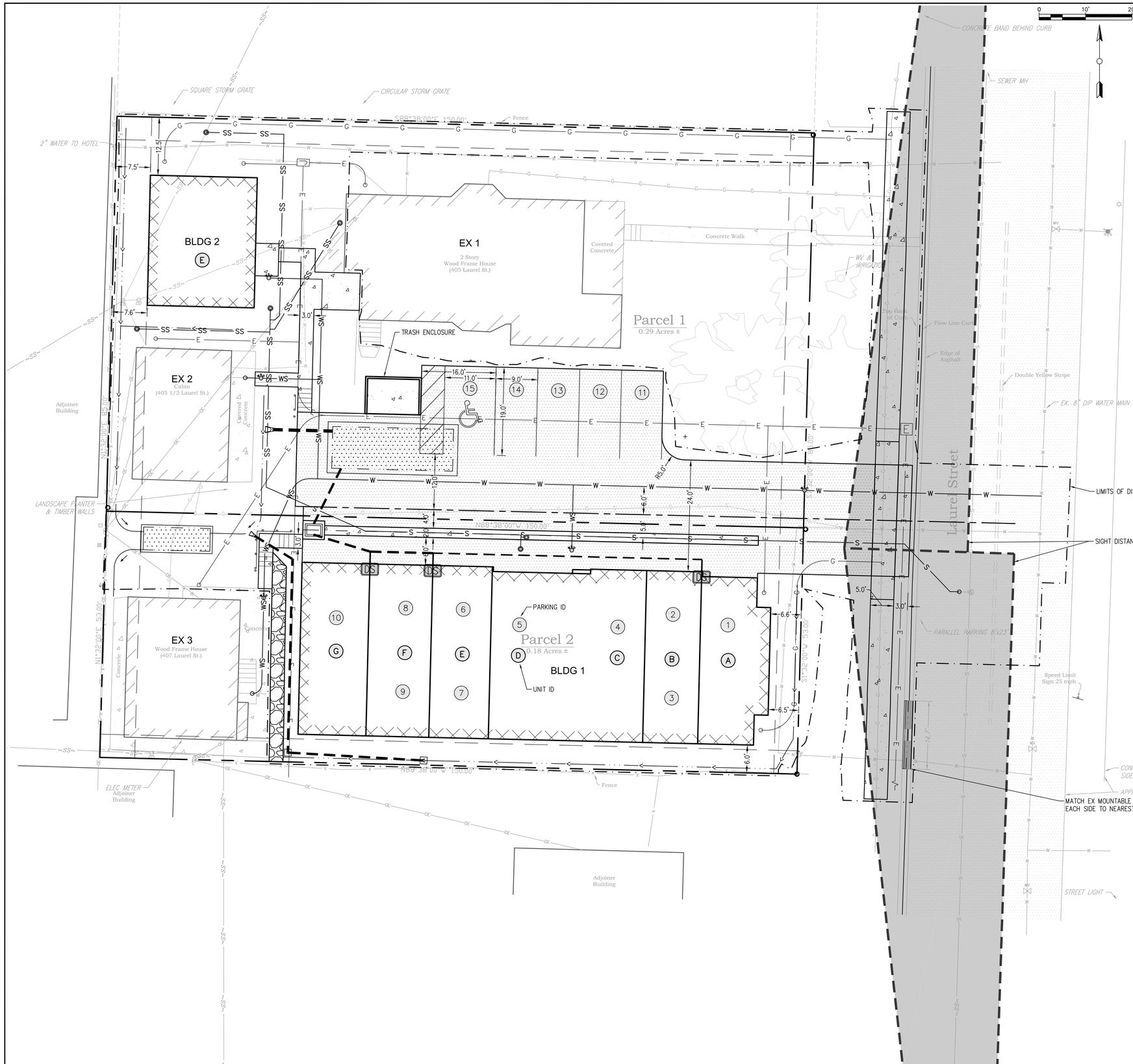
THE SEXTON SURVEY COMPANY
127 E. 5TH STREET
RIFLE CO. 81650
970-456-3081

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.

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

JOB NO:	20106
DATE:	10/15/2020
DWG BY:	SRB
REV:	12/18/20

1 of 1



0 10' 20'

LEGEND

EXISTING		PROPOSED
	STRUCTURE	
	ASPHALT	
	GRAVEL	
	CONCRETE	
	PAVERS	
	RETAINING WALL	
	BOUNDARY	
	ADJACENT BOUNDARY	
	EASEMENT	
	SETBACK	
	CENTERLINE ROAD	
	FENCE	
	WATER	
	WATER SERVICE	
	SEWER	
	SEWER SERVICE	
	STORM	
	ROOF DRAIN	
	JOINT TRENCH	
	SHALLOW UTILITY TRENCH	
	ELECTRIC JOINT TRENCH	
	CATV	
	TELEPHONE	
	GAS	
5758	CONTOUR	5758
×(58.01)	SPOT ELEVATION	×58.66
0.8%	GRADE/SLOPE	2.0%
	SEDIMENT CONTROL FENCE	
	LIMITS OF DISTURBANCE	
	DRAINAGE FLOW DIRECTION	
	STORMWATER FACILITY	
	DOWNSPOUT	
	ROOF DRAIN	
	FIRE HYDRANT	
	WATER VALVE	
	CURB STOP	
	SANITARY SEWER MANHOLE	
	SEWER CLEANOUT	
	LIGHT POLE	
	SIGN	

LAUREL STREET MULTIFAMILY RESIDENCES
405 LAUREL STREET
GLENWOOD SPRINGS, COLORADO 81601
PITKIN COUNTY

ADMINISTRATIVE SITE & ARCH PLAN REVIEW

RB Civil

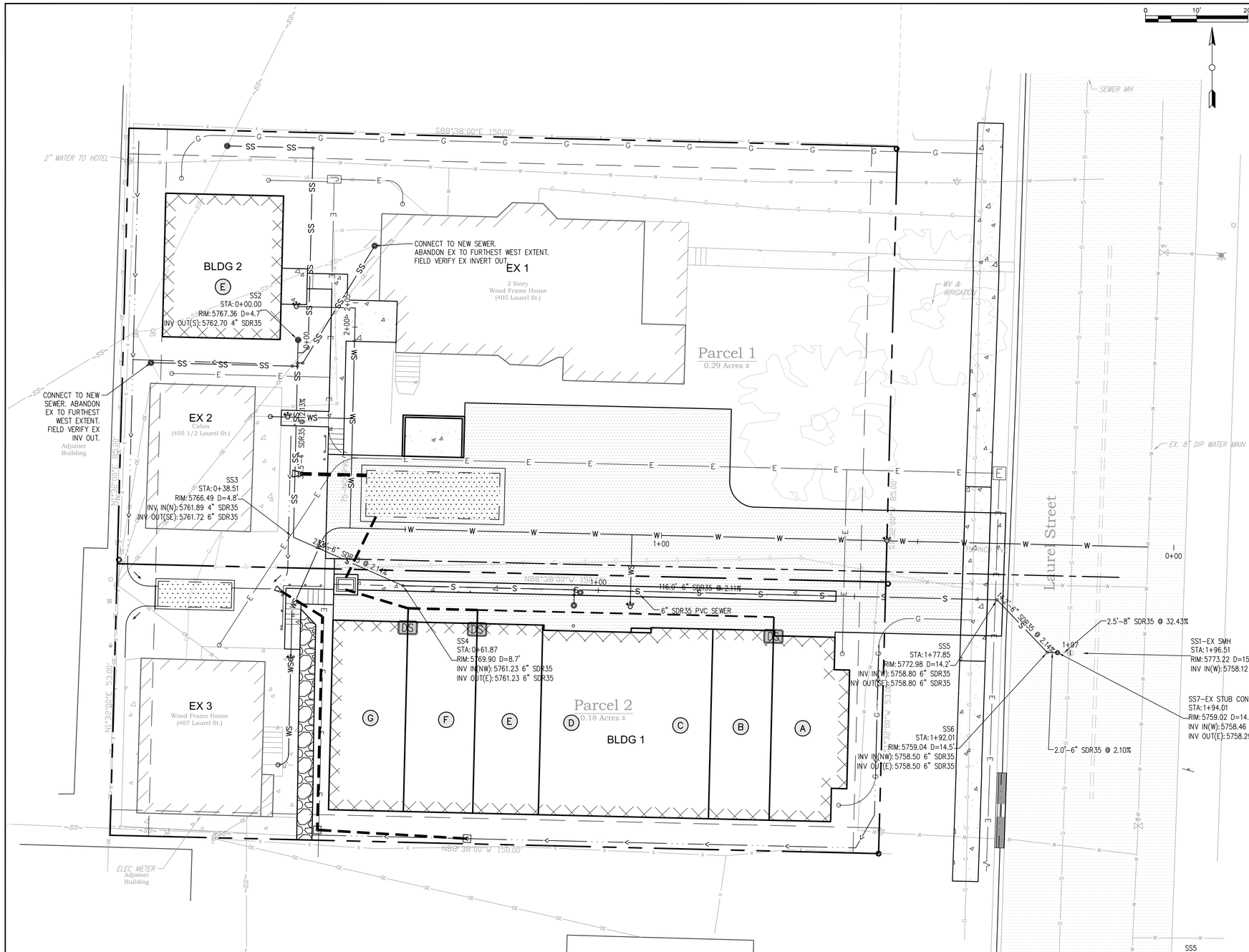
DRAWN:	RAB
DESIGNED BY:	RAB
REVIEWED:	RAB
JOB NO.:	2012
DATE:	2/26/2021

NO.	DATE	REVISION	BY
1	2/26/2021	REVISED PLANNING SUBMITTAL	RAB

PRELIMINARY
NOT FOR CONSTRUCTION

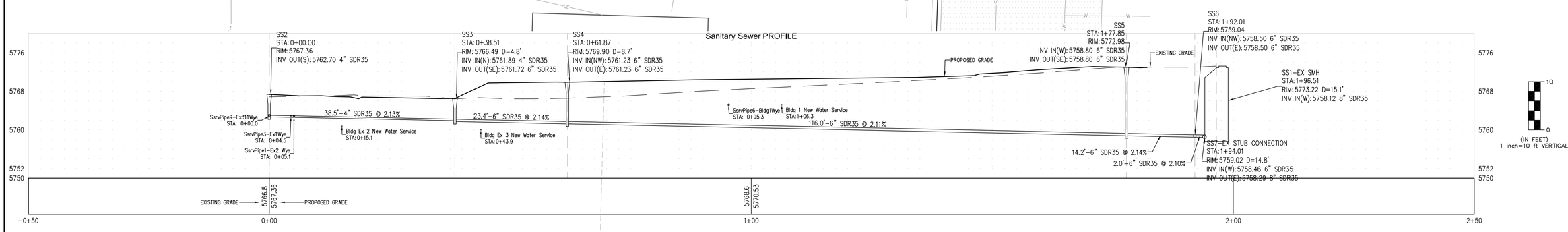
Title:
Site and Utility Plan

Drawing No:
C101



LEGEND

EXISTING		PROPOSED
	STRUCTURE	
	ASPHALT	
	GRAVEL	
	CONCRETE	
	PAVERS	
	RETAINING WALL	
	BOUNDARY	
	ADJACENT BOUNDARY	
	EASEMENT	
	SETBACK	
	CENTERLINE ROAD	
	FENCE	
	WATER	W
	WATER SERVICE	WS
	SEWER	S
	SEWER SERVICE	SS
	STORM	
	ROOF DRAIN	RD
	JOINT TRENCH	JT
	SHALLOW UTILITY TRENCH	ETC
	ELECTRIC JOINT TRENCH	E
	CATV	C
	TELEPHONE	T
	GAS	G
5758	CONTOUR	5758
×(58.01)	SPOT ELEVATION	×58.66
0.8%	GRADE/SLOPE	2.0%
	SEDIMENT CONTROL FENCE	SF
	LIMITS OF DISTURBANCE	
	DRAINAGE FLOW DIRECTION	
	STORMWATER FACILITY	
	DOWNSPOUT	DS
	ROOF DRAIN	RD
	FIRE HYDRANT	
	WATER VALVE	
	CURB STOP	
	SANITARY SEWER MANHOLE	S
	SEWER CLEANOUT	
	LIGHT POLE	
	SIGN	



LAUREL STREET MULTIFAMILY RESIDENCES
405 LAUREL STREET
GLENWOOD SPRINGS, COLORADO 81601
PITKIN COUNTY

ADMINISTRATIVE SITE & ARCH PLAN REVIEW

RB Civil

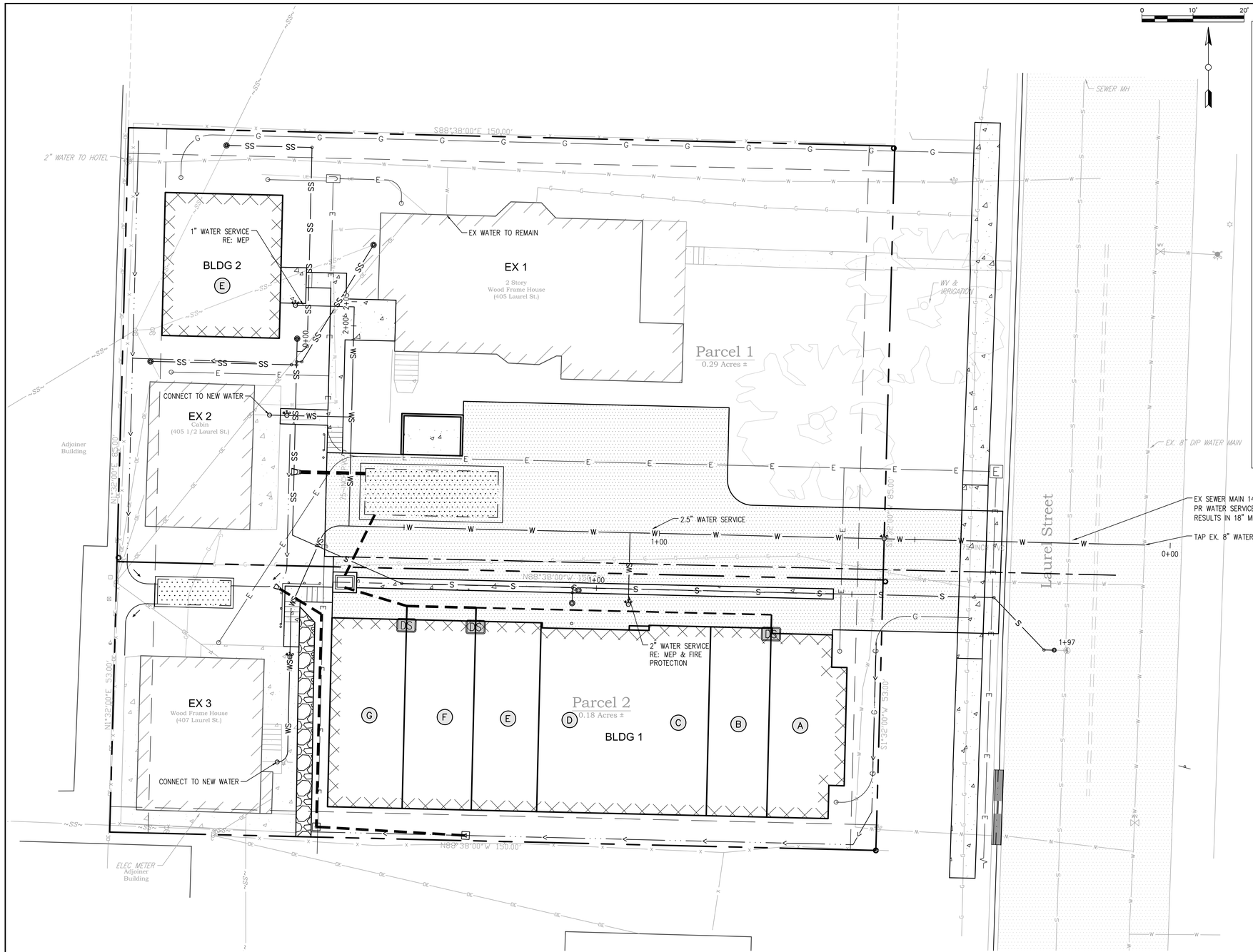
DRAWN: RAB
DESIGNED BY: RAB
REVIEWED: RAB
JOB NO.: 2012
DATE: 2/26/2021

NO.	DATE	REVISION	BY
1	2/26/2021	REVISED PLANNING SUBMITTAL	RAB

PRELIMINARY
NOT FOR CONSTRUCTION

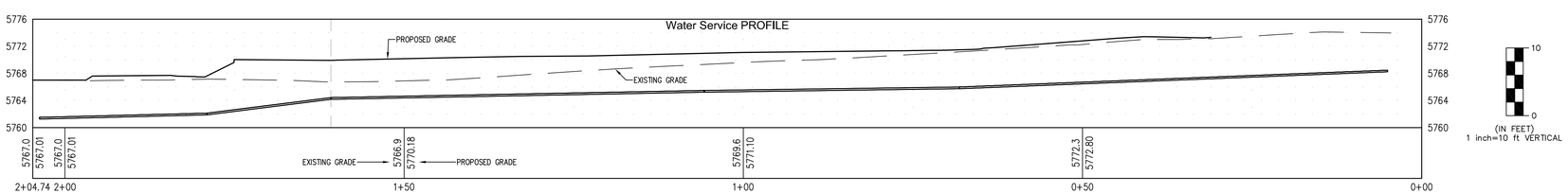
Title:
Sewer Plan and Profile

Drawing No:
C102



LEGEND

EXISTING		PROPOSED
	STRUCTURE	
	ASPHALT	
	GRAVEL	
	CONCRETE	
	PAVERS	
	RETAINING WALL	
	BOUNDARY	
	ADJACENT BOUNDARY	
	EASEMENT	
	SETBACK	
	CENTERLINE ROAD	
	FENCE	
	WATER	W
	WATER SERVICE	WS
	SEWER	S
	SEWER SERVICE	SS
	STORM	
	ROOF DRAIN	RD
	JOINT TRENCH	JT
	SHALLOW UTILITY TRENCH	ETC
	ELECTRIC JOINT TRENCH	E
	CATV	C
	TELEPHONE	T
	GAS	G
5758	CONTOUR	5758
×(58.01)	SPOT ELEVATION	×58.66
0.8%	GRADE/SLOPE	2.0%
	SEDIMENT CONTROL FENCE	SF
	LIMITS OF DISTURBANCE	
	DRAINAGE FLOW DIRECTION	
	STORMWATER FACILITY	
	DOWNSPOUT	DS
	ROOF DRAIN	RD
	FIRE HYDRANT	
	WATER VALVE	
	CURB STOP	
	SANITARY SEWER MANHOLE	S
	SEWER CLEANOUT	
	LIGHT POLE	
	SIGN	



LAUREL STREET MULTIFAMILY RESIDENCES
405 LAUREL STREET
GLENWOOD SPRINGS, COLORADO 81601
PITKIN COUNTY

ADMINISTRATIVE SITE & ARCH PLAN REVIEW

RB Civil

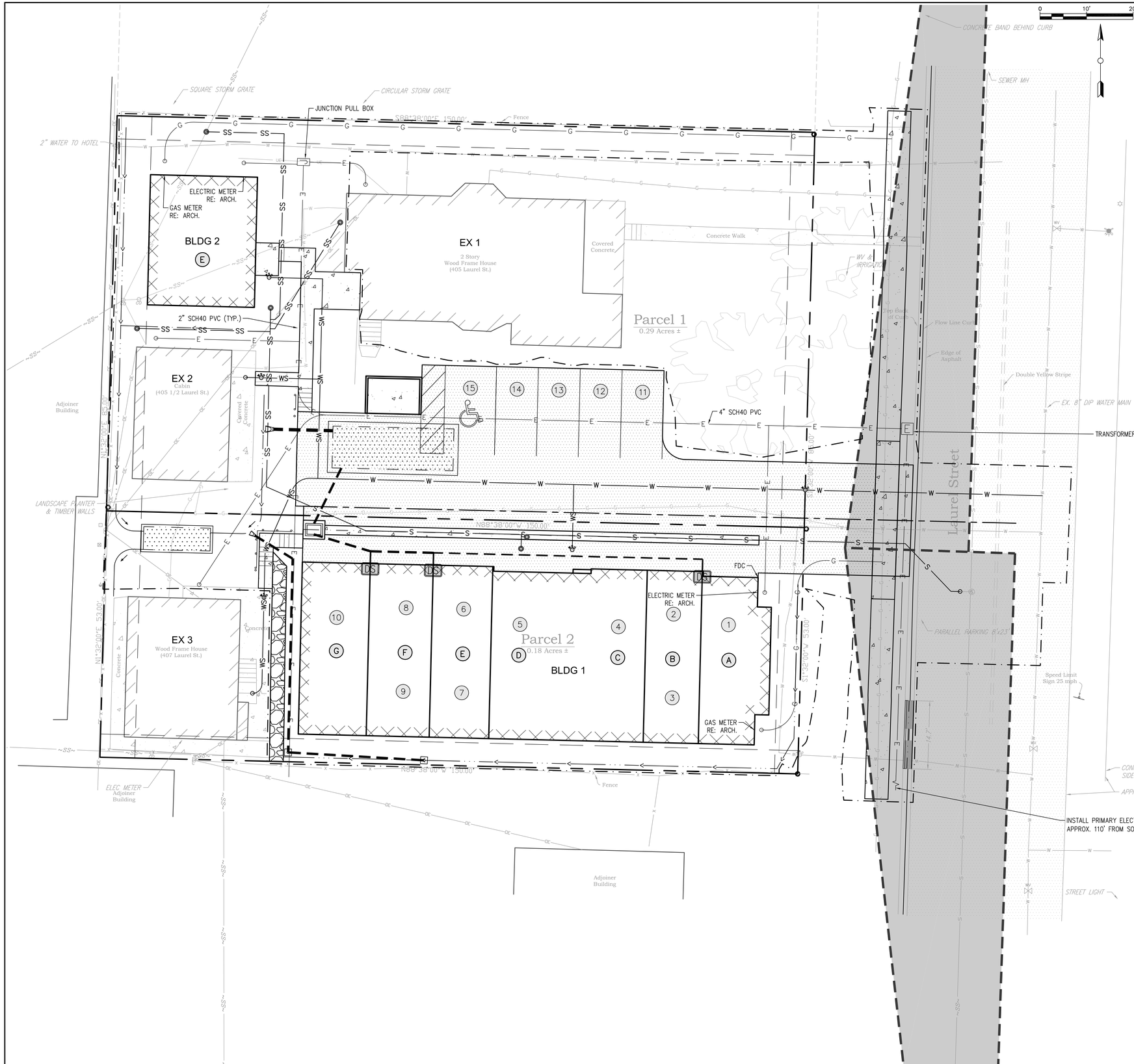
DRAWN:	RAB
DESIGNED BY:	RAB
REVIEWED:	RAB
JOB NO.:	2012
DATE:	2/26/2021

NO.	DATE	REVISION	BY
1	2/26/2021	REVISED PLANNING SUBMITTAL	RAB

PRELIMINARY
NOT FOR CONSTRUCTION

Title:
Water Service Plan and Profile

Drawing No:
C103



LEGEND

EXISTING		PROPOSED
	STRUCTURE	
	ASPHALT	
	GRAVEL	
	CONCRETE	
	PAVERS	
	RETAINING WALL	
	BOUNDARY	
	ADJACENT BOUNDARY	
	EASEMENT	
	SETBACK	
	CENTERLINE ROAD	
x x	FENCE	x x
W W	WATER	W W
W W	WATER SERVICE	WS WS
S S	SEWER	S S
~SS~	SEWER SERVICE	SS SS SS
	STORM	
	ROOF DRAIN	RD
	JOINT TRENCH	JT
	SHALLOW UTILITY TRENCH	ETC ETC
OE UE OE UE	ELECTRIC JOINT TRENCH	E
CTV CTV	CATV	C C
UT UT	TELEPHONE	T T
G G G	GAS	G G
5758	CONTOUR	5758
×(58.01)	SPOT ELEVATION	×58.66
0.8%	GRADE/SLOPE	2.0%
	SEDIMENT CONTROL FENCE	SF SF
	LIMITS OF DISTURBANCE	
	DRAINAGE FLOW DIRECTION	
	STORMWATER FACILITY	
DS	DOWNSPOUT	DS
RD	ROOF DRAIN	RD
	FIRE HYDRANT	
	WATER VALVE	
	CURB STOP	
	SANITARY SEWER MANHOLE	S
	SEWER CLEANOUT	
	LIGHT POLE	
	SIGN	

LAUREL STREET MULTIFAMILY RESIDENCES
405 LAUREL STREET
GLENWOOD SPRINGS, COLORADO 81601
PITKIN COUNTY

ADMINISTRATIVE SITE & ARCH PLAN REVIEW

RB Civil

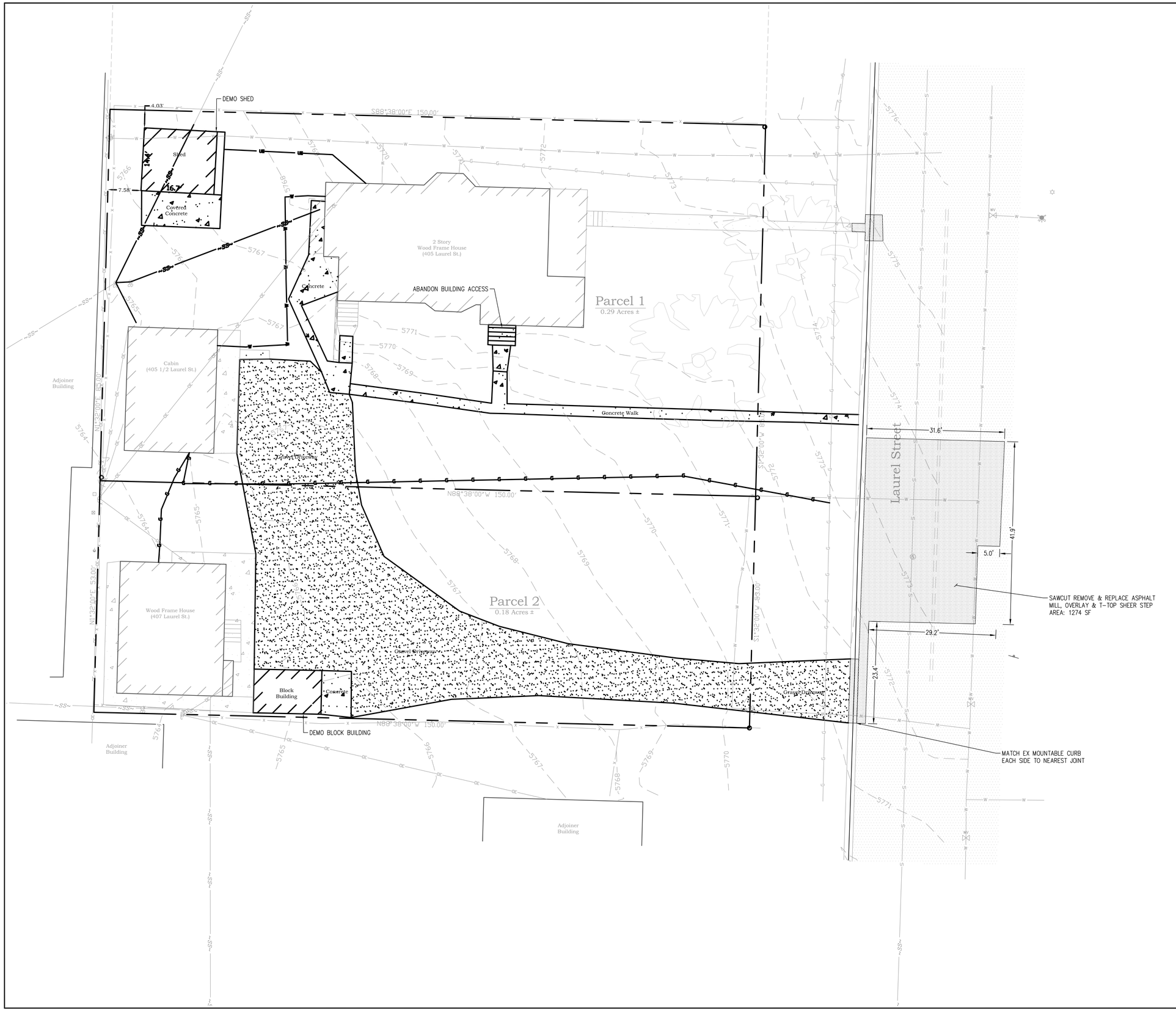
DRAWN: RAB
DESIGNED BY: RAB
REVIEWED: RAB
JOB NO.: 2012
DATE: 2/26/2021

NO.	DATE	REVISION	BY
1	2/26/2021	REVISED PLANNING SUBMITTAL	RAB

PRELIMINARY
NOT FOR CONSTRUCTION

Title:
Shallow Utility Plan

Drawing No:
C104



DEMO & RESTORATION LEGEND

- DEMO & REPLACE IN KIND
- REMOVE BUILDING
- REMOVE CONCRETE
- REMOVE GRAVEL
- REMOVE WATER
- REMOVE SEWER
- REMOVE ELECTRIC
- VERIFY GAS FOR REMOVAL OR UPGRADE

0 10' 20'

LAUREL STREET MULTIFAMILY RESIDENCES
405 LAUREL STREET
GLENWOOD SPRINGS, COLORADO 81601
PITKIN COUNTY
ADMINISTRATIVE SITE & ARCH PLAN REVIEW

RB Civil

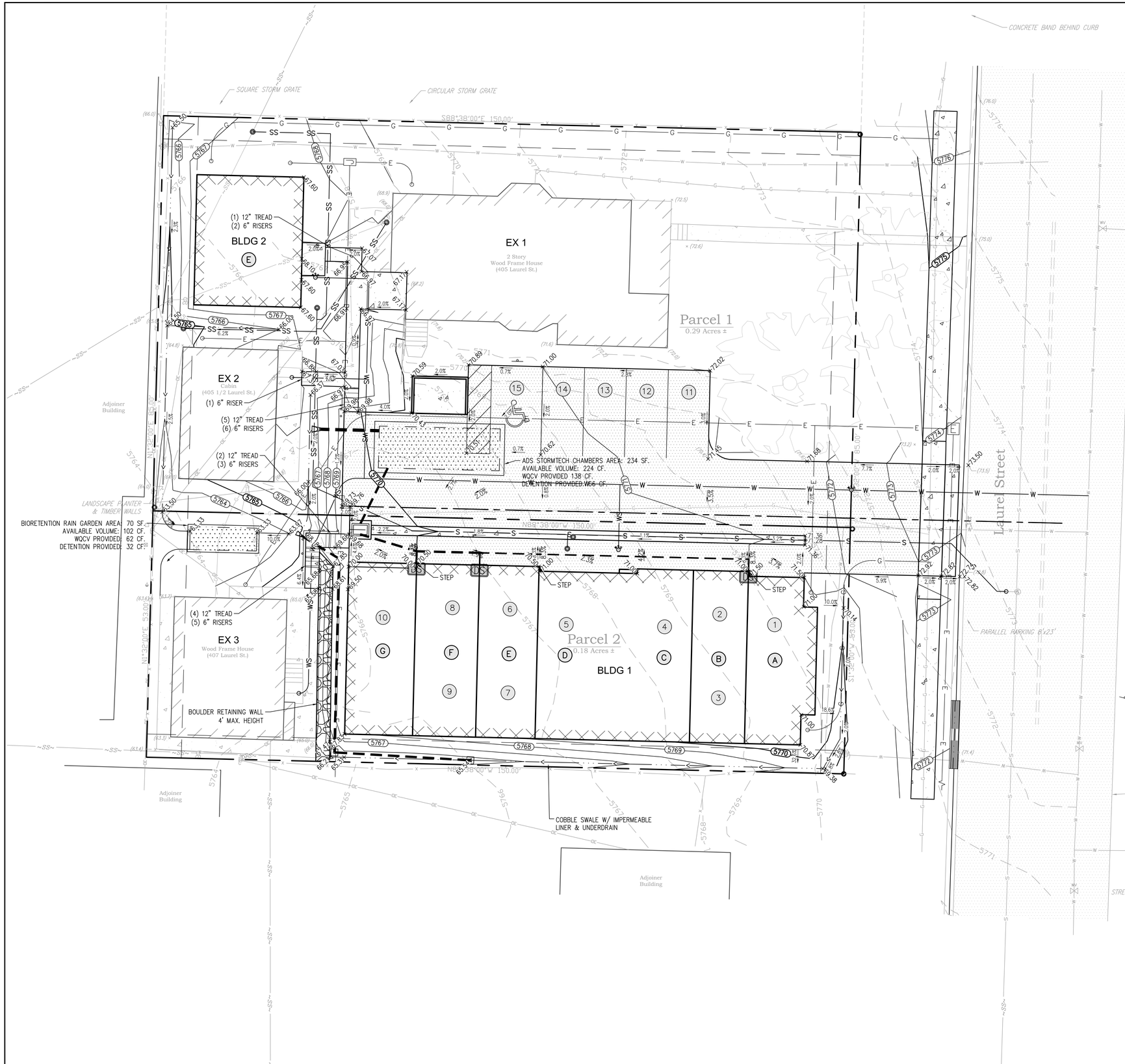
DRAWN:	RAB
DESIGNED BY:	RAB
REVIEWED:	RAB
JOB NO.:	2012
DATE:	2/26/2021

NO.	DATE	REVISION	BY
1	2/26/2021	REVISED PLANNING SUBMITTAL	RAB

PRELIMINARY
NOT FOR CONSTRUCTION

Title:
Demolition and Removal Plan

Drawing No:
CD201



LEGEND

EXISTING		PROPOSED
	STRUCTURE	
	ASPHALT	
	GRAVEL	
	CONCRETE	
	PAVERS	
	RETAINING WALL	
	BOUNDARY	
	ADJACENT BOUNDARY	
	EASEMENT	
	SETBACK	
	CENTERLINE ROAD	
	FENCE	
	WATER	W
	WATER SERVICE	WS
	SEWER	S
	SEWER SERVICE	SS
	STORM	
	ROOF DRAIN	RD
	JOINT TRENCH	JT
	SHALLOW UTILITY TRENCH	ETC
	ELECTRIC JOINT TRENCH	E
	CATV	C
	TELEPHONE	T
	GAS	G
	CONTOUR	5758
5758	SPOT ELEVATION	×58.66
0.8%	GRADE/SLOPE	2.0%
	SEDIMENT CONTROL FENCE	SF
	LIMITS OF DISTURBANCE	
	DRAINAGE FLOW DIRECTION	
	STORMWATER FACILITY	
	DOWNSPOUT	DS
	ROOF DRAIN	RD
	FIRE HYDRANT	
	WATER VALVE	
	CURB STOP	
	SANITARY SEWER MANHOLE	S
	SEWER CLEANOUT	
	LIGHT POLE	
	SIGN	

LAUREL STREET MULTIFAMILY RESIDENCES
405 LAUREL STREET
GLENWOOD SPRINGS, COLORADO 81601
PITKIN COUNTY

ADMINISTRATIVE SITE & ARCH PLAN REVIEW

RB Civil

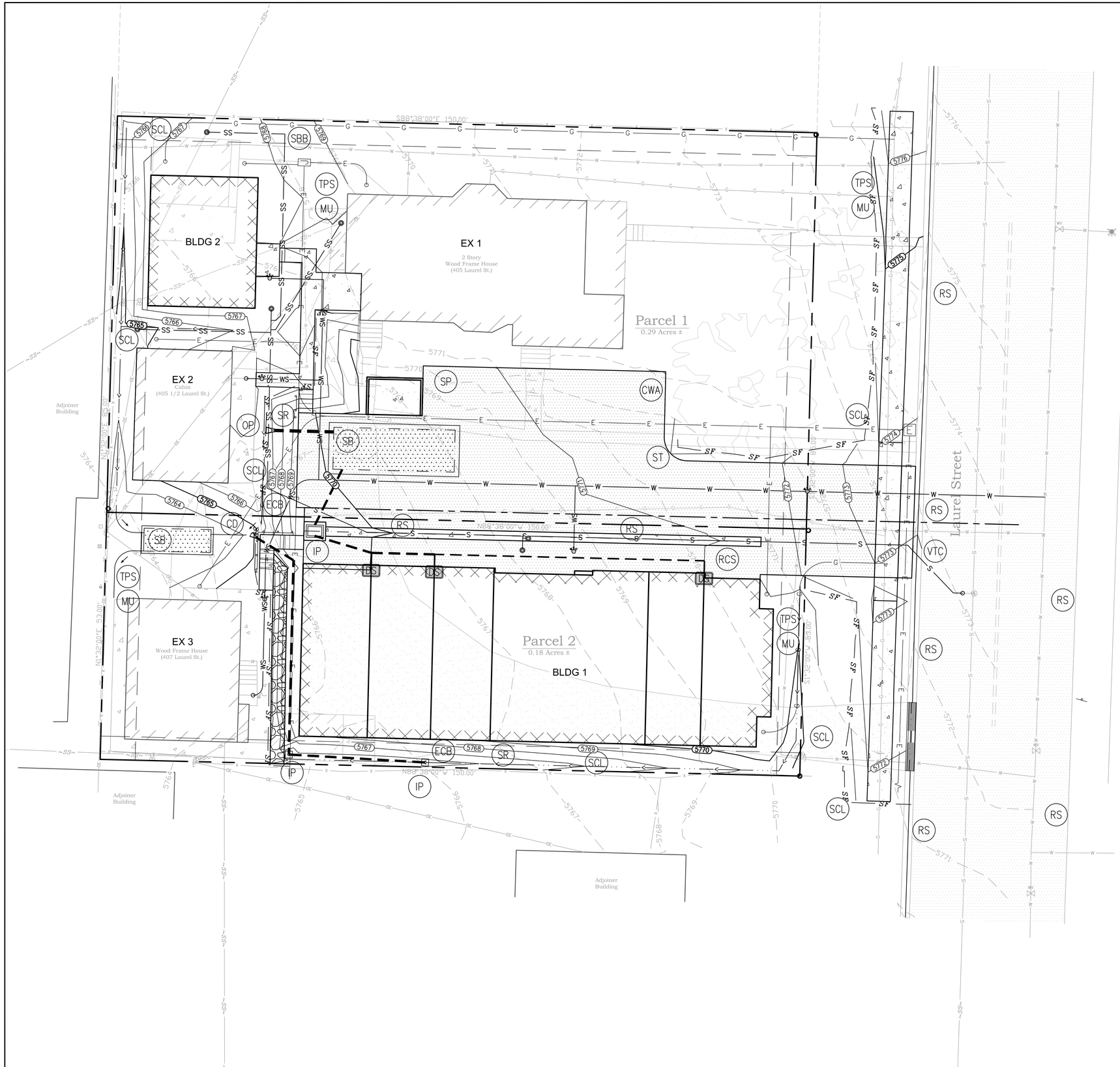
DRAWN: RAB
DESIGNED BY: RAB
REVIEWED: RAB
JOB NO.: 2012
DATE: 2/26/2021

NO.	DATE	REVISION	BY
1	2/26/2021	REVISED PLANNING SUBMITTAL	RAB

PRELIMINARY
NOT FOR CONSTRUCTION

Title:
Grading and Drainage Plan

Drawing No:
C201



EROSION CONTROL LEGEND

SCL SEDIMENT CONTROL LOG	SR SURFACE ROUGHENING	SEDIMENT CONTROL FENCE — SF —
RS ROCK SOCK	MU MULCHING	
CD CHECK DAM	ECB EROSION CONTROL BLANKET	
SBB STRAW BALE	TPS TEMPORARY/PERMANENT SEEDING	
IP INLET PROTECTION	SP STOCKPILE MANAGEMENT	
OP OUTLET PROTECTION	VTC VEHICLE TRACKING CONTROL	
ST SEDIMENT TRAP	RCS ROUGH CUT STREET CONTROL	
SB SEDIMENT BASIN	CWA CONCRETE WASHOUT AREA	

LAUREL STREET MULTIFAMILY RESIDENCES
405 LAUREL STREET
GLENWOOD SPRINGS, COLORADO 81601
PITKIN COUNTY

ADMINISTRATIVE SITE & ARCH PLAN REVIEW

RB Civil

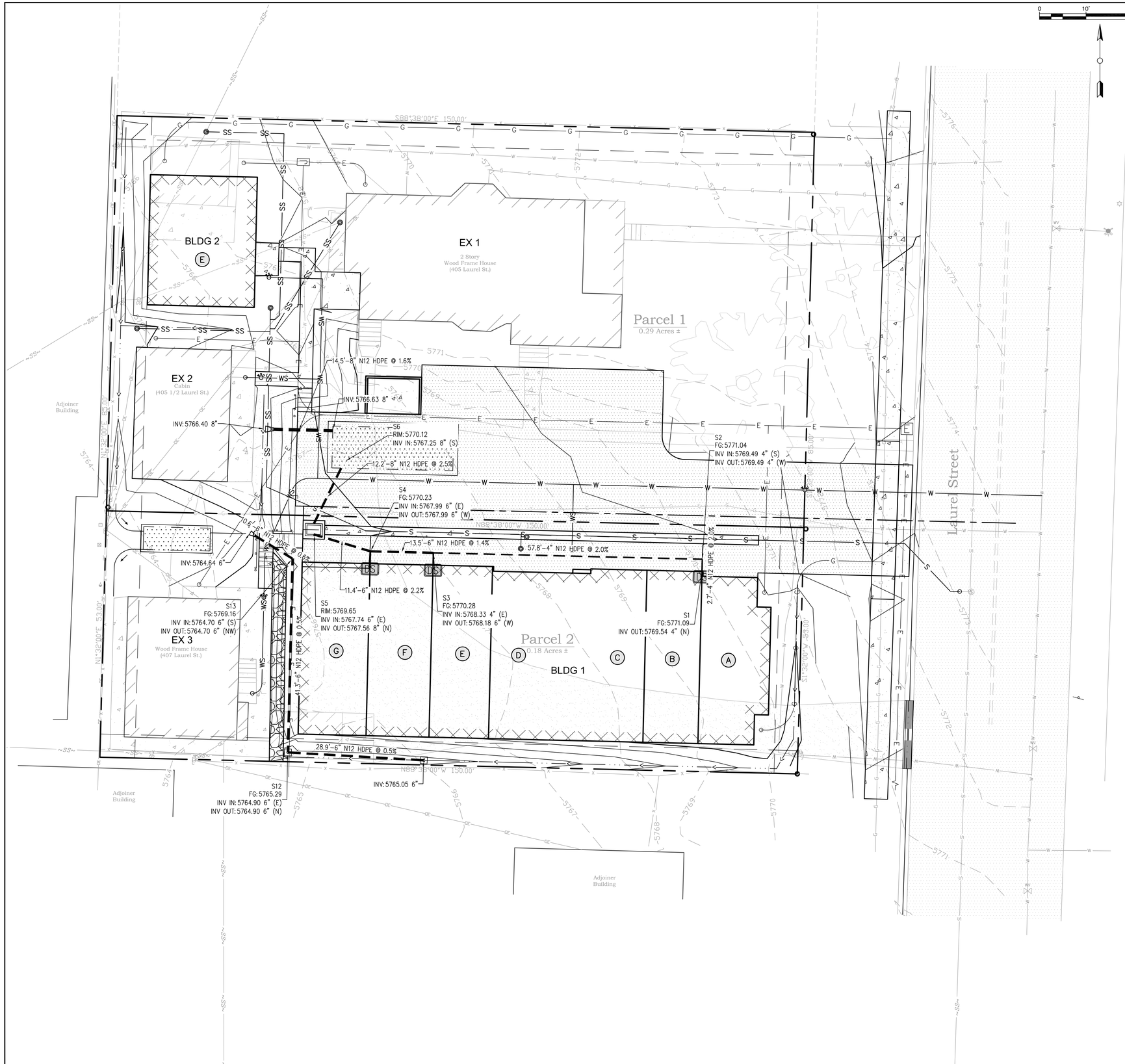
DRAWN: RAB
DESIGNED BY: RAB
REVIEWED: RAB
JOB NO.: 2012
DATE: 2/26/2021

NO.	DATE	REVISION	BY
1	2/26/2021	REVISED PLANNING SUBMITTAL	RAB

PRELIMINARY
NOT FOR CONSTRUCTION

Title: Erosion and Sediment Control Plan

Drawing No: C202



LEGEND

EXISTING		PROPOSED
	STRUCTURE	
	ASPHALT	
	GRAVEL	
	CONCRETE	
	PAVERS	
	RETAINING WALL	
	BOUNDARY	
	ADJACENT BOUNDARY	
	EASEMENT	
	SETBACK	
	CENTERLINE ROAD	
	FENCE	
	WATER	W
	WATER SERVICE	WS
	SEWER	S
	SEWER SERVICE	SS
	STORM	
	ROOF DRAIN	RD
	JOINT TRENCH	JT
	SHALLOW UTILITY TRENCH	ETC
	ELECTRIC JOINT TRENCH	E
	CATV	C
	TELEPHONE	T
	GAS	G
5758	CONTOUR	5758
×(58.01)	SPOT ELEVATION	×58.66
0.8%	GRADE/SLOPE	2.0%
	SEDIMENT CONTROL FENCE	SF
	LIMITS OF DISTURBANCE	
	DRAINAGE FLOW DIRECTION	
	STORMWATER FACILITY	
	DOWNSPOUT	DS
	ROOF DRAIN	RD
	FIRE HYDRANT	
	WATER VALVE	
	CURB STOP	CS
	SANITARY SEWER MANHOLE	S
	SEWER CLEANOUT	
	LIGHT POLE	
	SIGN	

LAUREL STREET MULTIFAMILY RESIDENCES
405 LAUREL STREET
GLENWOOD SPRINGS, COLORADO 81601
PITKIN COUNTY

ADMINISTRATIVE SITE & ARCH PLAN REVIEW

RB Civil

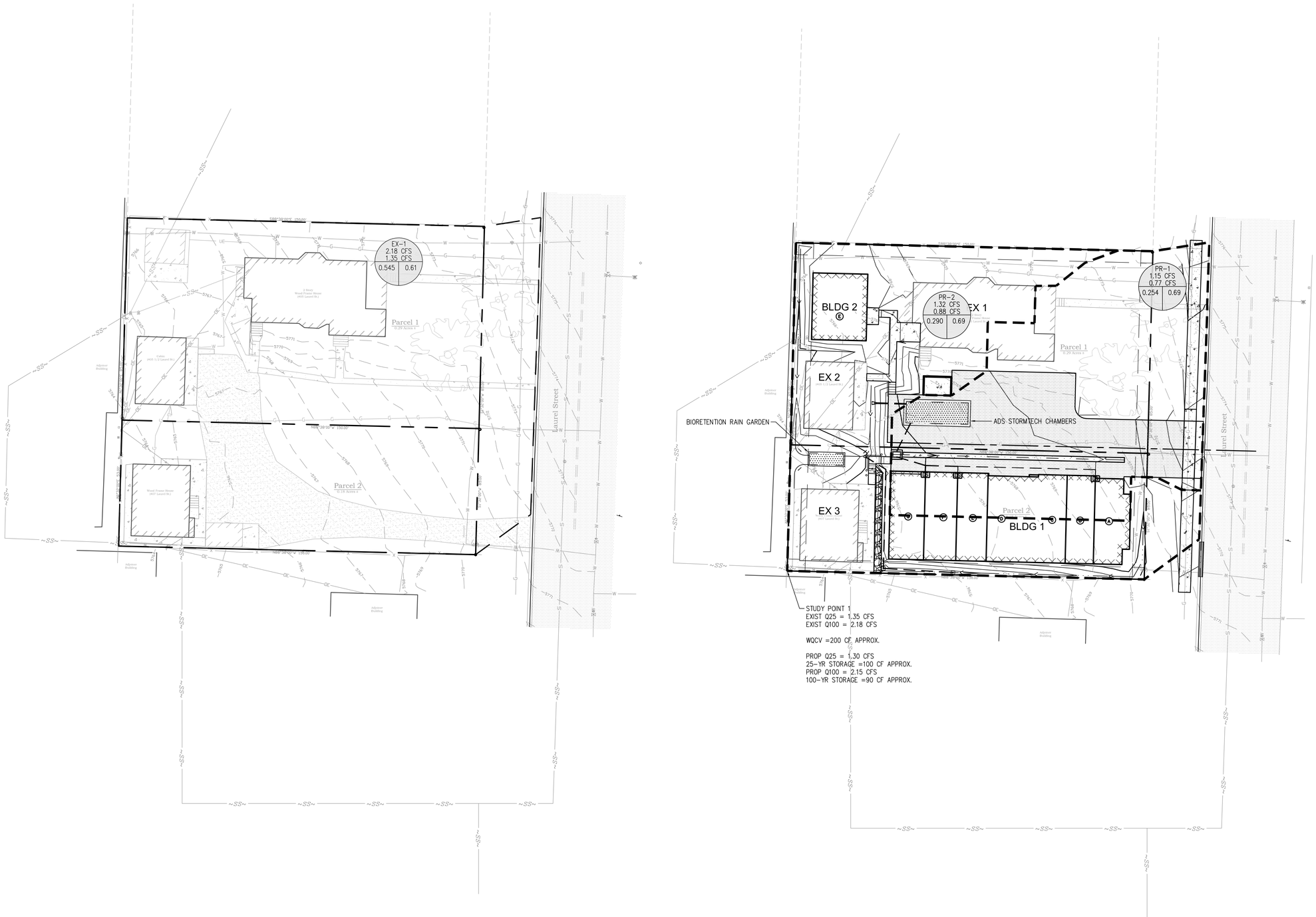
DRAWN:	RAB
DESIGNED BY:	RAB
REVIEWED:	RAB
JOB NO.:	2012
DATE:	2/26/2021

NO.	DATE	REVISION	BY
1	2/26/2021	REVISED PLANNING SUBMITTAL	RAB

PRELIMINARY
NOT FOR CONSTRUCTION

Title:
Storm Drain Plan and Profile

Drawing No:
C301



LEGEND

EXISTING		PROPOSED
	BASIN BOUNDARY	
	OFFSITE BASIN BOUNDARY	
	# STUDY POINT	
Basin Q100: CFS Q25: CFS Acres C100	BASIN ID	Basin Q100: CFS Q25: CFS Acres C100

0 20' 40'

LAUREL STREET MULTIFAMILY RESIDENCES
405 LAUREL STREET
GLENWOOD SPRINGS, COLORADO 81601
PITKIN COUNTY
ADMINISTRATIVE SITE & ARCH PLAN REVIEW

RB Civil

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

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

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:
ON-SITE = 16 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
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
ROMEO@RBCIVIL.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

LKSM
DESIGN

PO Box 9195
Avon, Colorado 81620
970.376.6623
lmayer@lksmdesign.com

405 LAUREL
405-407 LAUREL STREET
LOT 1, SECTION 9, TOWNSHIP 6 SOUTH
GLENWOOD SPRINGS, CO

ISSUED:	DATE:
CONCEPTUAL SITE	11.12.20
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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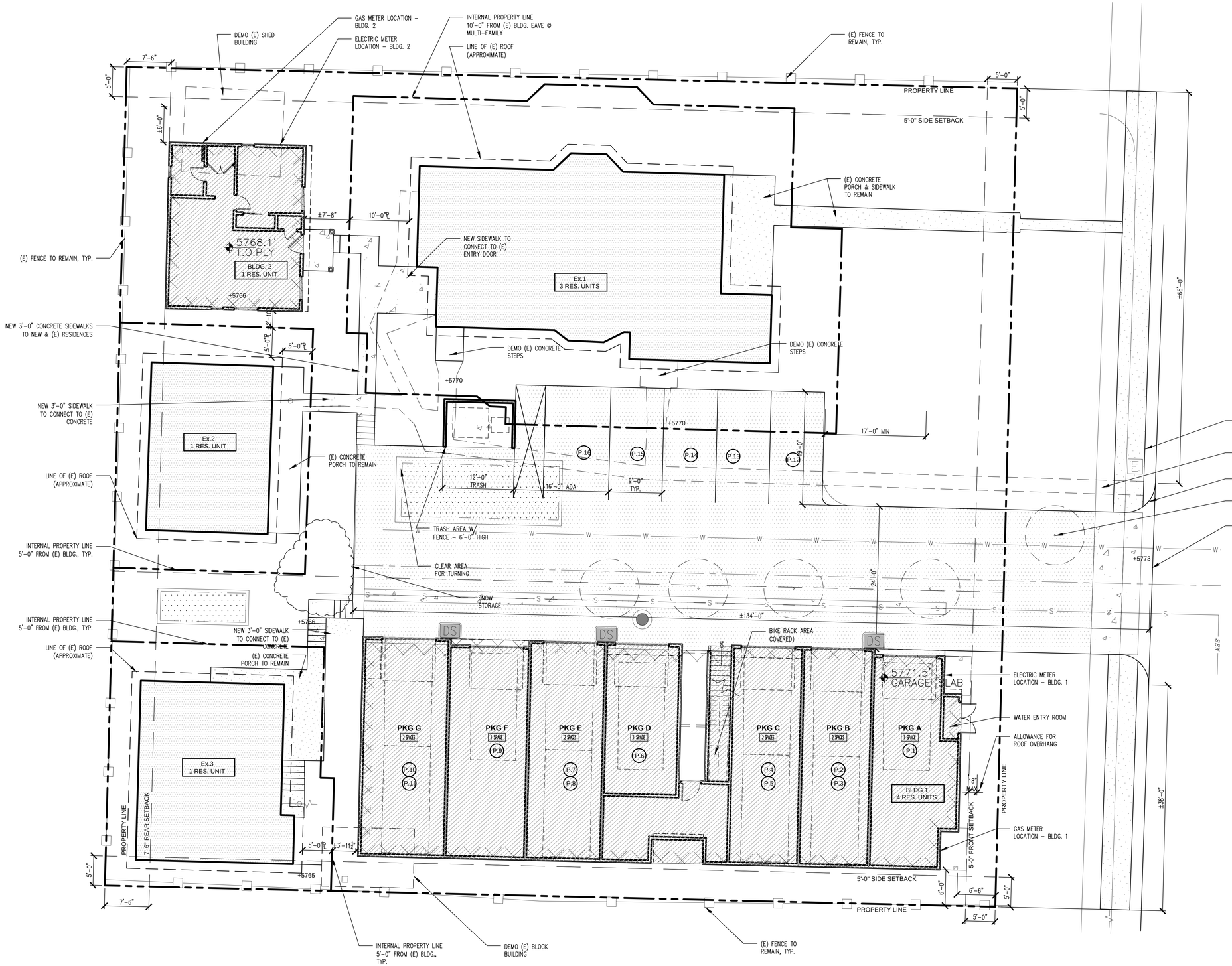
TITLE:
COVER SHEET

A1.0

SCALE:
PROJECT NO.: 20-21



1 A1.1 PROPOSED SITE PLAN
1/8" = 1'-0"

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:
(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:
ON-SITE = 16 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
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

NOT FOR CONSTRUCTION

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PO Box 9195
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lmayer@lksmdesign.com

405 LAUREL

405-407 LAUREL STREET
LOT 1, SECTION 9, TOWNSHIP 6 SOUTH
GLENWOOD SPRINGS, CO

ISSUED:	DATE:
CONCEPTUAL SITE	11.12.20
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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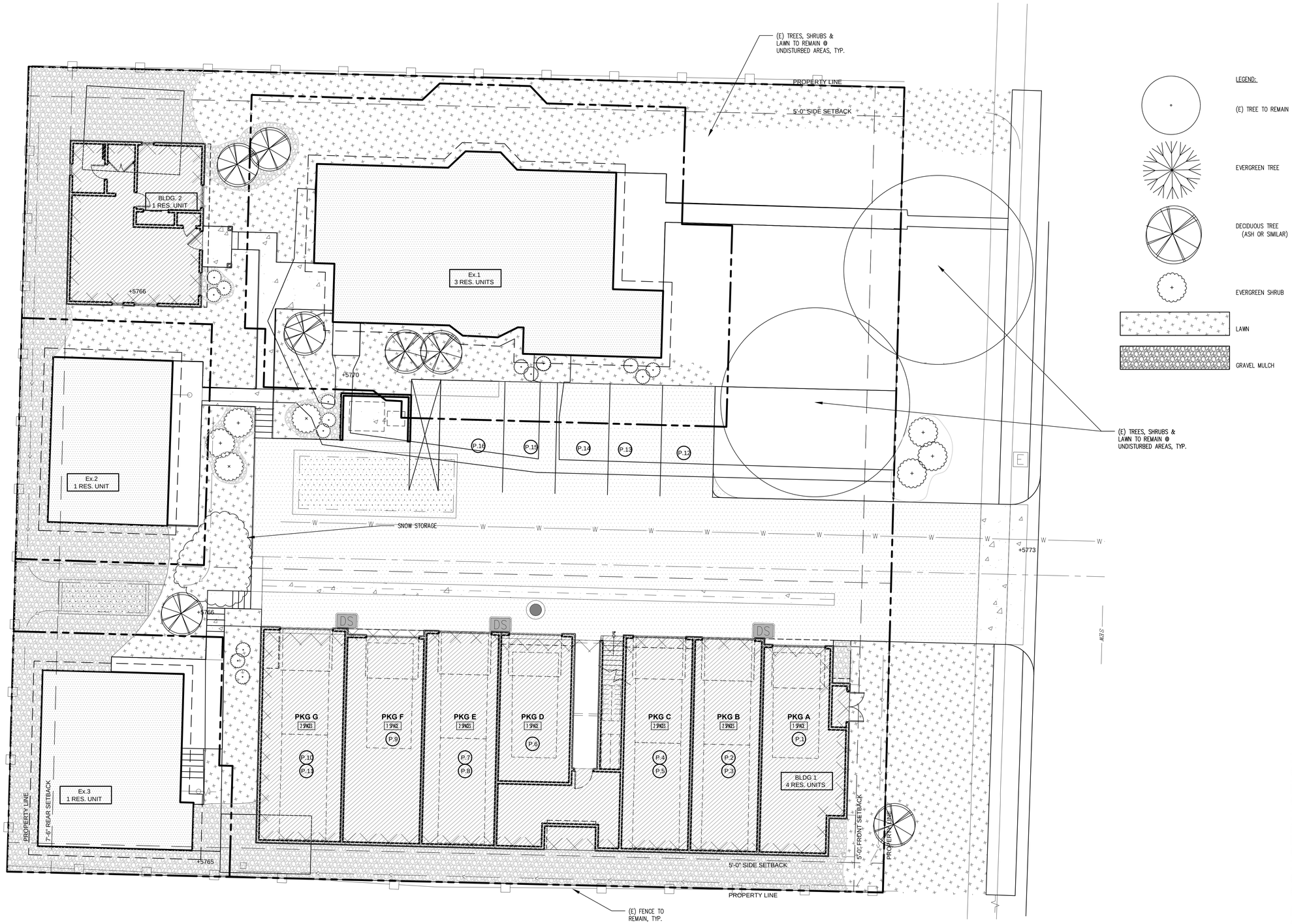
TITLE:
PROPOSED SITE PLAN

A1.1

SCALE:
PROJECT NO.: 20-21



1 A1.2 PROPOSED LANDSCAPE PLAN
1/8" = 1'-0"

NOT FOR CONSTRUCTION

LKSM
DESIGN
PO Box 9195
Avon, Colorado 81620
970.376.6623
lmayer@lksmdesign.com

405 LAUREL

405-407 LAUREL STREET
LOT 1, SECTION 9, TOWNSHIP 6 SOUTH
GLENWOOD SPRINGS, CO

ISSUED:	DATE:
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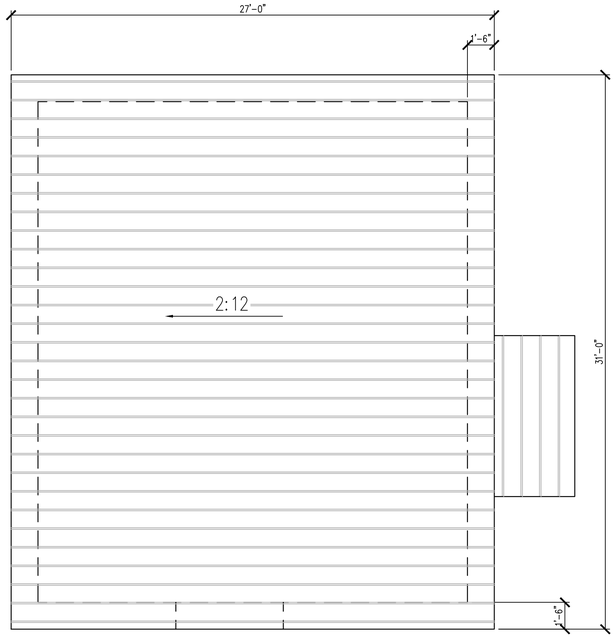
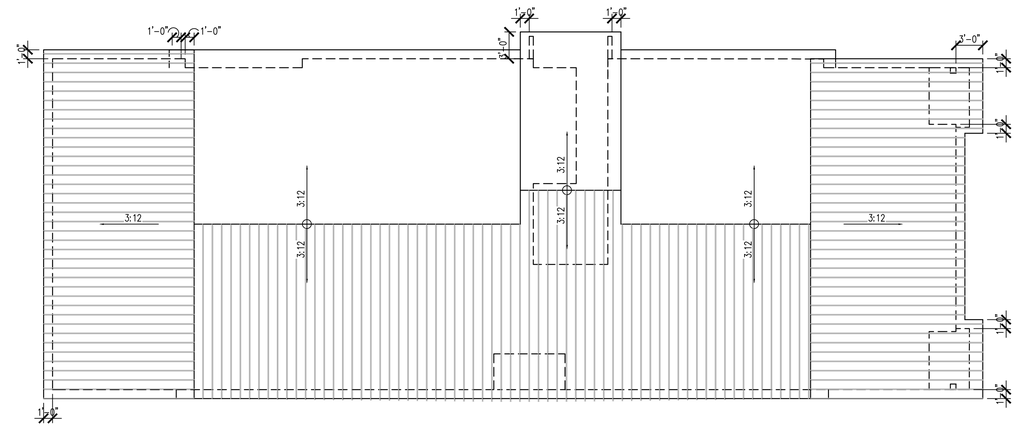
TITLE:
PROPOSED LANDSCAPE PLAN

A1.2

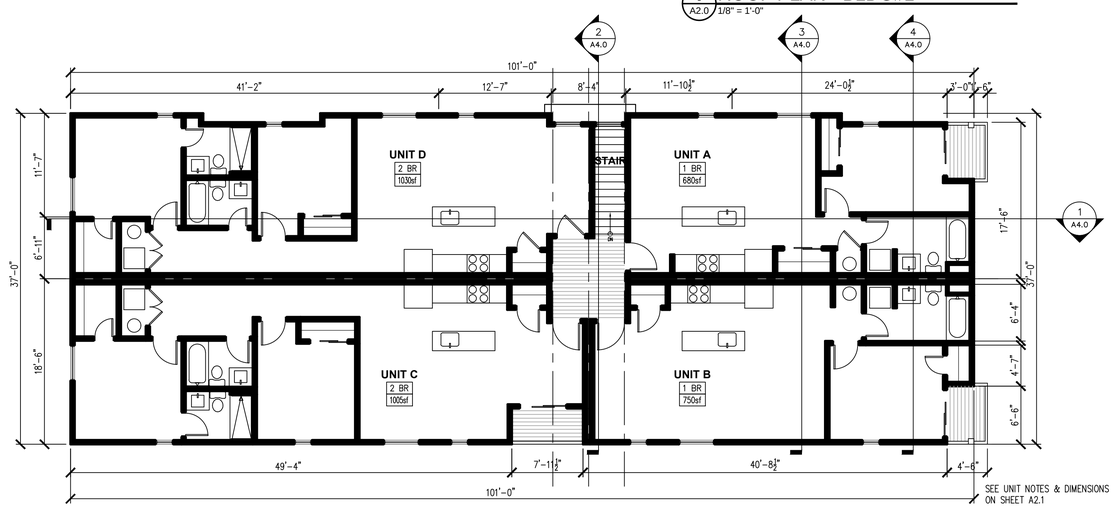
SCALE:
PROJECT NO.: 20-21



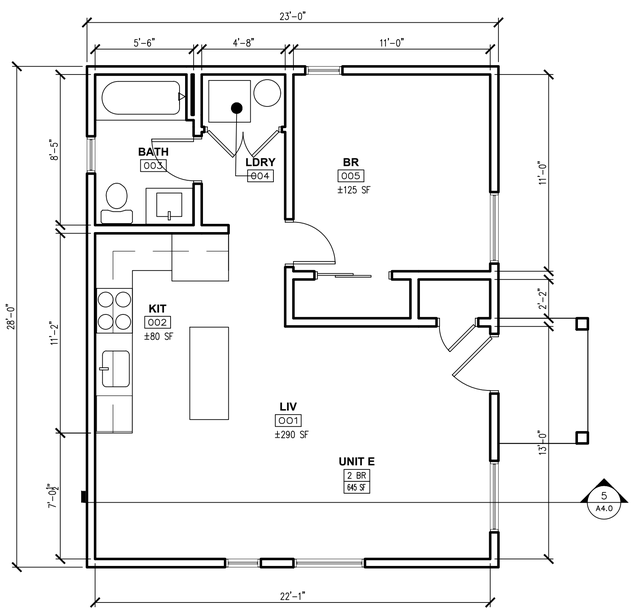
5 A2.0 ROOF PLAN - BLDG#2
1/4" = 1'-0"



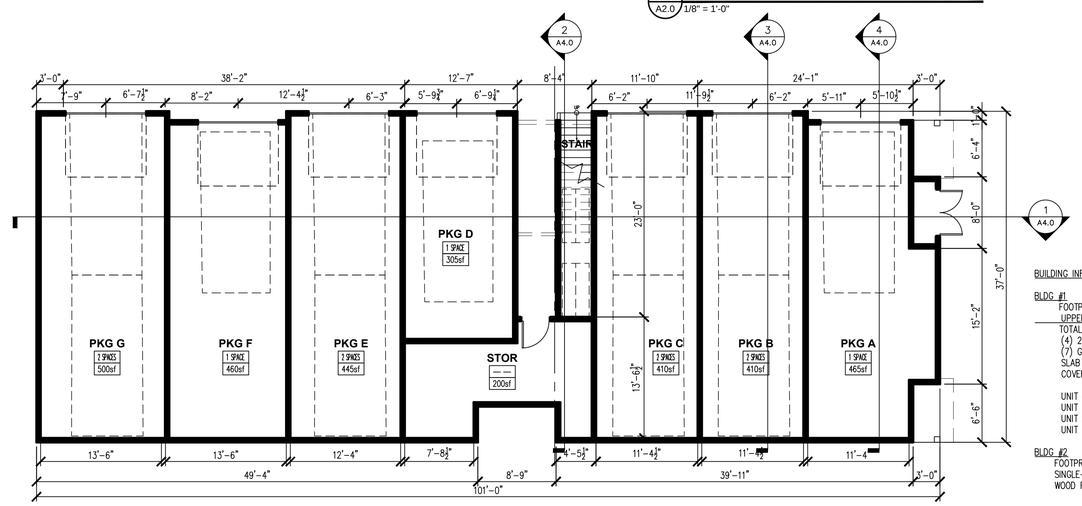
3 A2.0 ROOF PLAN - BLDG#1
1/8" = 1'-0"



2 A2.0 UPPER LEVEL PLAN - BLDG#1
1/8" = 1'-0"



4 A2.0 GROUND LEVEL PLAN - BLDG#2
1/4" = 1'-0"



1 A2.0 GROUND LEVEL PLAN - BLDG#1
1/8" = 1'-0"

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

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TITLE:
FLOOR & ROOF PLANS

A2.0

SCALE:
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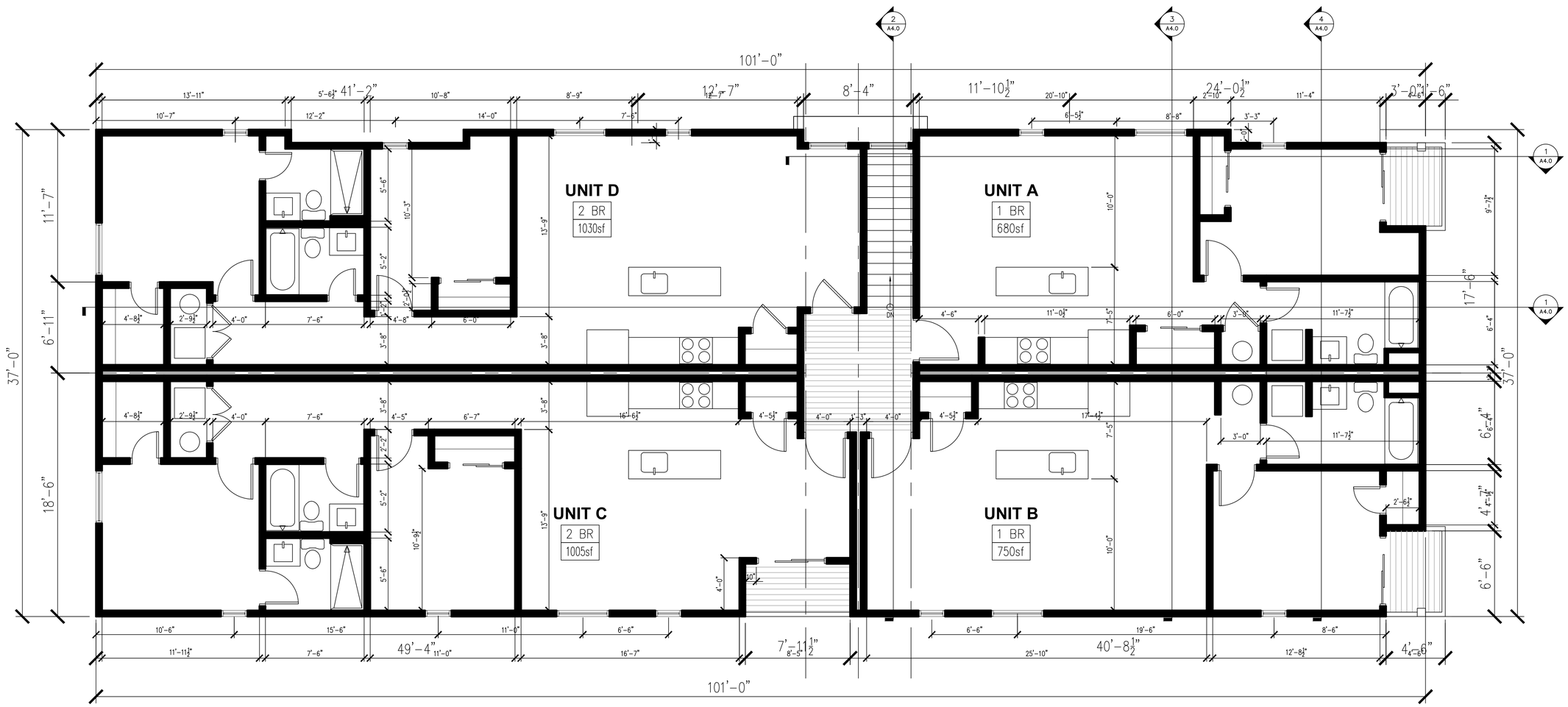

1 UNIT PLAN - BLDG#1
A2.1 1/4" = 1'-0"

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TITLE:
BUILDING 1
ENLARGED UNIT PLAN

A2.1

SCALE:
PROJECT NO.: 20-21

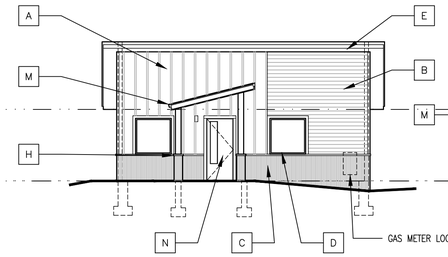
BUILDING #2

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%

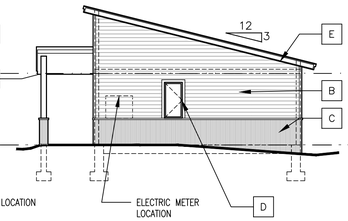
EAST ELEVATION		
	SURFACE AREA	PERCENTAGE OF NET
GROSS OF WALL	415 SF	
NET MAT'L A	165 SF	40%
NET MAT'L B	115 SF	28%
NET MAT'L C	82 SF	20%
NET GARAGE DOORS	N/A	
NET GLAZING	53 SF	12%

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%

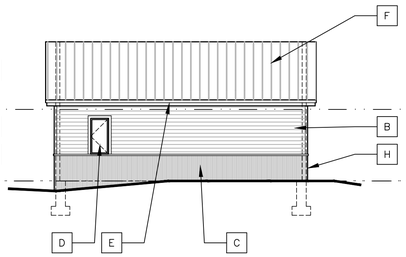
WEST ELEVATION		
	SURFACE AREA	PERCENTAGE OF NET
GROSS OF WALL	245 SF	
NET MAT'L A	0 SF	0%
NET MAT'L B	145 SF	59%
NET MAT'L C	92 SF	38%
NET GARAGE DOORS	N/A	
NET GLAZING	8 SF	3%



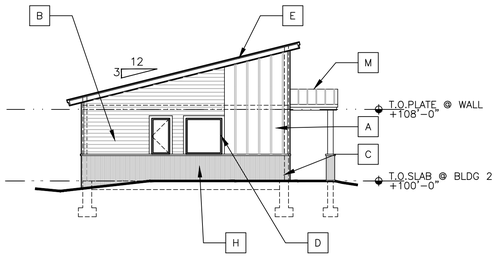
8 A3.0 EAST (SIDE) ELEVATION
1/8" = 1'-0"



7 A3.0 NORTH (REAR) ELEVATION
1/8" = 1'-0"



6 A3.0 WEST (SIDE) ELEVATION
1/8" = 1'-0"



5 A3.0 SOUTH (FRONT) ELEVATION
1/8" = 1'-0"

BUILDING #2

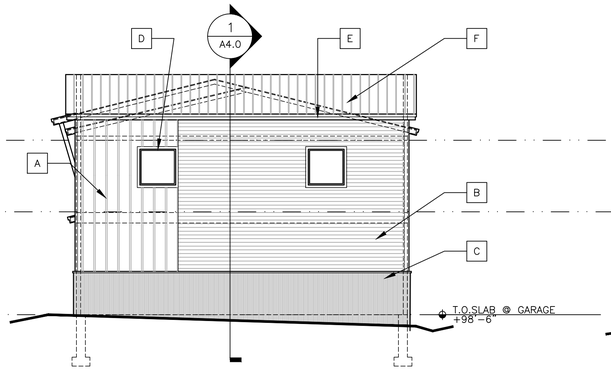
BUILDING #1

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%

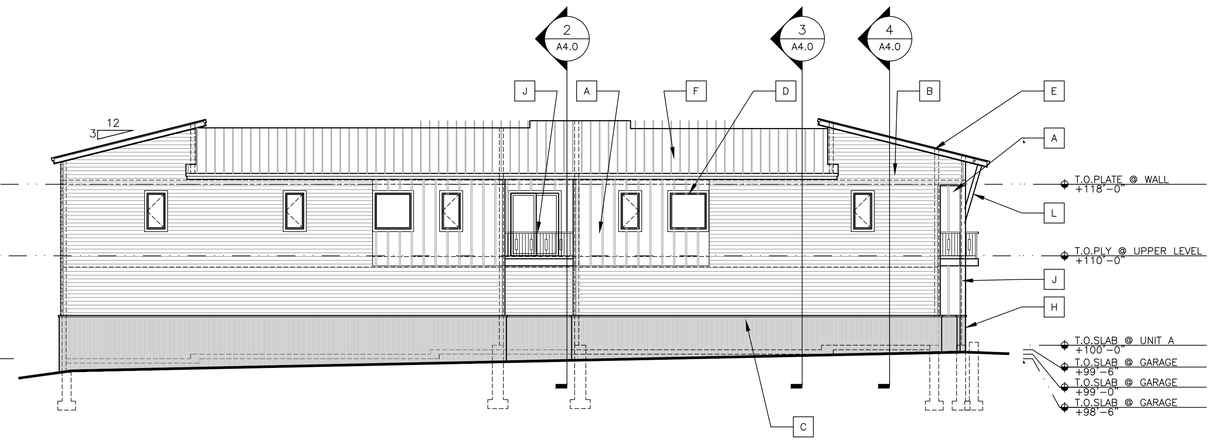
EAST ELEVATION		
	SURFACE AREA	PERCENTAGE OF NET
GROSS OF WALL	763 SF	
NET MAT'L A	476 SF	62%
NET MAT'L B	74 SF	10%
NET MAT'L C	138 SF	18%
NET GARAGE DOORS	N/A	
NET GLAZING	74 SF	10%

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%

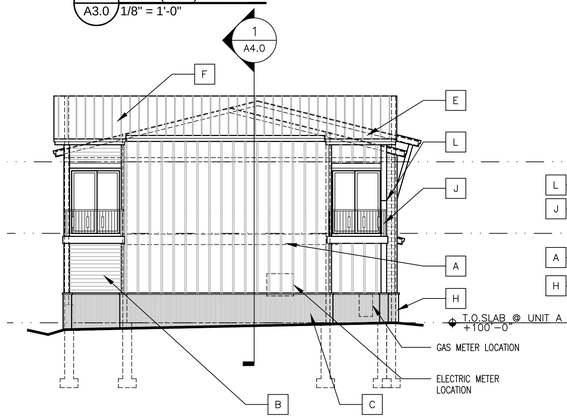
WEST ELEVATION		
	SURFACE AREA	PERCENTAGE OF NET
GROSS OF WALL	838 SF	
NET MAT'L A	180 SF	21%
NET MAT'L B	420 SF	50%
NET MAT'L C	206 SF	25%
NET GARAGE DOORS	N/A	
NET GLAZING	32 SF	4%



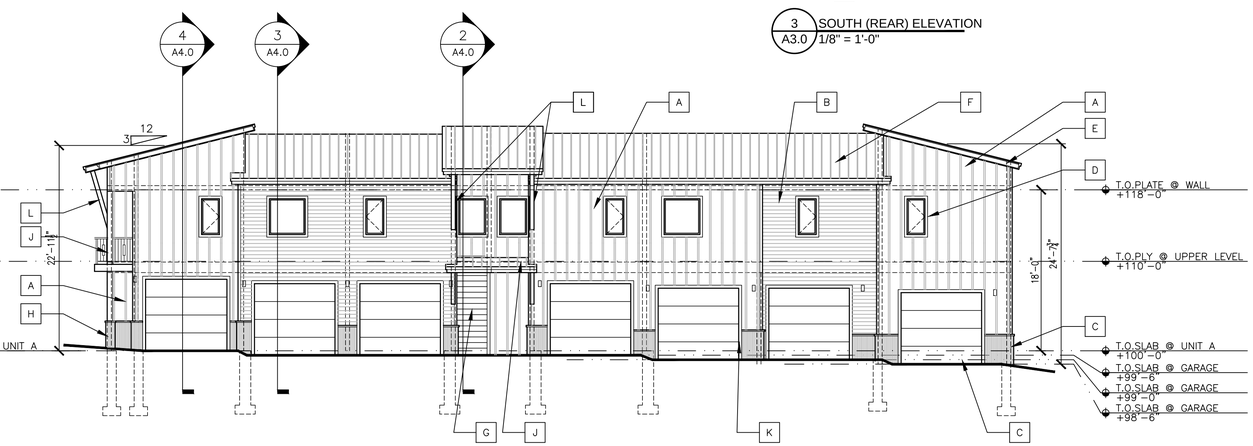
4 A3.0 WEST (SIDE) ELEVATION
1/8" = 1'-0"



3 A3.0 SOUTH (REAR) ELEVATION
1/8" = 1'-0"



2 A3.0 EAST (SIDE) ELEVATION
1/8" = 1'-0"



1 A3.0 NORTH (FRONT) ELEVATION
1/8" = 1'-0"

BUILDING #1

ELEVATION NOTE:
THESE ELEVATIONS ARE CONCEPTUAL IN NATURE. INDIVIDUAL BUILDING ELEVATIONS MAY VARY BUT WILL BE EVALUATED FO COMPLIANCE WITH DESIGN STANDARDS CONTAINED WITHIN TIT 070 OF THE GLENWOOD SPRINGS MUNICIPAL CODE AT THE TI 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. HARDIBOARD OR SIMILAR
- B — HORIZONTAL SIDING W/ CORNER TRIM, PTD. CEMENTITIOUS MATERIAL, I.E. HARDIBOARD OR SIMILAR
- C — VERTICAL CORRUGATED METAL SIDING, W/ METAL TOP CAP
- D — VINYL WINDOWS W/ CEMENTITIOUS WINDOW TRIM, PTD.
- E — CEMENTITOUS 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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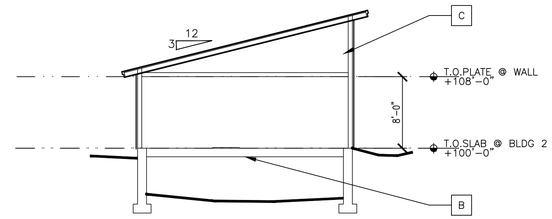
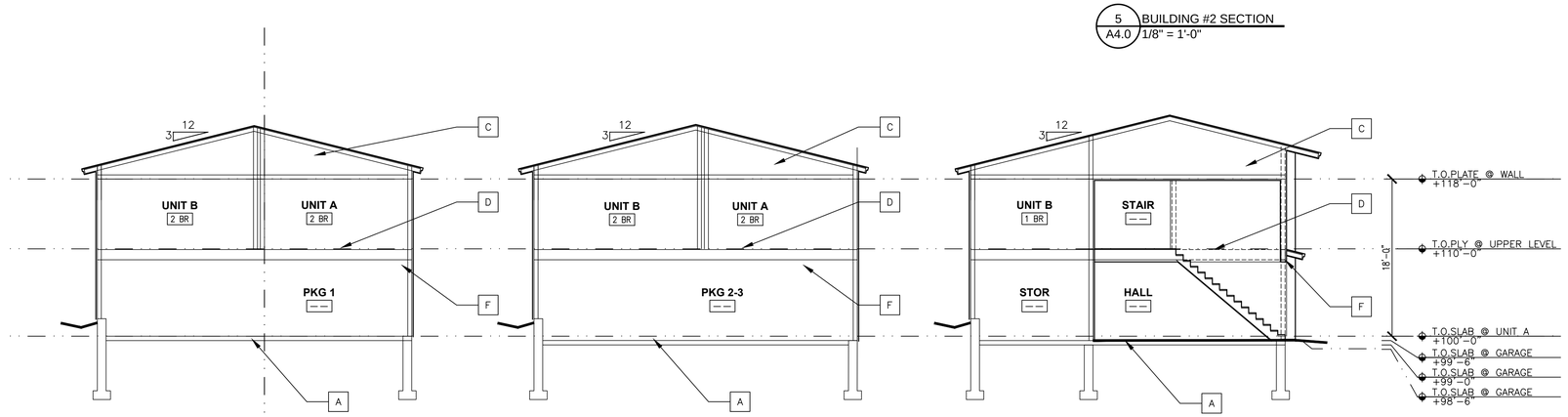
TITLE:
BUILDING ELEVATIONS

A3.0

SCALE:
PROJECT NO.: 20-21



5 A4.0 BUILDING #2 SECTION
1/8" = 1'-0"



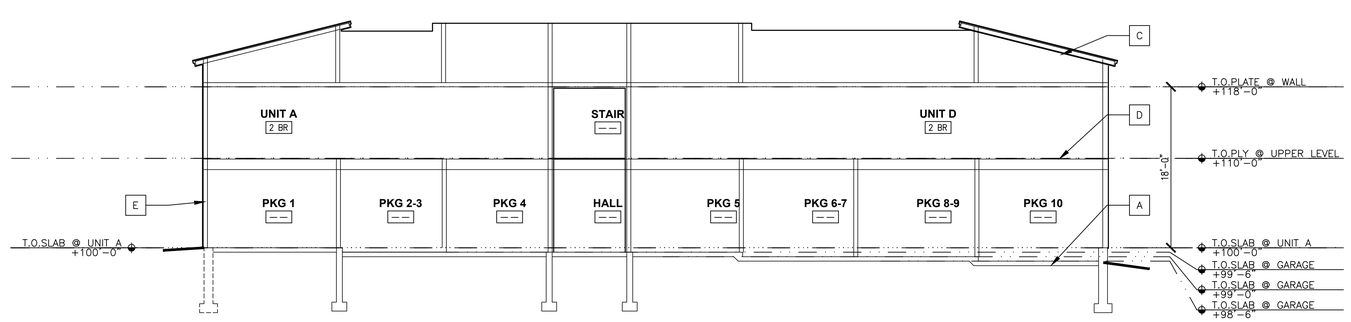
4 A4.0 BUILDING #1 SECTION
1/8" = 1'-0"

3 A4.0 BUILDING #1 SECTION
1/8" = 1'-0"

2 A4.0 BUILDING #1 SECTION
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 A4.0 BUILDING #1 SECTION
1/8" = 1'-0"

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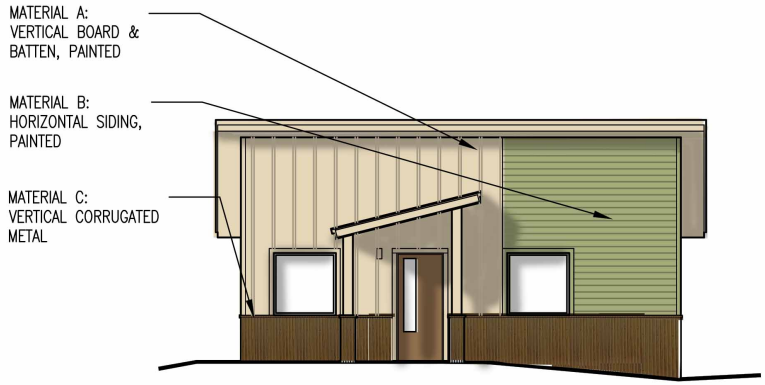
TITLE:
BUILDING SECTIONS

A4.0

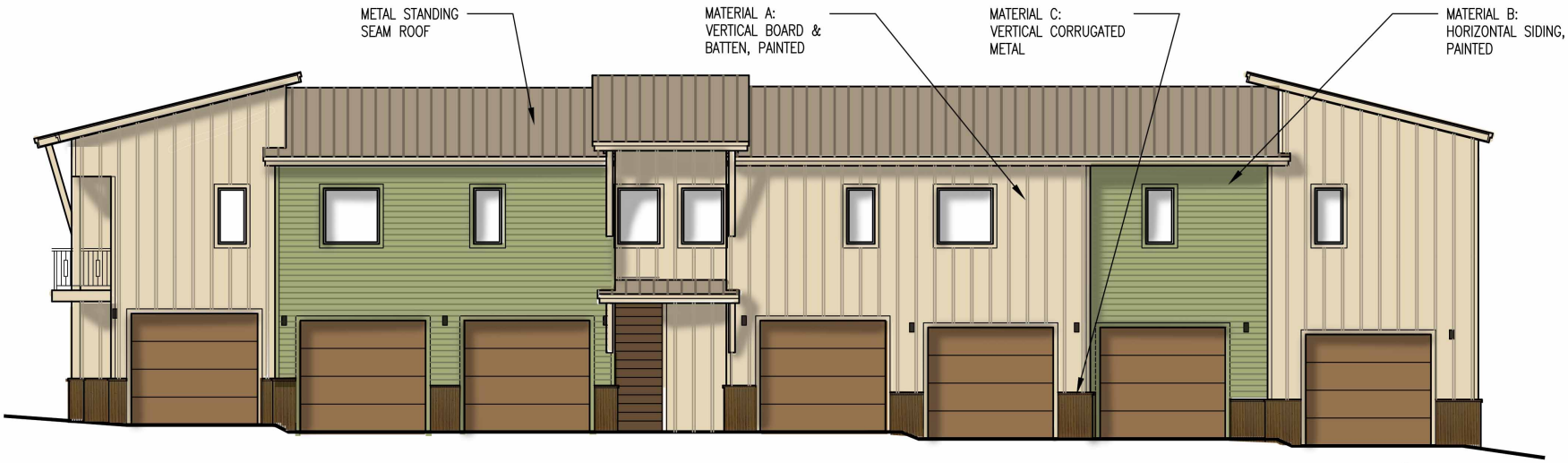
SCALE:
PROJECT NO.: 20-21

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

234 Center Drive | Glenwood Springs, Colorado 81601
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TABLE OF CONTENTS

SCOPE 1
SUMMARY OF CONCLUSIONS 1
SITE CONDITIONS 2
PROPOSED CONSTRUCTION 2
SUBSURFACE CONDITIONS 3
EARTHWORK 4
Structural Fill 5
Foundation Wall Backfill 5
FOUNDATIONS 6
SLAB-ON-GRADE CONSTRUCTION 7
BELOW-GRADE CONSTRUCTION 7
SURFACE DRAINAGE 8
CONCRETE 9
CONSTRUCTION OBSERVATIONS 9
GEOTECHNICAL RISK 10
LIMITATIONS 10

FIGURE 1 – VICINITY MAP
FIGURE 2 – AERIAL PHOTOGRAPH
FIGURE 3 – EXISTING SITE CONDITIONS
FIGURE 4 – PROPOSED DEVELOPMENT
FIGURE 5 – SUMMARY LOGS OF EXPLORATORY PITS
FIGURE 6 – GRADATION TEST RESULTS
TABLE I – SUMMARY OF LABORATORY TEST RESULTS

SCOPE

This report presents the results of our geotechnical engineering investigation for the planned residential buildings proposed at 405 Laurel Street in Glenwood 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

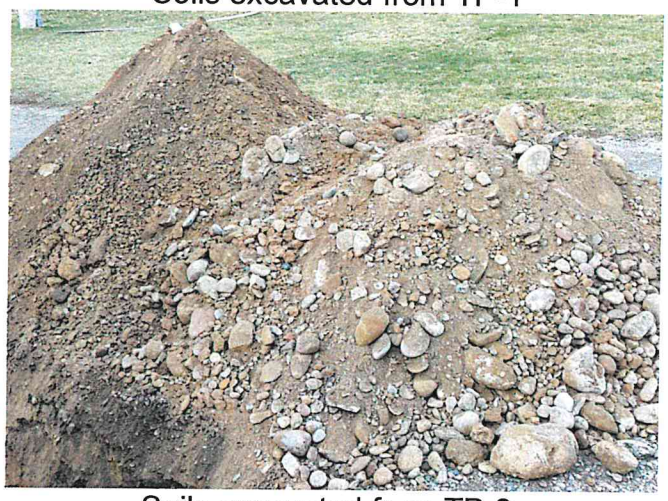
less than 75 kips. CTL/Thompson, Inc. will likely be providing structural engineering design services after architectural concepts are finalized.

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.

Reviewed by:

COLORADO REGISTERED
JAMES D. KELLOGG
38298
PROFESSIONAL ENGINEER
12/9/2020

John Mechling, P.E.
Senior Principal Engineer

James D. Kellogg, P.E.
Division Manager

JM:JDK:ar

0 1500 3000

SCALE: 1" = 3000'

NOTE: SATELLITE IMAGE FROM GOOGLE EARTH (DATED JUNE, 2017)

WEST REAL ESTATE, LLC
405 LAUREL STREET
PROJECT NO. GS06513.000-125

Vicinity Map

Fig. 1

LEGEND:

TP–1 APPROXIMATE LOCATION OF EXPLORATORY PIT

0 15 30

SCALE: 1" = 30'

NOTE: SATELLITE IMAGE FROM GOOGLE EARTH (DATED JUNE, 2017)

WEST REAL ESTATE, LLC
405 LAUREL STREET
PROJECT NO. GS06513.000-125

Aerial Photograph

Fig. 2

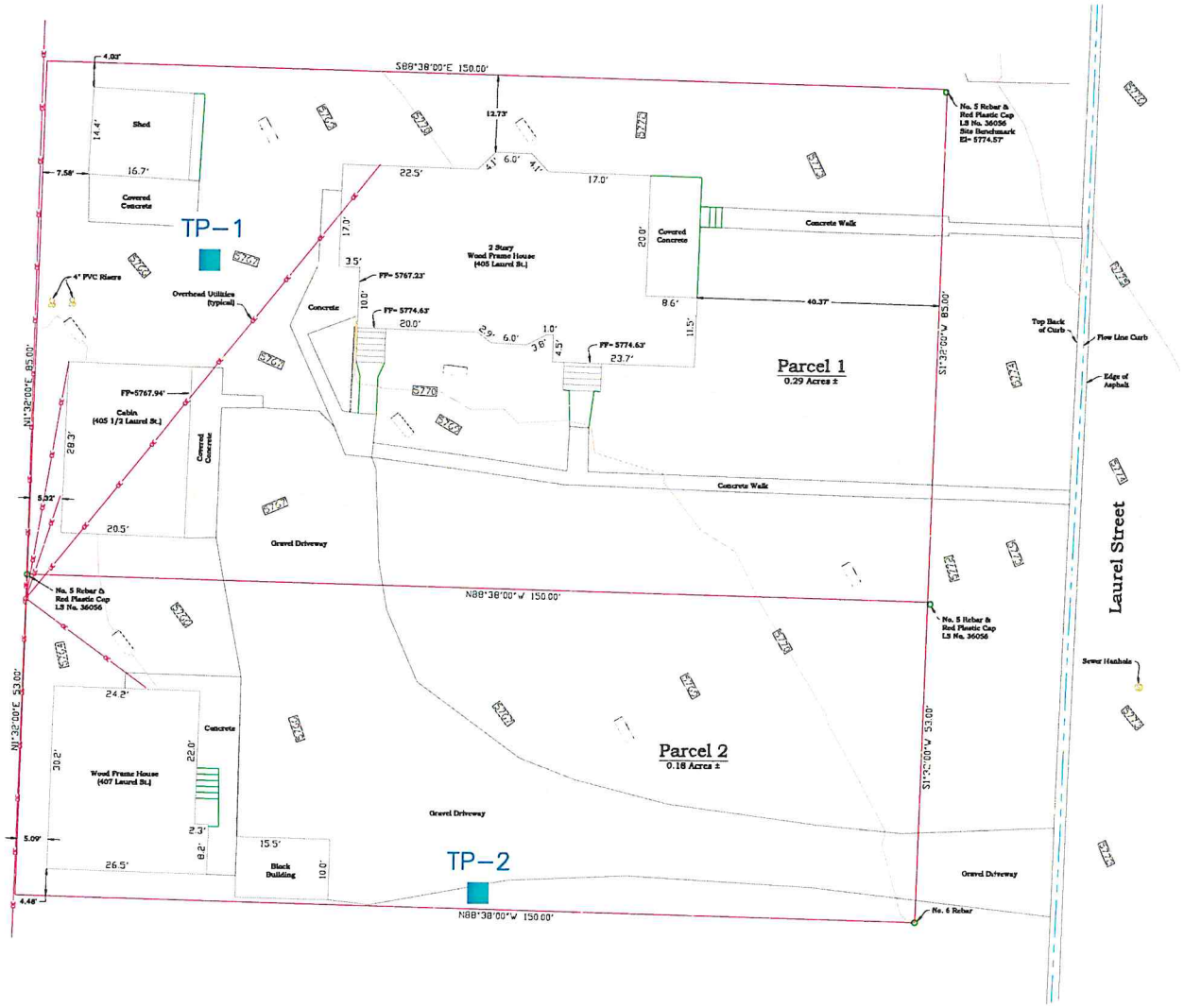
LEGEND:

TP–1 APPROXIMATE LOCATION OF EXPLORATORY PIT

NOTE: BASE DRAWING BY THE SEXTON SURVEY COMPANY

0 15 30

SCALE: 1" = 30'



WEST REAL ESTATE, LLC
405 LAUREL STREET
PROJECT NO. GS06513.000-125

Existing Site Conditions

Fig. 3

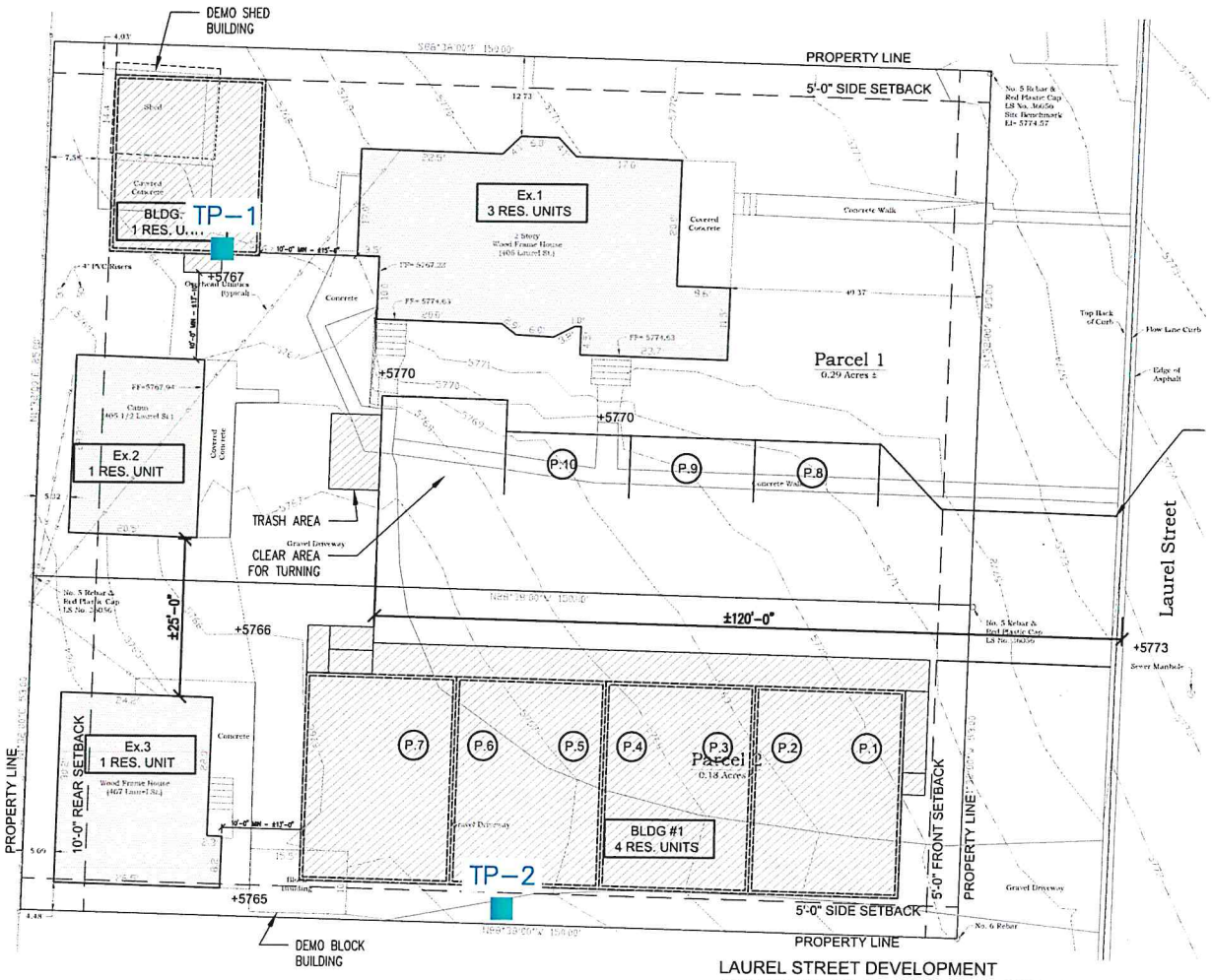
LEGEND:

TP–1 APPROXIMATE LOCATION OF EXPLORATORY PIT

NOTE: BASE DRAWING BY LKSM DESIGN

0 15 30

SCALE: 1" = 30'



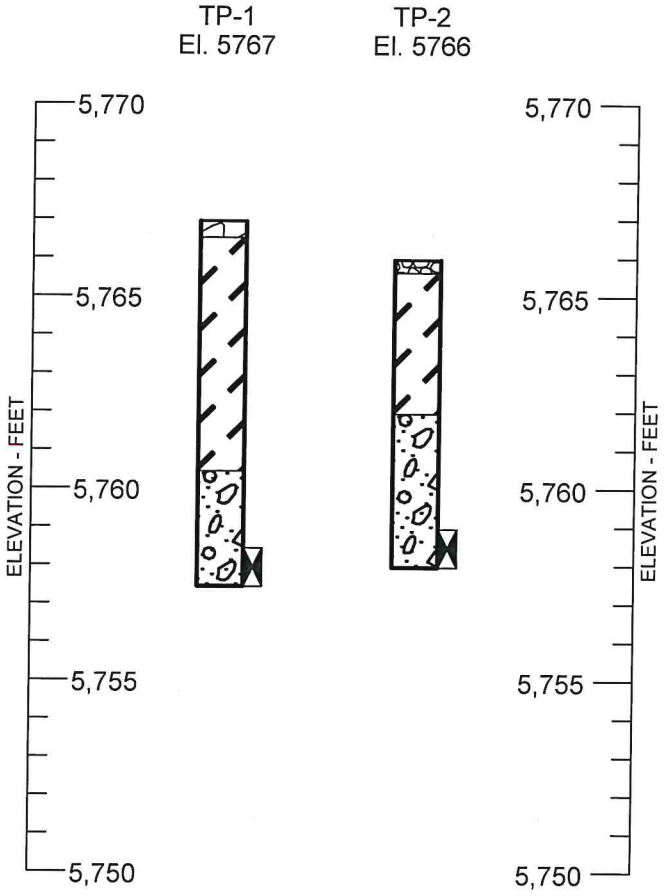
LAUREL STREET DEVELOPMENT
405-407 LAUREL ST. GLENWOOD SPRINGS, CO

SITE PLAN CONCEPT: 11.16.20

WEST REAL ESTATE, LLC
405 LAUREL STREET
PROJECT NO. GS06513.000-125

Proposed Development

Fig. 4



LEGEND:

- TOPSOIL, CLAY, SANDY, GRAVEL, ORGANICS, MOIST, BROWN.
- GRAVEL SURFACING.
- CLAY, SANDY, SCATTERED GRAVEL AND COBBLES, MEDIUM STIFF, SLIGHTLY MOIST TO MOIST, BROWN. (CL)
- GRAVEL, SLIGHTLY SILTY, SAND, COBBLES, BOULDERS, DENSE, MOIST, BROWN. (GP-GM)
- BULK SAMPLE FROM EXCAVATED SOILS.

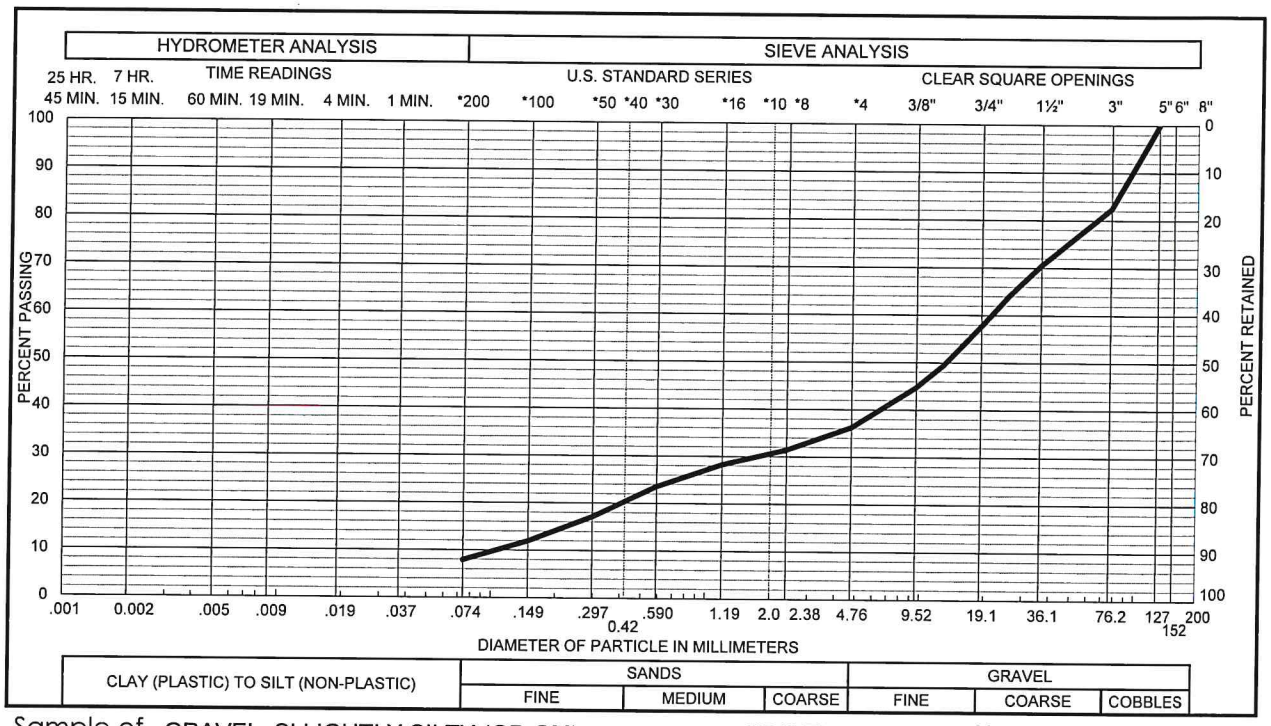
NOTES:

1. EXPLORATORY PITS WERE EXCAVATED WITH A TRACKHOE ON NOVEMBER 12, 2020. PITS WERE BACKFILLED IMMEDIATELY AFTER EXPLORATORY EXCAVATION OPERATIONS WERE COMPLETED.
2. GROUND WATER WAS NOT FOUND IN OUR EXPLORATORY PITS AT THE TIME OF EXCAVATION.
3. LOCATIONS OF EXPLORATRY PITS ARE APPROXIMATE. ELEVATIONS WERE INTERPOLATED FROM GROUND SURFACE CONTOURS SHOWN ON FIGURE 3.
4. THESE LOGS ARE SUBJECT TO THE EXPLANATIONS, LIMITATIONS AND CONCLUSIONS CONTAINED IN THIS REPORT.

Summary Logs of Exploratory Pits

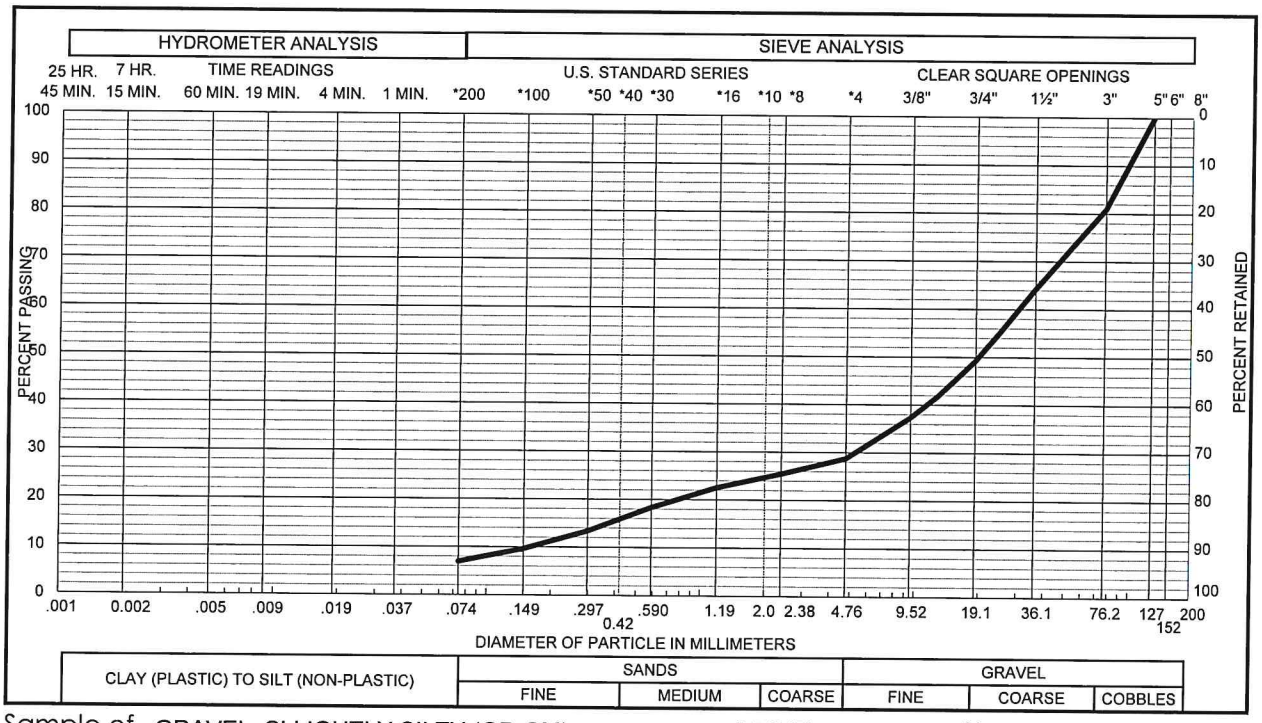
WEST REAL ESTATE, LLC
405 LAUREL STREET
PROJECT NO. GS06513.000-125

FIG. 5



Sample of GRAVEL, SLLIGHTLY 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, SLLIGHTLY SILTY (GP-GM)
From TP-2 AT 7-8 FEET

GRAVEL 71 % SAND 22 %
SILT & CLAY 7 % LIQUID LIMIT %
PLASTICITY INDEX %

WEST REAL ESTATE, LLC
405 LAUREL STREET
PROJECT NO. GS06513.000-125

Gradation Test Results

FIG. 6

TABLE I

SUMMARY OF LABORATORY TESTING
PROJECT NO. GS06513.000-125

EXPLORATORY PIT	DEPTH (FEET)	MOISTURE CONTENT (%)	DRY DENSITY (PCF)	ATTERBERG LIMITS		SOLUBLE SULFATES (%)	PERCENT GRAVEL (%)	PERCENT SAND (%)	PASSING NO. 200 SIEVE (%)	DESCRIPTION
				LIQUID LIMIT (%)	PLASTICITY INDEX (%)					
TP-1	8.5-9.5					0.00	64	28	8	GRAVEL, SLIGHTLY SILTY (GP-GM)
TP-2	7-8						71	22	7	GRAVEL, SLIGHTLY SILTY (GP-GM)

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)

Contents

Engineers Certification 4
I. Introduction 5
A. Location 5
B. Description of Property 5
C. Lot Soils Description 6
D. Description of Project Goals 6
II. Drainage Studies 7
A. Major Basin Description 7
III. Drainage Design Criteria 7
A. Criteria 7
B. Hydrologic Criteria 7
C. Site Constraints 7
D. Easements, Irrigation Facilities, Waterways 8
IV. Existing Drainage Basins 8
A. Existing Subbasins 8
V. Proposed Drainage Basins 8
A. Proposed Subbasins 8
VI. Peak Flow Analysis and Drainage Design 9
A. Existing versus Proposed Peak Flow 9
B. Low Impact Site Design 9
C. Erosion and Sediment Control 10
VII. Conclusion 10
A. Compliance with Standards 10
B. Drainage Concept 10
VIII. References 11
Exhibits 11
1. Drainage Basin Map 11
2. Web Soil Survey USDA NRCS Map 11
3. FEMA FIRM Map # 11

Appendices 11
A. Hydrologic Computations 11
1. Rational Method Summary 11
2. Existing Conditions 11
3. Proposed Conditions 11

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."

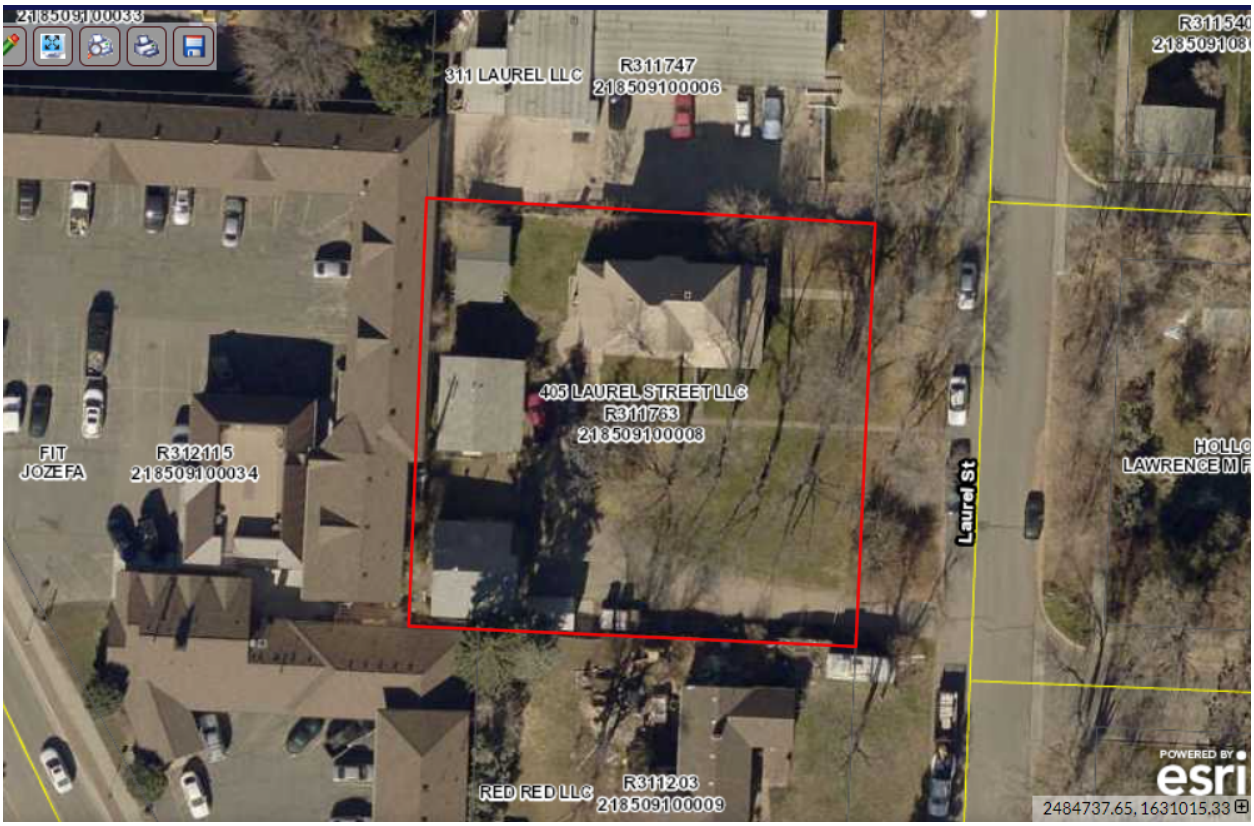
License No. 38823

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 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. 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 bases 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.

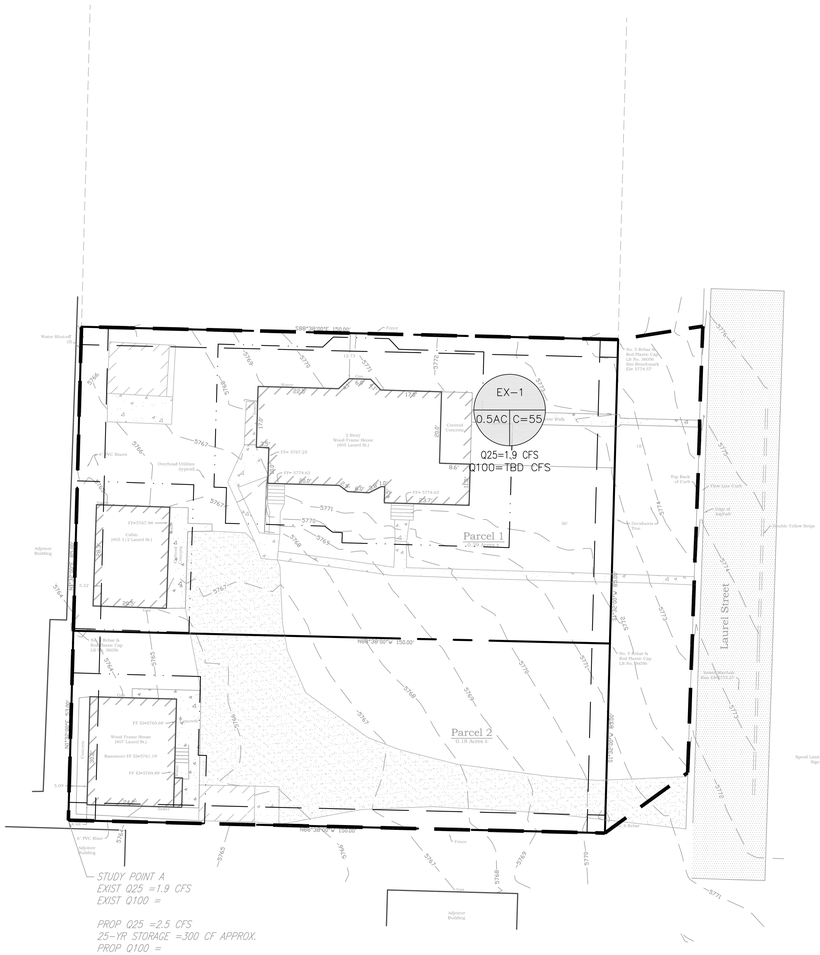
Exhibits

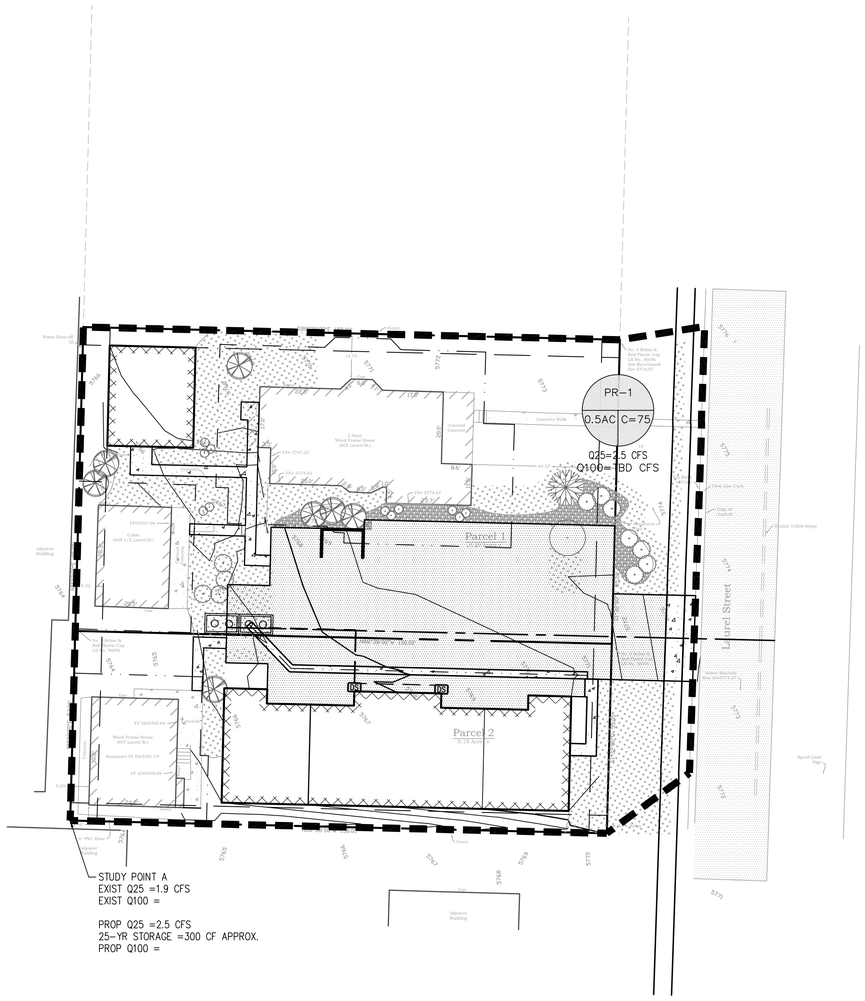
1. Drainage Basin Map
2. Web Soil Survey USDA NRCS Map
3. FEMA FIRM Map #0800711432C

Appendices

A. Hydrologic Computations

1. Rational Method Summary
2. Existing Conditions
3. Proposed Conditions





0 20' 40'

LAUREL STREET MULTIFAMILY RESIDENCES
405 LAUREL STREET
GLENWOOD SPRINGS, COLORADO 81601
PITKIN COUNTY
ADMINISTRATIVE SITE & ARCH PLAN REVIEW

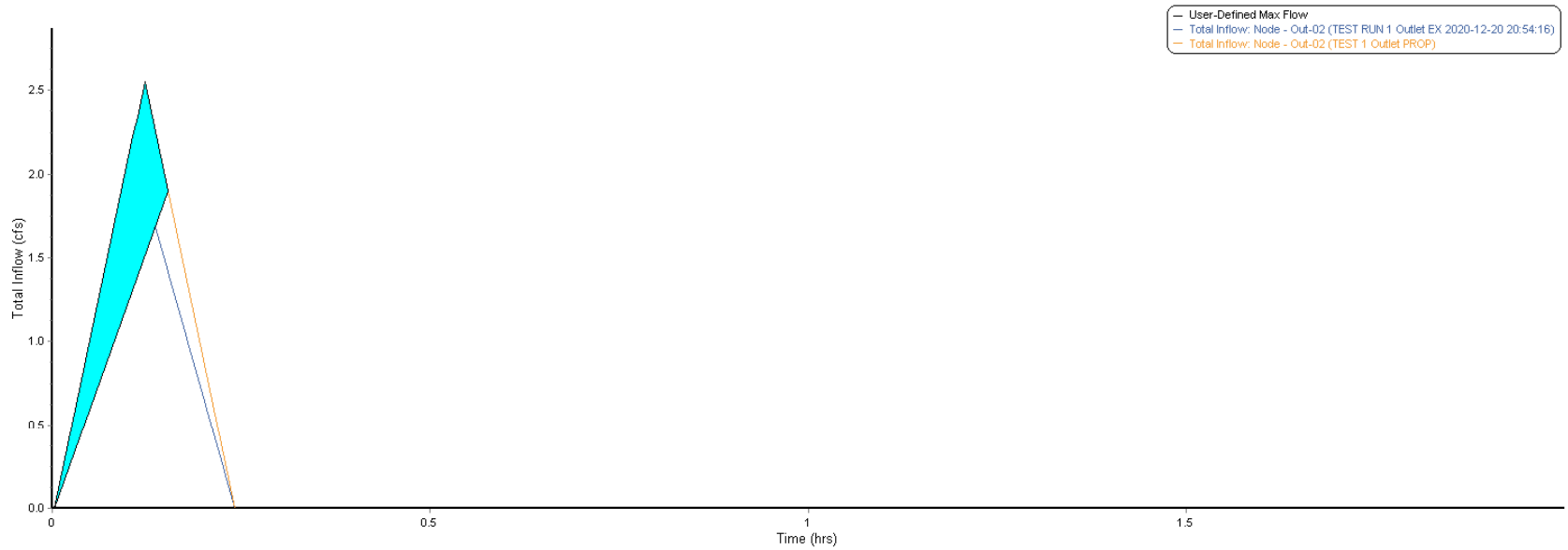
RB Civil

DRAWN: RAB
DESIGNED BY: RAB
REVIEWED: RAB
JOB NO.: 2012
DATE: 12/21/2020

NO.	DATE	REVISION	BY
		PRELIMINARY NOT FOR CONSTRUCTION	

Title:
Drainage Basin Map

Drawing No:
DR100



Total Inflow Summary Table

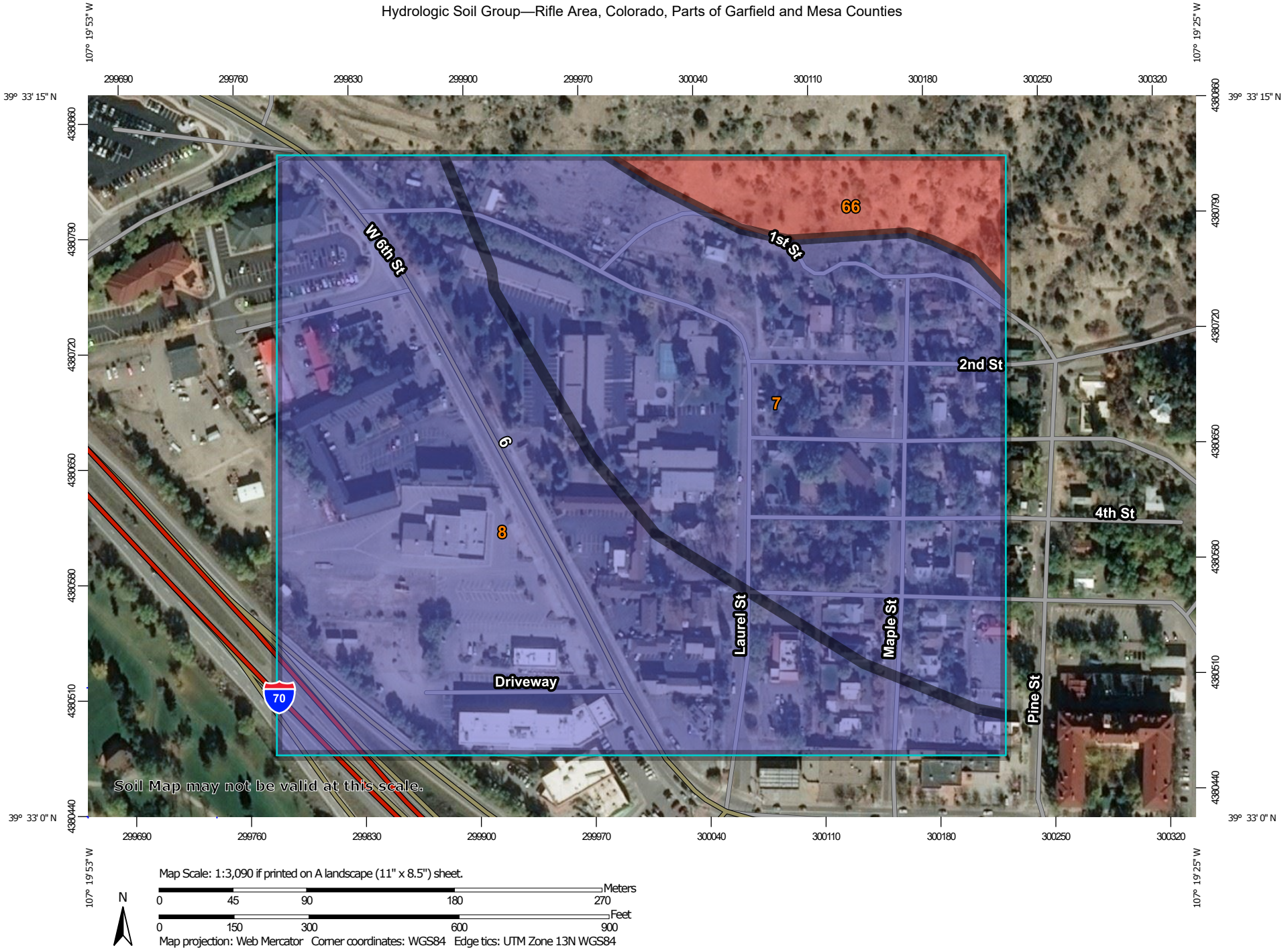
Time period
From: 06/21/2019, 12:00:00 AM
To: 06/21/2019, 02:00:00 AM

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



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)

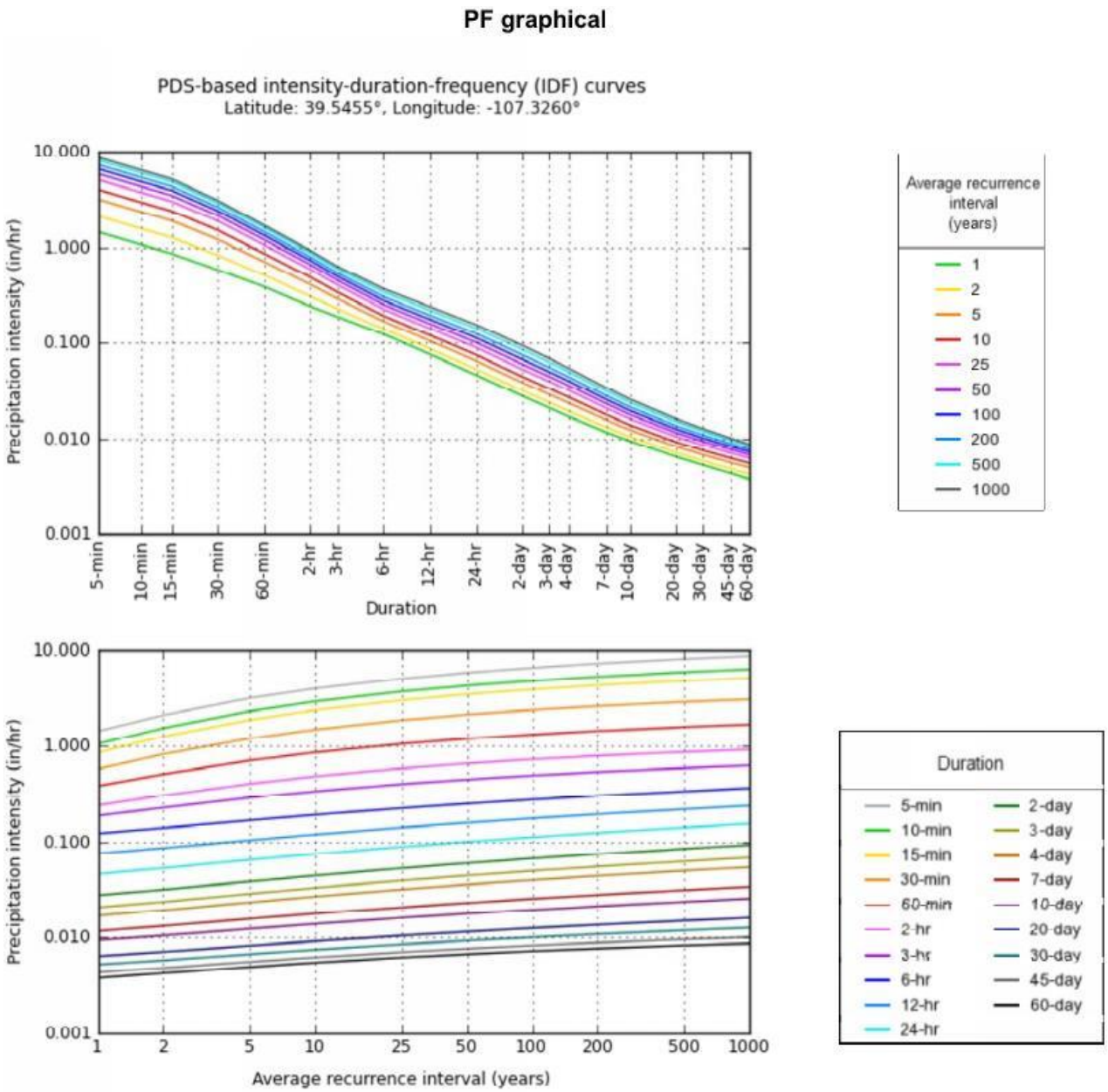
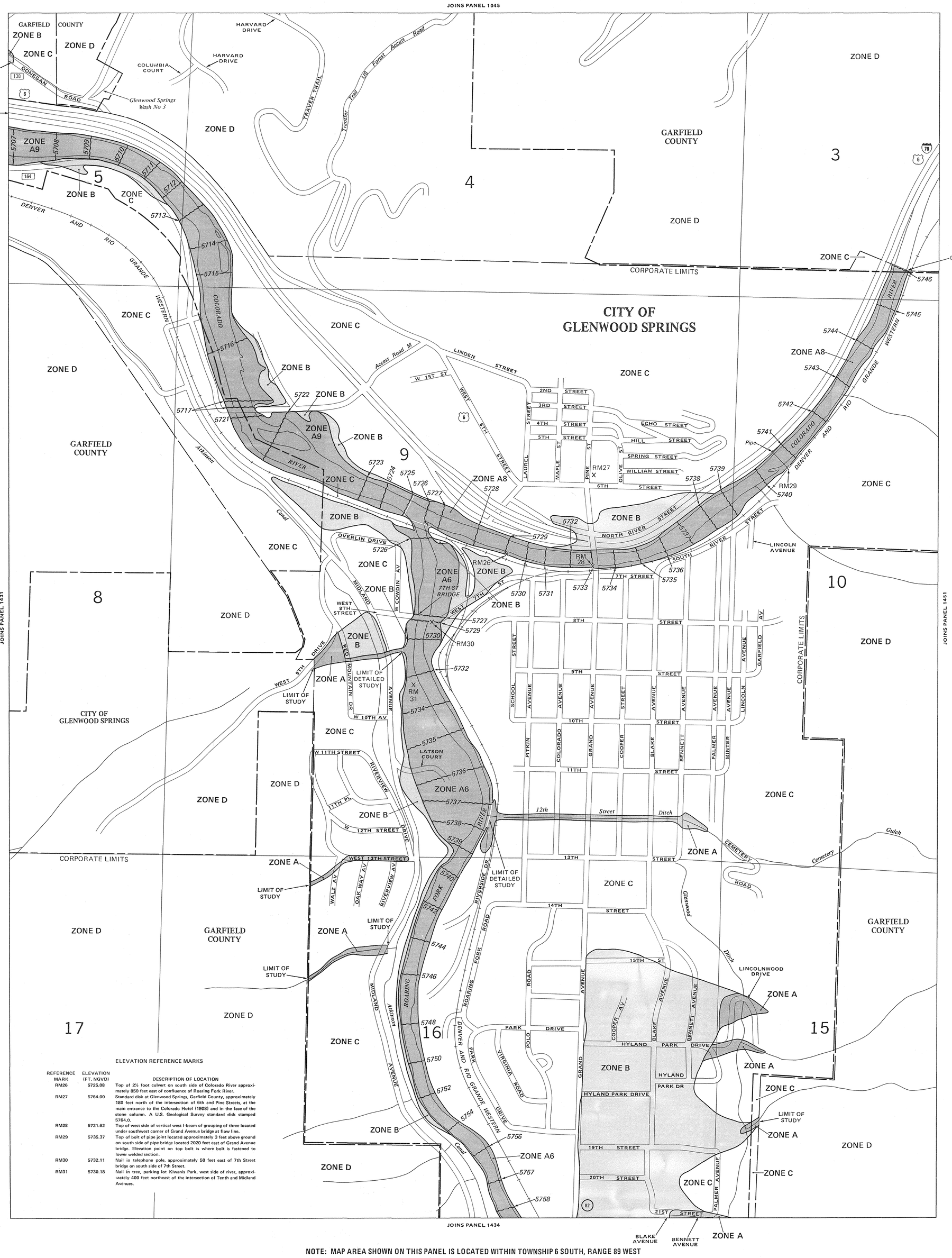


Figure 4-2. Graphical Representation of Point Precipitation Frequency Estimates (NOAA Atlas 14, Volume 8, Version 2; Glenwood Springs, Colorado; Latitude 39.5455°, Longitude -107.326°, Elevation 5788.02 feet)

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



ELEVATION REFERENCE MARKS

REFERENCE MARK	ELEVATION (FT. NGVD)	DESCRIPTION OF LOCATION
RM26	5725.08	Top of 2½ foot culvert on south side of Colorado River approximately 850 feet east of confluence of Roaring Fork River.
RM27	5764.00	Standard disk at Glenwood Springs, Garfield County, approximately 180 feet north of the intersection of 6th and Pine Streets, at the main entrance to the Colorado Hotel (1908) and in the face of the stone column. A U.S. Geological Survey standard disk stamped 5764.0.
RM28	5721.62	Top of west side of vertical west I-beam of grouping of three located under southwest corner of Grand Avenue bridge at flow line.
RM29	5735.37	Top of bolt of pipe joint located approximately 3 feet above ground on south side of pipe bridge located 2020 feet east of Grand Avenue bridge. Elevation point on top bolt is where bolt is fastened to lower welded section.
RM30	5732.11	Nail in telephone pole, approximately 50 feet east of 7th Street bridge on south side of 7th Street.
RM31	5730.18	Nail in tree, parking lot Kiwanis Park, west side of river, approximately 400 feet northeast of the intersection of Tenth and Midland Avenues.

NOTE: MAP AREA SHOWN ON THIS PANEL IS LOCATED WITHIN TOWNSHIP 6 SOUTH, RANGE 89 WEST

KEY TO MAP

500-Year Flood Boundary	ZONE B
100-Year Flood Boundary	ZONE A1
Zone Designations	ZONE A5
100-Year Flood Boundary	
500-Year Flood Boundary	ZONE B
Base Flood Elevation Line With Elevation In Feet**	513
Base Flood Elevation in Feet Where Uniform Within Zone**	(EL 987)
Elevation Reference Mark	RM7×
Zone D Boundary	
River Mile	•M1.5

**Referenced to the National Geodetic Vertical Datum of 1929

EXPLANATION OF ZONE DESIGNATIONS

ZONE	EXPLANATION
A	Areas of 100-year flood; base flood elevations and flood hazard factors not determined.
A0	Areas of 100-year shallow flooding where depths are between one (1) and three (3) feet; average depths of inundation are shown, but no flood hazard factors are determined.
AH	Areas of 100-year shallow flooding where depths are between one (1) and three (3) feet; base flood elevations are shown, but no flood hazard factors are determined.
A1-A30	Areas of 100-year flood; base flood elevations and flood hazard factors determined.
A99	Areas of 100-year flood to be protected by flood protection system under construction; base flood elevations and flood hazard factors not determined.
B	Areas between limits of the 100-year flood and 500-year flood; or certain areas subject to 100-year flooding with average depths less than one (1) foot or where the contributing drainage area is less than one square mile; or areas protected by levees from the base flood. (Medium shading)
C	Areas of minimal flooding. (No shading)
D	Areas of undetermined, but possible, flood hazards.
V	Areas of 100-year coastal flood with velocity (wave action); base flood elevations and flood hazard factors not determined.
V1-V30	Areas of 100-year coastal flood with velocity (wave action); base flood elevations and flood hazard factors determined.

NOTES TO USER

Certain areas not in the special flood hazard areas (zones A and V) may be protected by flood control structures.

This map is for flood insurance purposes only; it does not necessarily show all areas subject to flooding in the community or all planimetric features outside special flood hazard areas.

For adjoining map panels, see separately printed Index To Map Panels.

INITIAL IDENTIFICATION:
MARCH 1, 1974

FLOOD HAZARD BOUNDARY MAP REVISIONS:
NOVEMBER 14, 1975

FLOOD INSURANCE RATE MAP EFFECTIVE:
JULY 16, 1979

FLOOD INSURANCE RATE MAP REVISIONS:
Map revised October 15, 1985 to change flood plain boundaries, zone designations, base flood elevations, corporate limits, scale, cultural features, or map format.

Flood Insurance Rate Map (FIRM) panel numbers correspond to GARFIELD COUNTY, COLORADO FIRM panel numbers. For adjoining areas, refer to the GARFIELD COUNTY FIRM published separately.

To determine if flood insurance is available in this community, contact your insurance agent, or call the National Flood Insurance Program, at (800) 638-6620.

APPROXIMATE SCALE IN FEET
500 0 500

NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP

CITY OF
GLENWOOD SPRINGS,
COLORADO
GARFIELD COUNTY

PANEL 1432 OF 1900
(SEE MAP INDEX FOR PANELS NOT PRINTED)

COMMUNITY-PANEL NUMBER
080071 1432 C

MAP REVISED:
OCTOBER 15, 1985

Federal Emergency Management Agency

RB Civil

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,

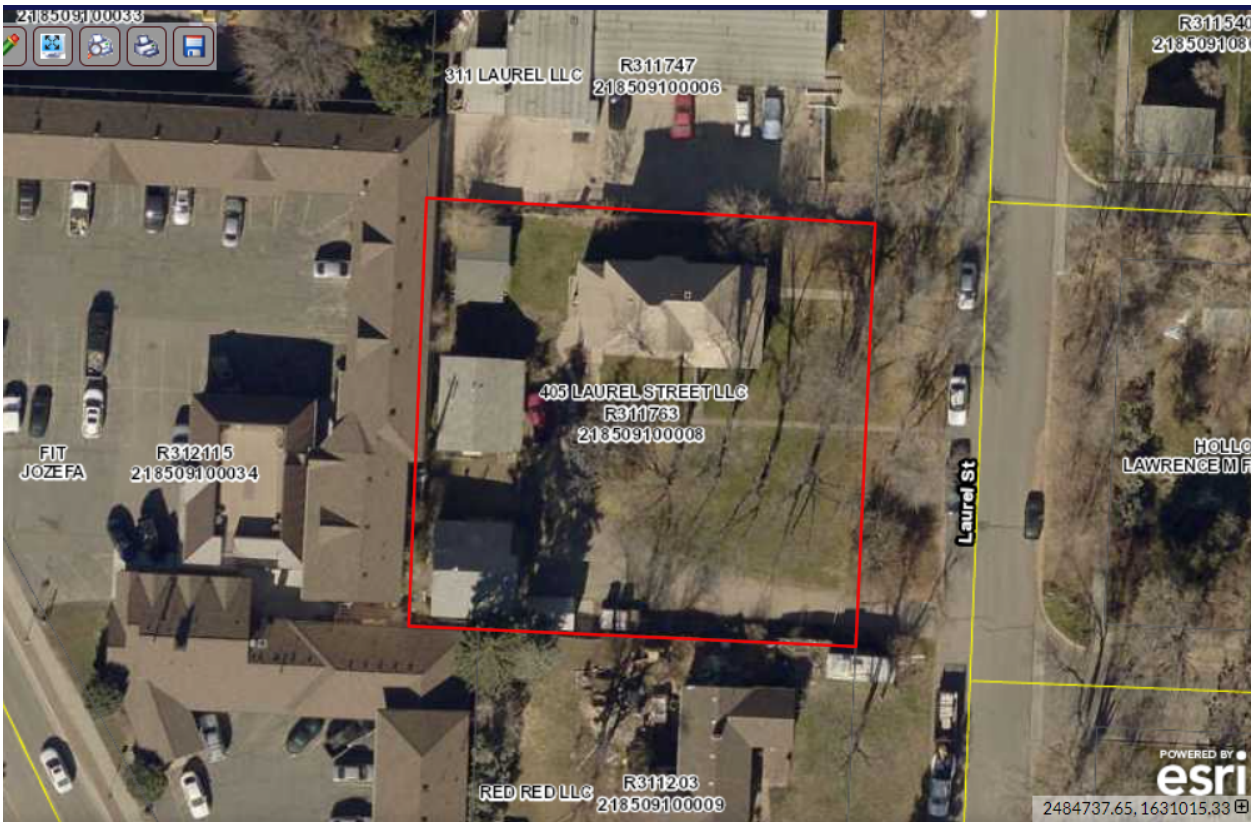
RB Civil LLC

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 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.

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				
Land Use Classification*			Average Vehicle Trip Ends vs.:	Average Vehicle Trip Ends-Rate Basis
Ex Land Use: 223	9	Bedrooms	Peak Hour Weekday	14
			Total Vehicle Trip Ends	**14**
405 Laurel Proposed				
Trip Generation				
Land Use Classification*			Average Vehicle Trip Ends vs.:	Average Vehicle Trip Ends-Rate Basis
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.

Gmail

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]

From: Sarah Donnelly <sarah.donnelly510@gmail.com>
Sent: Tuesday, April 6, 2021 12:25 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: P&Z Meeting April 6-2021

Hi Gretchen,
I'm told you're the contact person for this evening's meeting. My name is Sarah Donnelly and my husband and I are the current (as of March 2020) owners of 504 Maple. After speaking with Linda Holloway and receiving information from Havid Hauter, I too would like to voice my concern regarding the proposed amendment.
As I stated before, my husband and I recently purchased the house on Maple. We were a bit concerned about the restaurant traffic behind our house and decided that the benefit of living in an established neighborhood outweighed the former. We have two daughters, 3 and 6, who are growing more independent and adventurous each year. I am already concerned about traffic on Maple and 5th as it is. Adding another rental unit and suggesting tandem parking as a solution is worrisome. My daughters are learning to ride their bikes, we are outside often with scooters and wagons. An increase in vehicles will only deter other families from wanting to move into the area and will limit the quality time my children will have outside.
My husband works downtown and I am a teacher at GSMS. Our girls participate in dance, art and other after school activities. We are constantly going to and from our house. Between two vehicles we go to and from our house at least 10 times per day. We only have one driveway where I park and my husband parks in front of our house. Tandem parking would cause so much stress on our morning and evening routines. Honestly, it's a solution that looks good on paper but isn't practical.
Thank you for your time.
Sincerely,
Sarah Donnelly

From: dhauter@rof.net <dhauter@rof.net>
Sent: Monday, April 5, 2021 1:45 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Cc: Linda Holloway <lindaholloway288@hotmail.com>
Subject: RE - P&Z Mtg April 6- 2021

Hi Gretchen,

I am attaching Linda Holloway's letter and well researched documents on the parking impacts of the 405 Laurel St. proposal currently before the P&Z. Linda was not sure you have received them and wanted me to forward her material to you and the P&Z commissioners.

I would like to take this opportunity to add to her comments. Any approval of a parking reduction to allow more units than allowed is abrogation of responsibility to protect the neighborhood. Adding a unit without adequate parking will add to the already congested street parking and traffic on Laurel. The better solution would be to reduce the four-plex to a three-plex. We all can agree granting a parking reduction to a single unit is a "deficiency". Can we all agree this should not be allowed?

Regards,

David

David Hauter Architect
Ph: 970.928.7918

Re: 405 Laurel Street - Parking: P&Z April 6, 2021 meeting

A. For single family detached housing, the ITE (Institute of Transportation Engineers) has found an average of 9.44 trips* from/to a house every single weekday. (attachment 1)
How likely is it that people with tandem parking spaces are going to tandem park for each and every one of these 9.44 leaving (exiting) and arriving (entering) trips?

B. For multi-family low-rise housing (apartments, townhouses, etc.) the ITE has found an average of 7.32 trips* from/to the homes every single weekday. (attachment 2)
How likely is it that people with tandem parking spaces are going to tandem park for each and every one of these 7.32 leaving (exiting) and arriving (entering) trips?

Tandem parking drivers will park their vehicles on the street.
Tandem parking works on paper, in theory, but is effectively non-functional.
People don't do what is best for the neighborhood 7+ times a day or 9+ times a day.
They do what is best for them, what is most convenient for them at that moment.

Unless there is 24-hour valet parking, tandem spaces inevitably fail.
Across the street from my home is a tandem parking situation. The two "units" each have a two-space tandem parking area, organized and sanctioned by another City Official.
Whether the downstairs unit is occupied by a couple or by a single person, 99.9% of the time tandem parking is not followed. While one vehicle is usually parked on the off-street pad, one or more vehicles are parked on the street.
The upstairs unit is a vacation rental, where parking can be off the charts.

Let's walk through the machinations of tandem parking.

1. Your vehicle is on the inside spot, car "B".
2. First, you have to have the keys to car "A", parked in the outer spot.
3. Then you have to get in, move car "A" out and find a safe temporary spot and park it.
4. Then you get out of car "A", walk back to the tandem spot and drive car "B" out to a temporary safe spot and park it.
5. Get out of car "B", go to car "A", get in and drive it back to the tandem spot and park it.
6. Get out of car "A", walk back to car "B", get in and drive away to your destination.

During this time, you are blocking at least some of the other tandem spots.
Now, do this 7 - 10 times a day.
How many of us are willing to do that several times a day?

The City requires off-street parking spaces *per unit*, regardless of size. This thinking is improper, as many units have two to four bedrooms, indicating more than one resident and more than one driver with more than one vehicle.

*The term "trip ends" as noted on the ITE graphs on the vertical, describes a trip out or a trip in. The description for "trip ends" is found in attachments 3 and 4).

The ITE has admitted this is an issue in their own observations and calculations.
To wit:
"It is expected that *the number of bedrooms and number of residents are likely correlated to the number of trips generated by a residential site.* Many of the studies included in this land use did not indicate the total number of bedrooms. To assist in the future analysis of this land use, it is important that this information be collected and included in trip generation data submissions." (emphasis added) (attachment 5)

While the petitioner's Civil Engineer's chart shows a total of 18 bedrooms, it only shows the *peak hour* weekday trips, and not the total number of trips for the variable of affordable housing.* (attachment 6)
It is not clear from the applicant's engineer's graph which peak hours are being used.
('Peak hour', according to a more recent edition of the ITE manuals than was used by the applicant's engineer, is 7:15am - 8:15am and 4:00pm - 5:00pm for single-family detached homes.
'Peak hour', according to a more recent edition of the ITE manuals than was used by the applicant's engineer, is 7:15am - 8:15am and 4:45pm - 5:45pm for multi-family (apartments, townhouses, etc.)

Peak hour - a one hour trip generation study - obviously demonstrates a smaller number of trips, and reflects a smaller number of vehicles than would be shown over a 24-hour period.

The 24 hour studies of single family and multi-family show 50% entering and 50% exiting. (attachments 1 and 2)
The 24-hour studies show that the inflow and outflow percentages are perfectly balanced.

The current pm peak hour study of single family shows 64% entering and 36% exiting.** (attachment 7)
The current pm peak hour study for multi-family shows 59% entering and 41% exiting.** (attachment 8)
The pm peak hour study may show drivers coming home and then going back out again for food, to pick kids up from school and sports, to perform errands, etc.
The peak hour study is also indicative of a single hour's problem with tandem parking.

The inadequacy of the basic off-street parking requirements seems clear. The amount of relief bestowed on developers of lessening the seemingly already inadequate off-street parking is interesting.

*N.B. Affordable housing is likely to have fewer vehicles than other regular housing units, as vehicles are expensive to buy, maintain, use and insure.
** Remember - these numbers are a *percentage* of those entering and leaving within the peak hour. These percentages do NOT reflect the total number of vehicles associated with that property.

Adjacent on-street parking counted as off-street parking?.
Bicycles slots, when bikes are more likely to be used for recreation than for travelling to work, grocery shopping, etc., counted toward the requirements of off-street parking?
Any tandem parking is silly, but still counted as off-street parking?.

Lastly there is Code.

070.010.030 Purpose and Intent:
(4) 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) (attachment 9)

This development will have an awful impact on the neighborhood, especially with the sheer volume of on-street parking that will ensue.
If you allow this development to go ahead, you must figure out a way to protect the existing neighborhood with some kind of 6pm-8am restricted on-street parking.

Please feel free to call me with any questions and/or to review my previous letter to the P&Z.

I thank you for your time and attention.

Linda Holloway
115 - 5th Street, Glenwood Springs, CO. 81601
970-945-6851

Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

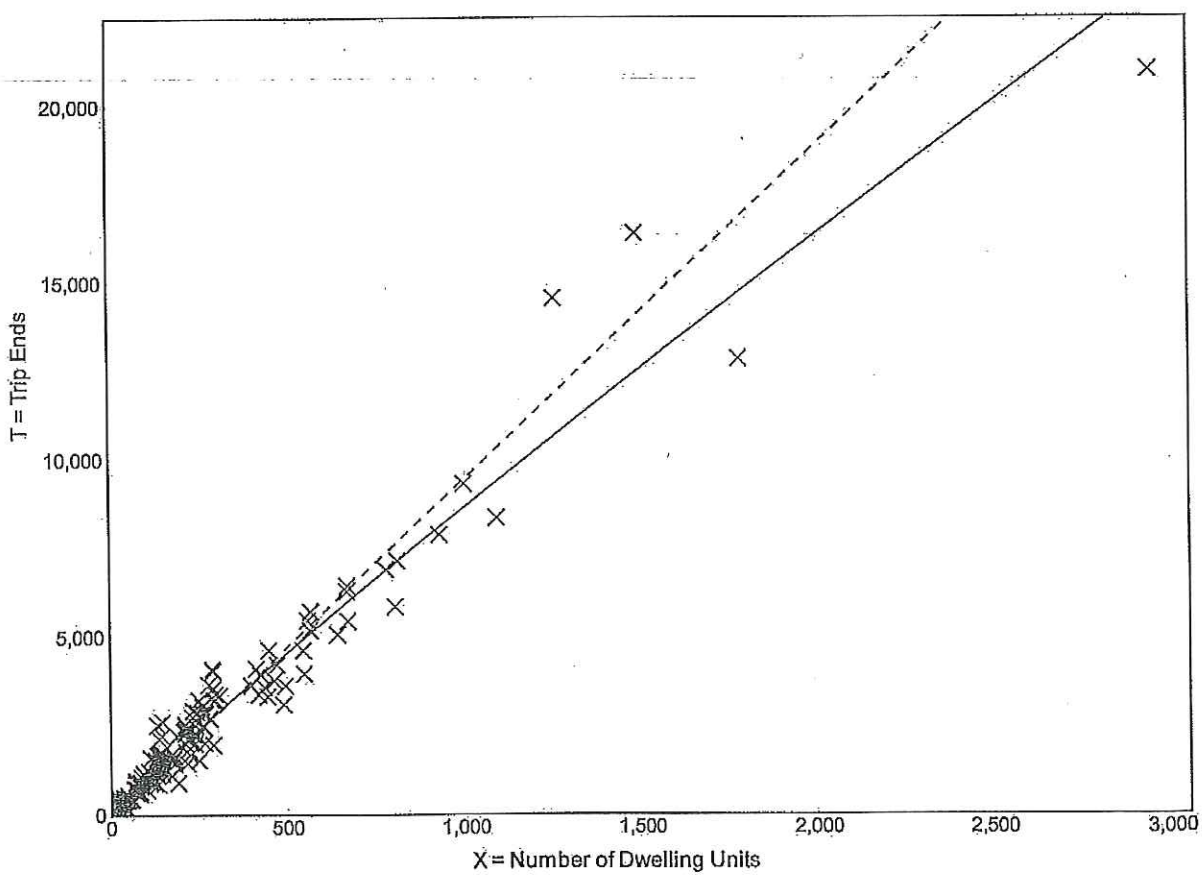
Setting/Location: General Urban/Suburban
Number of Studies: 159
Avg. Num. of Dwelling Units: 264
Directional Distribution: 50% entering, 50% exiting

trip ends = total number of trips entering and leaving (Now Trips)

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.44	4.81 - 19.39	2.10

Data Plot and Equation



Fitted Curve Equation: $Ln(T) = 0.92\ Ln(X) + 2.71$ $R^2 = 0.95$

1.

Multifamily Housing (Low-Rise)
(220)

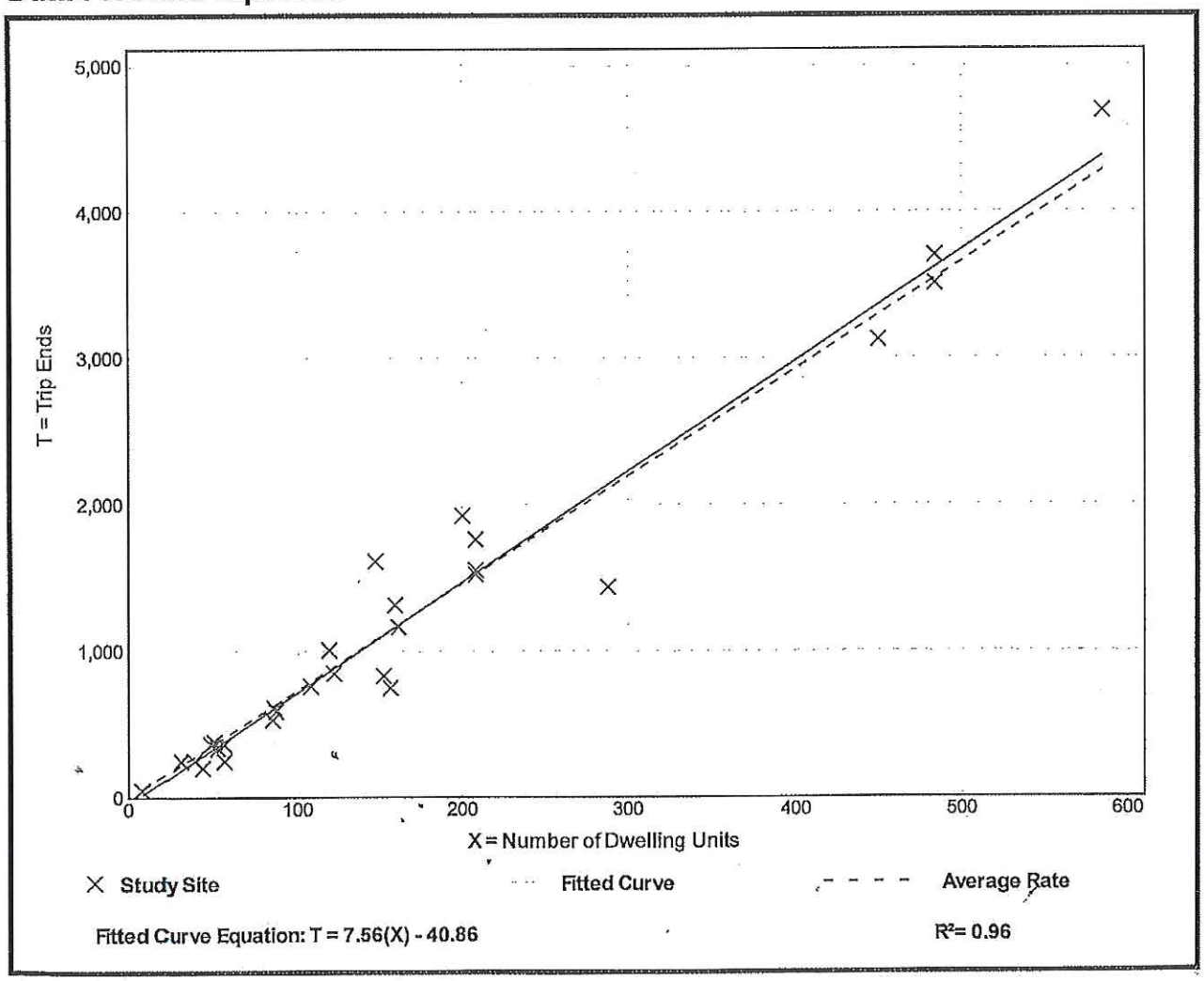
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 29
Avg. Num. of Dwelling Units: 168
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.32	4.45 - 10.97	1.31

Data Plot and Equation



NJTOD

The Home of New Jersey's Transit-Friendly Development Newsletter

Trip Ends

The total number of trips entering and leaving a specific land use or site over a designated period of time. (Each trip has two trip ends.)

← Trip

Trip Generation →

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3.

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Trip Ends definition

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Trip Ends means the expected number of vehicles using a parking area. Projected trip end counts for a parking area are associated with the proposed land use. Trip end counts shall be estimated using "Trip Generation" published by the Institute of Transportation Engineers or from a traffic study prepared by a professional engineer or transportation specialist with expertise in traffic volume estimation. Trip end counts shall be made for the design year or expected life of the project (the intent is for treatment facilities to be added in the soonest period of disruptive construction). For project sites with seasonal or varied use, evaluate the highest period of expected traffic impacts.

Sample 1 (/documents/dvRkQ9pVj67#trip-ends) **Sample 2 (/documents/cTlIM73jZWC#trip-ends)**

Sample 3 **(https://apps.ecology.wa.gov/paris/DownloadDocument.aspx?id=25273)** 3

Save Copy

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Trip Ends means the total of trips entering and leaving a specific land use or site over a designated period of time.

Sample 1 (/documents/5cmRWnN613f#trip-ends)

Sample 2 (/documents/bnfpaummOpD#trip-ends) 2

CLOSE

Save Copy

4.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in British Columbia (CAN), California, District of Columbia, Florida, Georgia, Illinois, Indiana, Maine, Maryland, Minnesota, New Jersey, New York, Ontario, Oregon, Pennsylvania, South Dakota, Tennessee, Texas, Utah, Virginia, and Washington.

It is expected that the number of bedrooms and number of residents are likely correlated to the number of trips generated by a residential site. Many of the studies included in this land use did not indicate the total number of bedrooms. To assist in the future analysis of this land use, it is important that this information be collected and included in trip generation data submissions.

Source Numbers

168, 187, 188, 204, 211, 300, 305, 306, 319, 320, 321, 357, 390, 412, 418, 525, 530, 571, 579, 583, 864, 868, 869, 870, 896, 903, 918, 946, 947, 948, 951

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				
Land Use Classification*			Average Vehicle Trip Ends vs.:	Average Vehicle Trip Ends-Rate Basis
Ex Land Use: 223	9	Bedrooms	Peak Hour Weekday	14
			Total Vehicle Trip Ends	**14**
405 Laurel Proposed				
Trip Generation				
Land Use Classification*			Average Vehicle Trip Ends vs.:	Average Vehicle Trip Ends-Rate Basis
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.

Single-Family Detached Housing
(210)

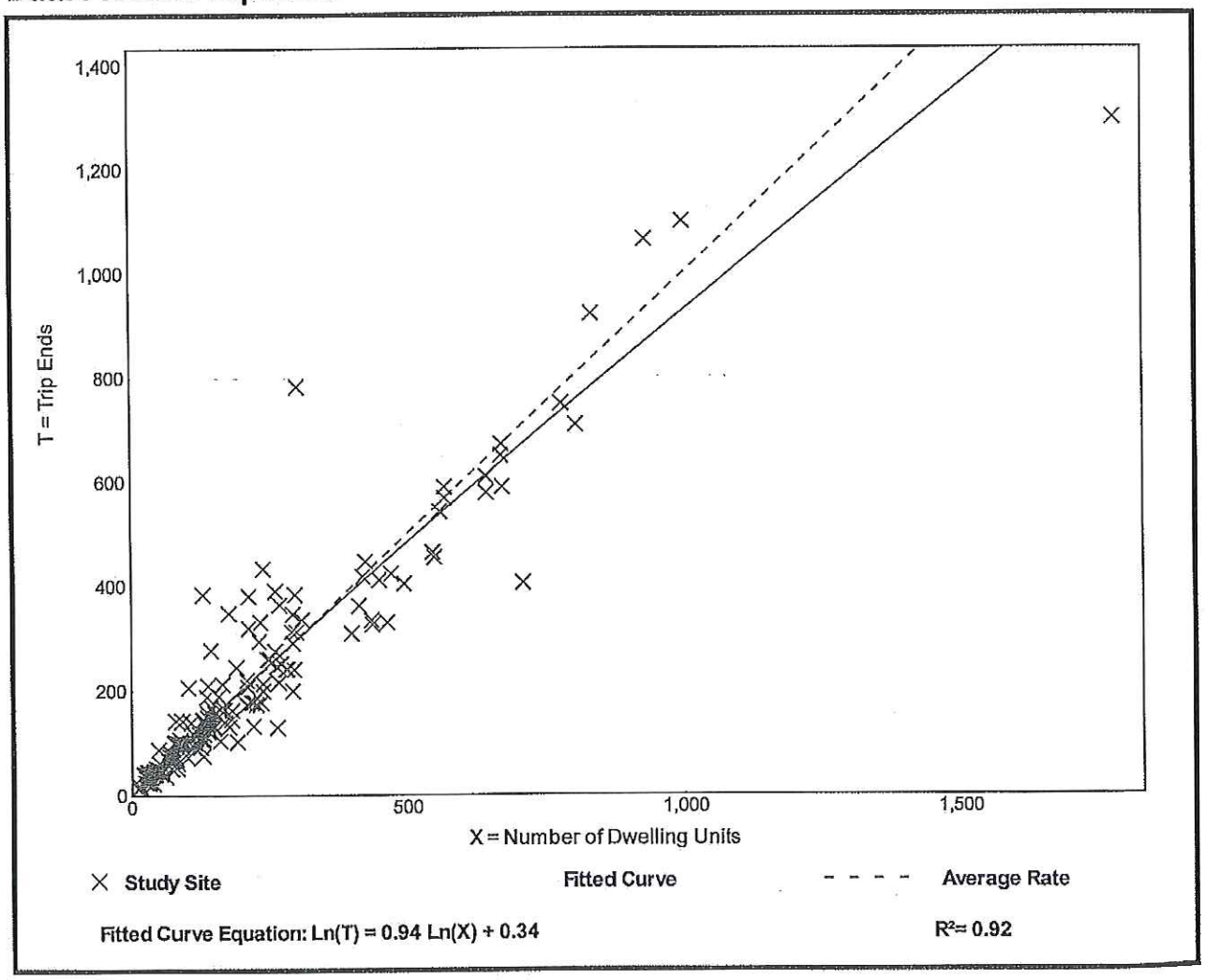
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
PM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 165
Avg. Num. of Dwelling Units: 217
Directional Distribution: 64% entering, 36% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
1.00	0.49 - 2.98	0.31

Data Plot and Equation



7.

Multifamily Housing (Low-Rise)
(220)

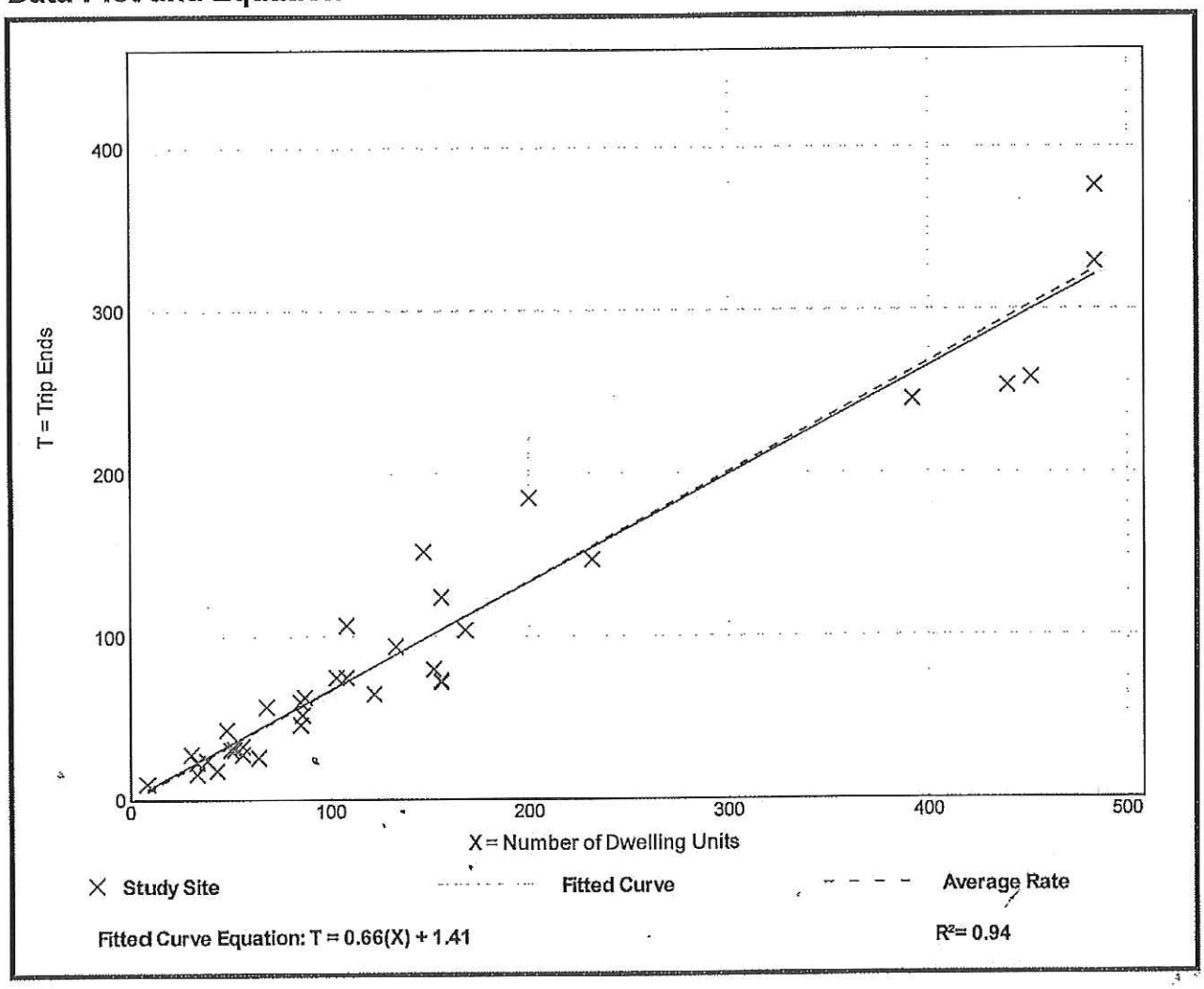
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
PM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 35
Avg. Num. of Dwelling Units: 146
Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.67	0.41 - 1.25	0.14

Data Plot and Equation



8.

Glenwood

070.010.030 - Purpose and Intent.

SHARE LINK TO SECTIONPRINT SECTIONDOWNLOAD (DOCX) OF SECTIONSEMAIL 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)

9.

From: Danielle Hammond <hammondbooks2@gmail.com>
Sent: Monday, March 22, 2021 6:01 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Comment for Planning File 64-20 405-407 Laurel Ave

Dear Gretchen,

Thank you for the opportunity to submit comments for the 405-407 Laurel redevelopment project proposal.

I have read the existing comments in the packet and agree with the concerns about parking.

It's not even just this project but, where parking is concerned, there seems to be a disconnect between the reality of what each new project creates in terms of need and the desire to make housing more affordable by ignoring the actual impacts.

Waivers for parking spaces per unit below the existing requirements adversely affects not only residents but also the commercial property owners in the area.

For 15 years I have been the property manager and a minority owner of the office building at 118 W 6th Street. The "SGM Building" is sandwiched between the Village Inn Restaurant and LaQuinta Hotel. Due to the Village Plaza subdivision agreement from 1977, the three parcels are bound to shared PRIVATE parking. This generally works well as the hotel and offices have opposing busy times and the restaurant has short turnover times.

The downside is maintaining it as PRIVATE parking in that we cannot simply put up a gate for tenants and their clients. In the past, beginning with the GAB project, the three properties agreed to use the services of a booting company. As the statewide rules changed at the beginning of this year, thanks to some Front Range activities, we are left to Towing by a licensed company or we are allowed to use Immobilizers as the Private Property Owner. The first option is cumbersome and expensive and tow yards in the area don't always have space. The Boot it Myself option…well I'm 120 pounds and not going toe to toe with an angry parking scofflaw.

People who have used our lot because they own too many cars for their allotted space, along with those using our lot as park-and-ride, end up pushing my tenants and their clients to the neighboring businesses, who then have customers who go elsewhere when they can't park and vise-versa.

I have happened upon unauthorized users of the lot and they usually say they thought there was plenty of space, they couldn't park on the street, etc. In fact, we have exactly the number of required spaces for each business use and can't bear the brunt of under planning by new development.

I understand that some communities are reducing or even eliminating parking requirements for new affordable developments, based on their proximity to excellent public transportation options. We aren't Seattle or Buffalo; Ride Glenwood is the lone public option for North of the GAB and it runs every 30 minutes from 6:53 a.m. until 7:53 p.m. That schedule is not exactly a vehicle necessity reducer but, it does make an easy shuttle for those with an extra vehicle as they look to private lots to store it.

Recently, I noticed that a local towing company flatbed was often parked in our lot, many times overnight. When I called the company, the dispatcher said they had a new employee who lived nearby. The guy couldn't find on street parking and figured we wouldn't mind him taking up 5 spaces along our back fence.

I have seen suggestions for a repurposing of the area between the pedestrian bridge and Laurel to include a parking garage and that is one solution but very far off, I think. In the meantime, we need to hold developers of ALL new housing to the existing on-site parking requirements. In my opinion even those requirements are disconnected form reality but that's a discussion for another time.

Thank You,
Danielle Hammond
hammondbooks2@gmail.com

Sent from Mail for Windows 10

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 x 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 <u>exponential</u> 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.

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 x 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.

#A1

- 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

428 Pine Street

Sylvie Moeltcher
201 3rd Street
Glenwood Springs, CO 81601

Cayle Dexter
310 Pine St
GWS CO 81601

Sarah Donnelly
504 Maple St.
Glenwood Spgs, CO.
81601

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

209 5th St
GWS, CO 81601

Toby Lohrer
402 maple st
Glenwood Springs, CO 81601

Cailey Arensman
350 Maple St.
GWS 81601

115 3rd
GWS, CO
81601
Jessica Moss

John A. & Lucia Thomson
105 Laurel St. Glw. Sp. 81601

Ryecane
115 3rd ST
GWS, CO 81601
720 284 7943

Marilyn Cupples
301 Pine St GWS 81601

715 5th St

#A2

Glenwood Code

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			070.030.030(c)(2)	1 per dwelling unit
	Dwelling, multifamily				P	P	P	P	P	P	P	P					070.030.030(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	070.030.030(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				S	070.030.030(c)(1)	1 per dwelling unit
	Dwelling, two-family		S	S	P	P	P	P	P		P					S	070.030.030(c)(1)	1.5 per dwelling unit
	Mobile home park					S	S	S			P						070.030.030(c)(3)	1 per dwelling unit
	Accessory dwelling unit	P	P	P	P	P	P	P	P		P	P				S	070.030.040(d)(1)	1 per unit
Group Living	Convalescent or nursing home					S	S	P	P		P	P			P			1 per 3 beds
	Personal care boarding home	S	S	S	S	S	S	S	S		S	S			S	S	070.030.030(c)(4)	2 per dwelling unit

#A3

#A3

From New Castle Code

- ## 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.

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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))

#A4

Riple

Unless otherwise expressly stated in this Chapter, off-street parking spaces shall be provided in accordance with the following off-street parking schedule.

EXPAND

Use Classification	*Specific Use*	*Minimum Number of Spaces*
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 st
Catering Service		1 per 500 sq. ft.
Commercial Recreation/ Entertainment Amusement	Bowling alley	3 per lane

#A5

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; 1.5 per one-bedroom unit 1.5 per two-bedroom unit 800 SF or less 1.75 per two-bedroom unit over 800 SF 1.75 per three-bedroom unit 900 SF or less 2.5 per three-bedroom unit over 900 SF
	Dwelling, duplex	
	Dwelling, multifamily: Studio or 1 bedroom	
	Dwelling, multifamily: 2 or more bedrooms	
	Mobile home park	
	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 SECTIONPRINT SECTIONDOWNLOAD (DOCX) OF SECTIONSEMAIL 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)

A7

Carbondale

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.

#AS

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. **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. 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.

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.

#A10

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				
Land Use Classification*			Average Vehicle Trip Ends vs.:	Average Vehicle Trip Ends-Rate Basis
Ex Land Use: 223	9	Bedrooms	Peak Hour Weekday	14
			Total Vehicle Trip Ends	**14**
405 Laurel Proposed				
Trip Generation				
Land Use Classification*			Average Vehicle Trip Ends vs.:	Average Vehicle Trip Ends-Rate Basis
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.

dictionary.com/browse/vicinity

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DEFINITIONS | vicinity

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vicinity [vi-sin-i-tee] SHOW IPA

See synonyms for *vicinity* on Thesaurus.com

noun, plural **vi·cin·i·ties.**

1. the area or region near or about a place; surrounding district; neighborhood:
   There are no stores in the vicinity of our house.
2. state or fact of being near; proximity; propinquity:
   He was troubled by the vicinity of the nuclear testing area.

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vicinity noun

Save Word

vi·cin·i·ty | \ və-ˈsi-nə-tē \

plural **vicinities**

Definition of *vicinity*

1. : a surrounding area or district : NEIGHBORHOOD
2. : NEIGHBORHOOD sense 3b
3. : the quality or state of being near : PROXIMITY

non-comedogenic SHOP NOW BURT'S BEES

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#A12

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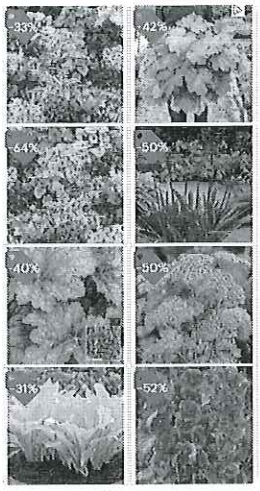
vicinity

Word Frequency

in American English

(vɪˈsɪnɪti)
NOUN
Word forms: plural -ties

1. the area or region near or about a place; surrounding district; neighborhood
   There are no stores in the vicinity of our house
2. state or fact of being near; proximity; propinquity
   He was troubled by the vicinity of the nuclear testing area



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Word origin

[1550–60; < L *vicinitās*, equiv. to *vicīn(us)* near (*vic(us)* VICE[3], neighborhood + *-īnus* -INE[1]) + *-itās* -ITY]

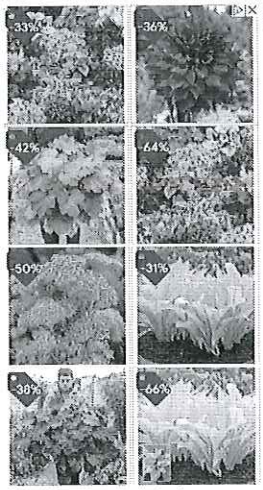
vicinity

Word Frequency

in British English

(vɪˈsɪnɪtɪ)
NOUN
Word forms: plural -ties

1. a surrounding, adjacent, or nearby area; neighbourhood
2. the fact or condition of being close in space or relationship



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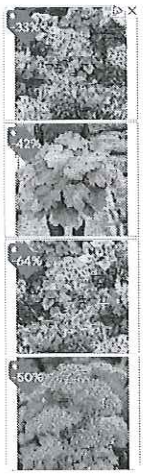

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11:31 AM 3/16/2021

#A13

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

A14

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.
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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.
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   Building #1 - five bedrooms (3 units)
   Building #2 - three bedrooms
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Linda Holloway
115 5th Street
Glenwood Springs, CO 81601
970-945-6851

428 Pine Street

Sylvia Moeltcher
201 3rd Street
Glenwood Springs, CO 81601

Caylee Dexter
310 Pine St
GWS CO 81601

Sarah Donnelly
504 Maple St.
Glenwood Spg. CO.
81601

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

209 5th St
GWS, CO 81601

Toby Lohren
402 maple st
Glenwood Springs, CO 81601

Cailey Avensman
350 Maple St.
GWS 81601

115 3rd
GWS, CO
81601
Jessica Moss

John A. & Lucia Thomson
105 Laurel St. Glw. Sp. 81601

Ryleane
115 3rd ST
GWS, CO 81601
720 284 7943

Marilyn Cupples
301 Pine St GWS 81601

215 5th St

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

Planning and Zoning Commission Report

Date: April 27, 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). Continued from the March 23, 2021 meeting.

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

The Planning and Zoning Commission (Commission) first considered the proposal at the March 23, 2021 regular meeting where public comment was taken. Said meeting was continued to the next regular meeting on April 27, 2021. The March 23, 2021 Commission staff report and all previously provided application materials are again attached.

Various issues and concerns regarding the proposal were raised at the March 23 meeting by both the Commission and members of the public in attendance. However, questions or comments regarding fire/emergency evacuation, existing condition of Mel Ray Road and lack of pedestrian amenities, and proposed building heights were raised by numerous Commissioners and/or public commenters. Since the previous meeting, the applicant has consulted with the City and/or provided additional information intended to address these matters.

Emergency evacuation of Glenwood residents and visitors as well as those traveling through to/from surrounding communities is an existing regional issue for which better understanding of traffic management is needed. The City does not believe the current proposal will necessarily have a negative impact on this existing problem. However, the applicant is willing to help the City work with regional partners (i.e. CDOT,

Colorado State Patrol, and local and regional emergency service providers) to develop a plan to better manage future evacuations by way of a financial contribution and/or the expertise of their traffic consulting engineer. That being said, staff believes a regional solution led by the City is the best way to develop a mitigation plan.

Many were concerned the existing condition of Mel Ray Road is not adequate to accommodate any increase in traffic related to the development proposal. Additionally, no pedestrian amenities current exist along said road. To combat this, the applicant proposes improvements addressing these issues as depicted in the attached drawing.

Understanding the height of various proposed site buildings also seemed difficult for some during the last meeting. Attached you will find cross sections depicting various buildings heights and the grade change north to south across the site from both Donegan and Storm King Roads.

Additional public comments have also been received since the March 23 meeting. These include comments from the City's Housing Commission and are attached for your consideration.

PROJECT SUMMARY

Please see the attached March 23, 2021 staff report for additional information.

REVIEW CRITERIA AND STAFF ANALYSIS

Please see the attached March 23, 2021 staff report for additional information.

REVIEWING AGENCY COMMENTS

Please see the attached March 23, 2021 staff report for additional information.

ACTION ITEMS & STAFF RECOMMENDATIONS

Please see the attached March 23, 2021 staff report for additional information.

Suggested Findings:

Please see the attached March 23, 2021 staff report for additional information.

Matthew Langhorst DPW
(970) 384-6438 (o)

CITY OF GLENWOOD SPRINGS PUBLIC WORKS

101 West 8th Street
Glenwood Springs, CO 81601

April 23th, 2021

Planning File: 09-20
Address: 480 Donegan Road, Glenwood Springs, CO 81601

RE: Water Capacity of West Glenwood Springs

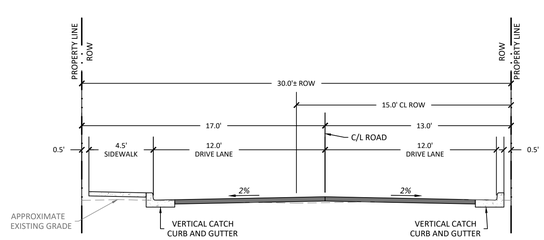
The City of Glenwood Springs Water Department is currently completing a full water modeling of the City System, capacity of the system, pressure zones and overall ability to supply domestic/irrigation water to the existing and proposed developments within the service area. Staff's conversations with the modelling company and known capacities within the West Glenwood zone conclude that the City's has ability across the water system to support the 360 units being proposed at 480 Donegan Road. The development is planning to provide their own irritation water for landscaping and green areas off their Reynold's and Cain ditch rights. This will significantly reduce their water consumption on the property. The City sees between a 3 and 4 fold increase in water usage during the summer months and a majority of that water usage increase is irrigation water. This development will be providing its own, reliable, irrigation water source.

Current Plant and System Capacities:

- City water plant capacity is rated at 8.65 million gallons per day.
- Recent updates to the plant's pretreatment building and filter building allow for that capacity, and slightly more, water to be pushed through the plant reliably.
- Standard City water usage during winter months is approximately 1 million gallons per day (indoor use mainly).
- Standard City water usage in the summer is approximately 3.6 to 4.2 million gallons per day (significant outdoor use).
- The City placed water restrictions on the system in 2020 not due to water availability, but due to intake structures being threatened by the Grizzly Creek Fire, the city moving toward the emergency water intake for a duration of time, and the need to keep water tanks as full as possible in case of the need for major fire suppression efforts within the City's limits.
- City water rights allow for up to approximately 13 million gallons per day to be processed.
- The City is in the process of upgrading the emergency intake so that it can be used on a daily basis if needed in conjunction with the two creek intakes to add another 500-acre feet of water per year to be utilized within the water system.

Staff will continue to monitor/review all new developments coming onto the system with our updated water model and will make case by case determinations on these developments and their impacts to our system.

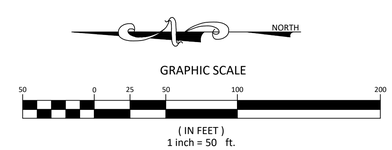
Thank you,
Matthew Langhorst
City of Glenwood Springs, Director of Public Works



PROPOSED MEL RAY ROAD STREET SECTION

(OPTION 4)

LOOKING NORTH
N.T.S.



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	LRJ	00/00/00
DRAWN BY	LRJ	00/00/00
CHECKED BY	YTN	00/00/00
DATE:	04-08-21	
JOB NO.	30017	

480 DONEGAN
GLENWOOD SPRINGS, COLORADO

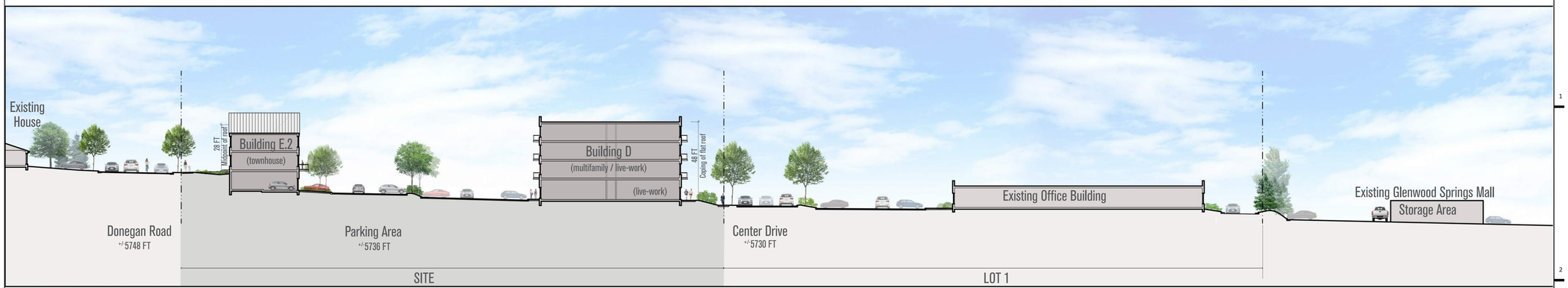
EXHIBIT

DATE	REVISION

TITLE
MEL RAY ROAD OFFSITE IMPROVEMENTS

DRAWING NO.
EXHIBIT

G:\2020\30017\CIVIL\CIVIL DWGS\EXHIBITS\30017-MEL RAY ROAD.DWG - Apr 08, 2021 - 1:02pm



SECTION AA
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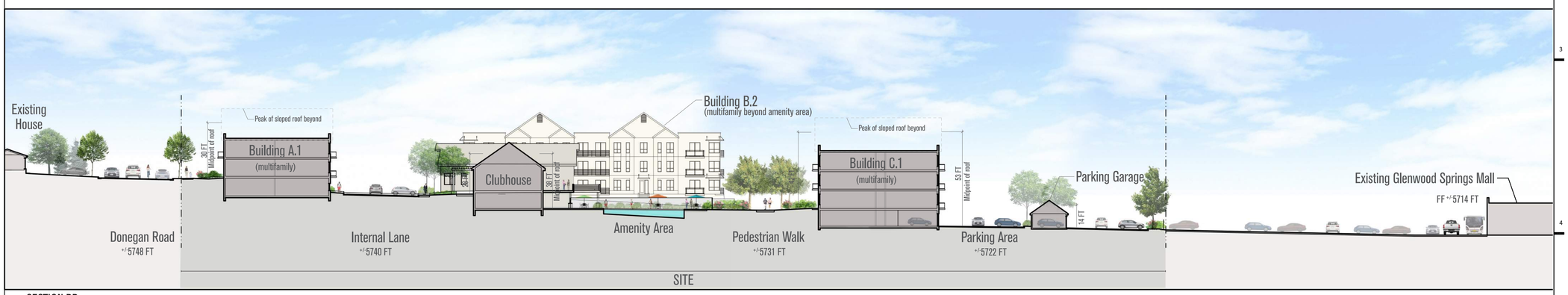

SECTION BB
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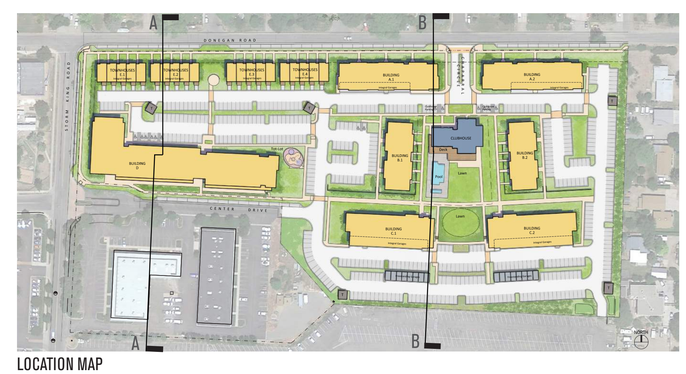

LOCATION MAP
NTS

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

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

04/21/2021 Supplemental Site Section Exhibits

no.	date	revision

Project Name
480 DONEGAN

Project Number
22023.00

Date
03/12/2021

Scale
AS NOTED

Drawing
SITE SECTION

LA4.1

ANNEXATION AND ZONING SUBMISSION

© Hord Coplan Macht, Inc.

From:	Michael Hoban
To:	gretchen.ricehill@cogs.com; letters@aspentimes.com; letters@postindependent.com; news@soprissun.com; Trent Hyatt
Subject:	West Glenwood pasture development
Date:	Tuesday, April 20, 2021 12:35:13 PM

Home for us is West Glenwood. A Cincinnati developer wants to build 360 units behind the old mall. This is so overwhelming for us. We are all in shock. We have no infrastructure for even 20 units. No way to widen our roads , no way to handle 900 more vehicles, no room in our two schools, grocery store ,clinic and tiny park. this development would crush us. We have been through all the terrifying fires and mudslides. Most of us have some things packed for the next one. Last Summers small South Canyon fire again showed us how vulnerable and dangerous our situation is.With I; 70west closed, we had total gridlock here and I heard halfway to Carbondale. If that fire raced into West Glenwood, we would have had no escape and some folks would have died . This is extremely serious !!! We need to get real about this situation. the proposed development would not work . This comes down to human rights versus development rights. The answer is the safety and welfare of our residents. We come first. Remember, these developments heavily impact all our valleys. Please join us on Facebook at westglenwoodpasture development.com.
Michael Hoban, Glenwood
Sent from my iPad

Memorandum

To: Planning and Zoning Commission, City Council
From: Glenwood Springs Housing Commission
Date: April 19, 2021
Re: Planning Item 09-20, R2 Partnership LLC
480 Donegan Development

The Housing Commission reviewed Planning Item 09-20 at their regularly scheduled meeting on April 14, 2021. Commissioners voted to provide the following recommendation to Planning and Zoning Commission and City Council for review and consideration.

The Glenwood Springs Strategic Housing Plan includes specific strategies aimed at keeping up with housing needs as growth occurs in the community. An annexation policy that provides community housing standards is the seventh identified strategy in the document.

The Plan identifies the following actions as recommended regarding new annexation policy:

- *Communities often require higher standards from developments in trade for providing the added amenities of city services through annexation.*

- *The number of affordable units required should be higher than if imposed under Inclusionary Zoning and linkage requirements for in-town parcels.*

Annexations are the best opportunity for the city to maximize its affordable housing percentage of overall newly created housing, because annexation agreements enable the City to achieve by contract negotiation what it cannot achieve by legislation. Given the large size and geographic importance of the project the Housing Commission agrees with the above recommendations in the Housing Plan and has provided the following recommendation for the proposed annexation.

Staff has recommended that the developer meet the minimum standards as outlined in Ordinance 1, Series of 2021, Inclusionary Housing, with 20% of total units designated for Resident Occupied, and 10% of total units designated affordable to 100% AMI rental prices as set by Colorado Housing and Finance Authority.

The Housing Commission is recommending the developer provide additional measures, as recommended in the Housing Strategy Plan, by providing one of the following:

1. Provide up to an additional 10% of deed restricted units limited to rental prices affordable to 100% AMI households.
    a. If providing less than 10%, affordability shall be set to less than 100% AMI proportionate to percent of units being provided.
    b. Units shall be equally distributed amongst unit types provided.
    c. Additional units provided beyond Inclusionary housing requirements shall not be held to geographic employment requirements.
    d. Unit locations may “float” within the development as long as the number of units is maintained.
2. Increase the affordability level of the 10% deed restricted units requested by staff to comply with the Inclusionary Housing Ordinance, to average 90% AMI.
    a. units shall be equally distributed amongst unit types provided.

In addition Planning and Zoning Commission and City Council should consider requiring a payment (annual or lump sum up front) to the City for the management of compliance and enforcement of deed restricted units.

From: Jeremy Gerbaz
To: Trent Hyatt
Subject: annexation of 214 center dr.
Date: Monday, April 19, 2021 10:09:22 PM

Attn: Glenwood Springs, Colorado Planning and Zoning Committee
Regarding: Annexation of 214 Center Dr. Glenwood Springs.

I am writing again because I have a few more thoughts after the last planning and zoning meeting.

First, let's say this project gets approved and their is not any further fire safety studies done, like all the residents of West Glenwood have asked for, and the worst happens. Their is a fire and residents get stuck and can't evacuate and end up dying. The first thing I am doing if I am a relative is suing the City of Glenwood for negligence.

The second thing is, the buildings that face Donegan Rd, how tall are they? Not some estimated number. What is the height from Donegan to the top of the roofs? Also, what is the height of all of the other building from the ground to the top of their roofs?

Third, I have spent a lot of time on Donegan Rd since the last meeting and their is a ton of traffic. I do not think the traffic study the developers did is accurate by any means. I think they need to do a long term traffic study that covers several months and maybe even different times of the year.

Forth, as noted before, having spent a lot of time on Donegan Rd since the last meeting. I do not think there should be any parking on Donegan at all. There should be adequate parking for all residents of the development inside of the development.

Sincerely,

Jeremy Gerbaz

From: Gretchen E Ricehill
To: Trent Hyatt
Subject: FW: W. Glenwood Annexation - Letter to Glenwood City Council
Date: Monday, April 19, 2021 8:53:23 AM

Trent
For your info and file
Gretchen

From: NANCY BROOKS <nancybrooks179@comcast.net>
Sent: Saturday, April 17, 2021 11:44 AM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Letter to Glenwood City Council

Dear City Council Members,

Please consider my reasons for opposing the density of the apartment complex plans on the Diemoz property in West Glenwood. We all realize that it is the right of Floyd to develop his property, but the size will cause many major problems as well as spoil the rural feeling we have in this part of town. Some of the buildings will be four stories high, completely destroying any view of the mountains, and the apartments will add at least 1500 more vehicles to the traffic. There are only 1.7 parking places allocated per unit meaning that many cars will be parking along Donegan Road and in front of the Charter School. Most frightening of all is the possibility of everyone in West Glenwood having to evacuate because of a fire as they did a few months ago. Many people I know were stuck for hours trying to evacuate, and many lives could be lost. There is already a major problem with people from Oasis Creek and other subdivisions attempting to get on the roundabout during work hours to get into downtown.

Glenwood Springs has been discovered and is being over- developed. "Build it and they will come." What we desperately need are single story dwellings on that property, or even a senior living center that all other communities either already have or are building Thank you for all your many hours of work and consideration of my suggestions!

Sincerely yours,

Nancy Brooks
0179 Creekside Court
970928-8189

From:	David Alcott
To:	Trent Hyatt
Subject:	rezoning letter of support
Date:	Thursday, April 15, 2021 1:00:39 PM

To whom it may concern:

An application has been submitted by Glenwood Partnership, LLLP, for a property under 480 Donegan Road Annexation and Initial Zoning/Rezoning. There are two parcels, 3+ and 12+ acres, immediately north of the Glenwood Springs Mall. I would like to speak in favor of that application.

I served on the Transportation Commission for about 8 years, approximately 2003 thru 2011, and was chair for most of that time. That put me on the Steering Committee when the 2011 Glenwood Springs Comprehensive Plan was developed. As I remember, this property was on the planning radar from the prior comprehensive plan.

Affordable housing has been a top tier concern for this valley for years. Glenwood is geographically constrained, and cannot just spread as other communities might. A number of approaches have been tried or suggested. Closing the door to newcomers after one has arrived does not work. Rent control does not work. Public housing and deed restrictions have mixed success. Much of the new housing built in the area is targeted at move-up markets. Increased density, especially on infill sites such as this, is important. The proximity to public transportation means that personal vehicles may not be required at the level that they would be at other locations. The mix of studio, one, and two bedroom apartments will automatically serve a lower economic segment of the economy. Lack of supply has been a contributor to our high cost of housing. This project will help to increase the supply of more affordable units.

My one quibble with the project as currently envisioned is with the commercial segment. Rather than a restaurant, it seems that a small convenience or grocery store where one could get staples and perhaps fresh fruits and vegetables might better serve the neighborhood. But that could come with the redevelopment of the mall, whenever that might be.

There will be challenges with the project, but the owners have a demonstrated history of foresight and community mindedness and desire to work with the community to achieve a project that will be beneficial for all.

Respectfully submitted,

David Alcott

From: Michael Hoban
To: gretchen.ricehill@cogs.com; Trent Hyatt
Subject: Take a Breather
Date: Wednesday, April 14, 2021 5:24:13 PM

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we are so angry about what has been going on with developments the last few years. Small town character is basically gone. For what is left, we need to stop developments and like a busines,take stock and inventory . When we do this inventory we will see what we have, and later what we need.

To most of us ,we are at the critical point of no return. The further on this path we go, theworse it gets.

Glenwood has always been a very special place. All the amenities we have are at least world class. Then why are we trying to choke ourselves to death?

Our job is not to provide high density units for the masses. Our job is to take care of the safety and welfare of our residents . Our job is to take care of our very special home. please.
Michael Hoban, Glenwood

Sent from my iPad

Michael R. Kinser
51 Ponderosa Drive
Glenwood Springs, CO 81601
Ph: (970)945-2287
mikekinser2@gmail.com

Trent Hyatt
City Hall
101 W 8th Street
Glenwood Springs, CO 81601

April 6, 2021

Dear Mr. Hyatt,

I am providing comments to the proposed annexation and rezoning of 15.8 acres of property located at 214 Center Drive, Project title 480 Donegan. 12.285 acres of the property is proposed for a high-density Planned Unit Development (PUD) consisting of 360 housing units. I have resided at the address above since 1989 and live within 0.2 miles from the property proposed for annexation/rezoning. I am not opposed to development of the subject property, but I am concerned about the level/intensity of the PUD being proposed by the applicant and developer. I recognize the applicant's right to develop the property in accordance with existing county zoning (commercial limited). It is not currently a right to develop high-density residential units. It is my preference that the subject property remain zoned as commercial or to a lower density residential area of single-family homes. In the event annexation and rezoning to PUD is approved, conditions must be established to protect public health, safety, the welfare of the City and surrounding neighborhood. Modification of the PUD will be necessary to be more compatible with and prevent irreparable harm to the surrounding neighborhood. My comments below are specific to the 12.285 acres proposed for PUD.

I. Safety

Comment:
An emergency evacuation study of West Glenwood Springs needs to be commissioned. The PUD would add approximately 1200 people to the community. Safe and expeditious evacuation of the area in the event of wildfire, debris flow or another catastrophic event would be adversely impacted. Those impacts must be mitigated. An emergency evacuation plan should also be prepared. The City should select the contractor who will conduct the study to avoid any conflict of interest. The applicant should contribute all funding necessary for the study to the City of Glenwood Springs.

Background/Rationale:
Having lived here for here for 32 years, I have experienced several wildfires near West Glenwood Springs including Storm King (1994), Coal Seam (2002), the 113 fire in South Canyon (2020), and Grizzley Creek (2020). My family and I were evacuated during the Coal Seam Fire. As you are probably aware, this region has experienced an approximate 20-year drying out period. According to the most recent U.S. Drought Monitor, our area is classified as being in exceptional drought. Climate data is clear that drought conditions are occurring with more frequency in this region, and I do not see that changing anytime soon. As a result, we can except wildfires in this area to occur with more frequency, intensity and for longer duration. It is not a matter of if but when we will experience the next catastrophic wildfire.

During the 2002 Coal Seam fire, I can recall how difficult it was for residents in West Glenwood Springs to evacuate the area in an expeditious manner. The August 5, 2020 the 113 fire occurred on the north side of I-70, mile marker 113 (near South Canyon). That resulted in closure of the Interstate and backed up traffic in the West Glenwood Springs area along Mel Rey, Donegan and Storm King Roads. This left resident of the area trapped in the event of evacuation. According to reports by West Glenwood Springs residents, it took over three hours to reach their homes from the other side of town. A comment made by Trent Hyatt during the March 23, 2021 Planning and Zoning Commission meeting seemed to downplay the traffic issue indicating that most of the vehicles were associated more with people trying to get out of town that did not live here. They were not from people who live in West Glenwood. I assume the point was that increased population from the proposed PUD would not cause a traffic issue with fire evacuation. It does not matter where the traffic came from. We were still trapped and could not evacuate if conditions warranted. The problem also existed with the Coal Seam Fire. Since then, population and development (e.g., Two Rivers School, auto dealerships, etc.) of the area has increased and the addition of 1200 people from the PUD will only exasperates the problem. <u>The top priority of government should be to ensure the safety of its citizens.</u>

II. Water

Comment:
A thorough analysis must be done to analyze impact to the water system of the City of Glenwood Springs from the PUD. As part of the study, the cumulative impact to the water system for all reasonably foreseeable future development needs to be addressed. The continued trend of increased frequency and duration of drought (i.e., aridification, mega-drought) must be addressed as well.

Background/Rationale:
Last August, Glenwood Springs residents were placed on water restrictions. Odd numbered home addresses could water on odd days of the month, and even numbered home addresses could water on even days of the month. Watering could only occur before 10 a.m. or after 6 p.m. In addition, all lawn watering was prohibited for a brief period. Water restrictions were put in place because the Grizzly Creek Fire forced the closure of the Grizzly Creek water intake. While I acknowledge this was a unique situation, we must assume these events can and will occur in the future. Continued frequency and duration of drought will also result in reduced flows to streams, rivers, and lower water tables. Those scenarios must be considered when determining whether the City's water system will have the capacity to support the proposed PUD including any future developments.

III. Traffic

Comment:
Another traffic study must be conducted to better determine impacts from the PUD. At a minimum, the study should be expanded to include impacts to Mel Ray Road and the roundabouts in West Glenwood Springs. Cumulative impacts from traffic associated with the Two Rivers Charter School and possible redevelopment of the mall must also be addressed. Use of the easement through the mall should receive more serious consideration as a main entrance to the PUD. That would reduce traffic along Donegan, Storm King and Mel Ray Roads.

Background/Rationale:
Although a traffic study has already been conducted, it is my understanding that it was done during a time when the economy was shut down due to COVID. That is unacceptable because there was far less

traffic during that time because many people were not working or working from home. Further, the contractor conducting the study concluded there would be no impact to traffic associated with the Two Rivers Charter School because PUD peak hour traffic would occur at different times. That ignores the impacts to other West Glenwood Springs residents who will be confronted with traffic from both the PUD and the school. Currently, traffic is backed up on Storm King Road and Center Drive every weekday morning and afternoon from parents dropping off or picking up their children. The school does not have sufficient space to accommodate all the traffic mentioned above. Additional traffic from the PUD will only compound the situation.

The current study also focused on impacts to Donegan Road, Storm King Road and Highway 6. Impacts to Mel Ray were glossed over because it was assumed most PUD traffic would be using Storm King Road. Since a main entrance to the PUD will be on Donegan (across from Chapparal Circle), it stands to reason that much of the traffic will also occur on Mel Ray Road. That is because Mel Ray offers the shorter distance (and fewer turns) to I-70, downtown Glenwood Springs, and up valley towards Aspen.

IV. Parking

Comment:
An in-depth analysis should be conducted to determine whether the current planned PUD parking will be sufficient to accommodate 1200 tenants including visitors. Evaluation of exiting high-density developments should be conducted to determine if parking has adequate for residents and visitors.

Background/Rationale:
The PUD proposed 625 parking spaces (1.7 spaces/housing unit) which include both internal and street parking. I do not have an exact figure for street parking included for the PUD. Since street parking will also be available to the public, those spaces should not be considered for meeting parking requirements of the PUD. Currently, most of the parking spaces along Donegan Road, Storm King Road (school buses), and Center Drive are utilized by the Two Rivers Charter School as that facility lacks sufficient parking. The PUD street parking will likely be occupied by the school as well. Sufficient internal parking be provided for the PUD to avoid turning West Glenwood residential streets into a parking lot.

V. Neighborhood Compatibility

Comment:
Construction of single-family homes within the proposed PUD would be a best option to blend in with the existing neighborhood. If the high-density PUD is approved, it should be modified to improve transition from existing homes along the north side of Donegan Road. Single-family homes should be constructed along the north side of the PUD which transition to a more high-density development further south of the property towards the mall. A visual impact analysis of the PUD must be conducted. Mitigation should be adopted so views from the adjacent west Glenwood residential units are not obstructed.

Background/Rationale:
City Planning and Development staff have indicated that the PUD provides a good transition from residential units (Western Hills Subdivision on the north side) to commercial development (mall to the south side). I disagree. Having high-density rental apartments and townhomes adjacent to single family one-story homes that are owned does not provide a good transition. It does not blend well with the existing neighborhood to the north. Construction of lower density single-family homes on the north side (adjacent to Donegan Road) of the PUD would improve the transition. The best alternative would have

all PUD housing units be single-family residents to reduce density, improve safety, and mitigate traffic issues. Allowing ownership of those homes would also help satisfy a shortage need for the City. I understand that alternative would be less profitable for the landowner and developer. Higher density would maximize revenues; however, it is the City's responsibility to ensure the health, safety, and welfare of its citizens. That should not be compromised to satisfy the applicant's business model (i.e., construction of high-density rental units) or to maximize profits.

City Planning and Development staff also are supportive of the PUD with the rationale that the 29 to 30 units per acre are not inconsistent with other recent high-density development. My response - two wrongs do not make a right. In addition, there are no high-density developments of this magnitude present anywhere in the West Glenwood Springs area.

The PUD has building heights range from 30 feet adjacent to Donegan Road and 53 feet on the southern portion of the PUD near the mall. I appreciate design efforts to transition building heights corresponding to the slope of the property; however, all residential houses on the north side of Donegan Road are one-story. Efforts should be made to minimize the height of the PUD buildings along the north side of Donegan Road. Further, the 53-foot height proposed for the southern buildings would make them the tallest in West Glenwood.

VI. Other Impacts

Comment:
Impacts of the PUD to the fundamental facilities, services, and systems serving a city should be analyzed and mitigated. These include but are not limited to the following: fire department, police department, schools, sewer system, medical facilities, parks, hiking/biking roads and trails (e.g., Mitchell Creek).

Background/Rationale:
Proposed high-density housing developments can have impacts that are far greater than the immediate area. Impact analysis is often focused on the immediate area of the proposed development rather than the effects to a broader area (a classic - can't see the forest for the trees). Population growth can reach a point where the carrying capacity of the City's infrastructure, services, facilities are reached. That compromises the safety and quality of life to all citizens of the city.

That concludes my comments, issues and concerns. Thank you for the opportunity to comment.

Warm Regards,

Michael R. Kinser

From: Gretchen E Ricehill
To: Trent Hyatt
Subject: FW: New Developments Parking
Date: Tuesday, April 6, 2021 1:06:23 PM

FYI

From: pa <harlangwen2@aol.com>
Sent: Tuesday, April 6, 2021 11:45 AM
To: paul.schirmer@cdsg-us.com
Cc: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: New Developments Parking

Why do all new developments have limited parking?
Why is 1.7 the magic number for parking spaces in large, new housing developments? I don't know anyone with 0.7 vehicles. What about the other 0.3?
Seriously, most families, even those that qualify for "affordable" housing, have at least two vehicles. And I imagine that residents of these developments periodically have friends over for dinner or family visiting.
So, why allow the developers to get away with only 1.7 parking spaces per unit? This is the number cited in the proposed development behind the Glenwood Springs Mall.
Other developments, such as the one at Buffalo Valley, the one on Highway 6 in West Glenwood, and the one behind the RFTA station on Highway 28, all have limited parking.
It seems that City Council and P&Z should face reality when approving these large and, granted, needed developments.
Sharon Andersen
Glenwood Springs

This is a concern with the Proposed West Glenwood Pasture Development for me.
This Developer needs to have parking inside the property they are trying to develop and NOT on the Donegan Road. How in the world can you possibly put a sidewalk, bike path and then think you can park cars you are responsible for providing a space for and NOT on the Donegan Road.

I just heard that they are predicting the fire season to be bad. In my estimation there is no solution to the existing evacuation problem so this would be exaggerating the problem with the proposed West Glenwood Pasture Development adding hundreds more cars. Traffic jammed could cause hundreds of deaths and who would be responsible if this Proposal of 360 are allowed.

Sincerely,
Gwendolyn Porter

From: Gretchen E Ricehill
To: Trent Hyatt
Subject: FW: Pasture
Date: Friday, April 2, 2021 9:45:38 AM

Hello Trent
I received the comment below re: the West Glenwood Annexation and added it to the post hearing comment file.

Gretchen

-----Original Message-----
From: Tim Porter <timabq@msn.com>
Sent: Friday, April 2, 2021 8:03 AM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Pasture

Gretchen,
I thought of some more problems with the pastor development this is not an order of importance just off the top of my head first the construction company is not from Colorado and I don't believe the apartment management would be from the depart from Colorado which would be essential. It seems as if there's no long-term plan we need to consider the future of the mall the future of the new mobile home park west of Ami acres run by the city of Glenwood. Also I would like to know what the city water and sewer (not to mention trash pick up and the amount of trash that I see in West Glenwood) of this plan. The traffic and down again cannot handle this I was already concerned about the number of dump trucks driving on donegal going to dump dirt for the construction of the city of Glenwood RV park west of Ami's acres. There is also the matter of not just parking but sidewalks bike paths safe crossing for children walking to the schools on either side of this pastor development. I would also like to see the planning numbers for Glenwood Springs percentages of new apartment percentages of new homes for purchase. I think we should be considering affordable housing for purchase and if this development is on the future there should be a mixed use of rentals /purchase.
Thanks
Tim Porter
34 gamba dr

Sent from my iPhone

Dear Commissioners,

Thank you for letting the people speak on your last meeting concerning the West Glenwood Pasture Development. I am sure you were sick of hearing the continuous talk of fire and fire evacuation. I hope you heard the plea in our voices on the seriousness of our situation out here. Please consider taking care of the residents that live here now instead of adding to the problem. That is all any of us are asking.

Unless you have lived in a fire evacuation with smoke and flames around you with being in gridlock, you will never understand the terror that one experiences. In my opinion we have been so lucky to not have had any big disaster thus far. If you add that many people out here you literally have our lives in your hands. I hope someday you won't need to live with regrets of this decision where people die because we can't get out. We live in such a precarious place, with a major interstate and the geography surrounding us. I can only ask you step back and look at the big picture. In the last fire we planned on going up thru Storm King Ranch, whether that was the smart thing to do or not, but we knew our chances of getting out of W Glenwood was slim to none. It was that or get in Mitchell Creek. We all know it's not if another wildfire will happen, it's when it will happen. We are living in a drought and again why does no one look at the future of what will happen when the water isn't here. I heard of several people who's springs had dried up that had them for generations. There are already water restrictions so it blows my mind to not have respect of our natural resources with everything we are experiencing in this time of climate change.

I want to personally thank Commissioner Schachter as he brought up the fire danger and we appreciated all the questions he asked. It felt like he was someone who actually listened to us and cared.

Also it doesn't have to be a wildfire, it can be a mudslide or even an accident on the interstate. Where do you think the cars go? They flood W Glenwood and no one can move. One gentleman brought up how semi's get lost when coming up Mel Rey onto Donegan. I have seen the same thing on the West end of Donegan, when the interstate shuts down. They try to follow GPS and it was total mayhem.

In fact it looked like a convoy with semi's and camper trailers stuck in gridlock, coming up that narrow road from Hwy 6 to Donegan.

We know after the Glenwood Fire, the canyon will be closed again & again the minute we have threats of hard rain. We will get the bulk of that traffic and no one can move thru that roundabout to even get into Glenwood Downtown.

I plead you have some kind of vision for Glenwood. My husband was born and raised here and I am here 42 years. It's hard to see our small town be diminished. We know change is inevitable, but even having some kind of retail there would be better than 24 hour rentals. A restaurant, a movie theatre I know is just a dream or better yet a grocery store. None of this matters, but I knew Adolph Diemoz when he owned all the land that is now built up with Car dealerships etc, and he would ride his horse thru W Glenwood when it all was pasture where the kids played in the creek. Whatever the current Diemoz plan is, this is not what Adolph envisioned. It's our joke he is rolling in his grave with what has happened.

Just because you put sidewalks around the complex doesn't address all of Donegan. Most hikers, dog walkers, bicyclists, go west down Donegan up Mitchell creek where we have no sidewalks. Cars drive too fast and sometimes you have hikers on both side of the road. It's very dangerous.

Also Trent said the traffic flow with the school has different peak hours. I am having a hard time believing people aren't headed to work at the same time children are being dropped off at school. I can tell you when school starts and ends the Storm king road and Donegan is totally backed up.

Enough people have sent statistics about water and parking and I know I speak a lot from the heart. I am sad to see what has happened to our town, so I am pleading for once can we say it's not a fit instead of bowing to the almighty dollar.

Respectfully

Bruce & Lee Bowles

Property owners on Mitchell Creek

From:	Jennifer Smith
To:	Trent Hyatt
Subject:	Pasture annexation - comments and questions
Date:	Monday, March 29, 2021 8:40:41 PM

Dear Trent,
My family lives on the west end of Donegan. We are not in the city.
This project has raised our awareness to the city's lack of a comprehensive emergency evacuation plan. None was mentioned at the meeting, leaving me to conclude that there isn't one. Please let me know if that is incorrect.
We like all our neighbors were stuck at our home during the fire last summer because of the instant gridlock at the roundabouts. There was no agency managing traffic in the roundabouts leading to panic, altercations and hours of fear. Regardless of what happens in the pasture this is a large issue that needs addressing. It seems that the city has an opportunity to seek assistance with any infrastructure for such a plan with this project and other pending developments in the city. I would like to hear how the city plans to avoid that situation in the future.

I like the plan submitted by the developers for the parcel in concept, assuming the city can prove that it can manage the traffic on Donegan and in an emergency.
It seems appropriate for the city to request a maintained access from the development through the mall for both cars and pedestrians.
I would prefer that all traffic use center drive or the mall.
Already people fly down Donegan. We have asked for speed bumps, signs, and more but nothing is there. With the proposed on street parking, traffic exiting the proposed development will not have sight lines without pulling into the proposed crosswalk and bike lane to able to turn onto Donegan. This puts pedestrians and people on bikes at significant risk with every car turning into and out of the development.

Also the proposed 4 foot grass next to the sidewalk is not wide enough to plant a happy tree.

It wasn't clear to me from the presentation whether there will be sidewalks and a bike lane on both sides of Donegan. Can the city answer that?

Also will this PUD proceed in phases? If yes, has the city requested or considered requesting that the public areas be built first to avoid the problems from Cardiff glen where the amenities were never built? What requirements will the city consider in this regard before agreeing to annex?

Thank you for your time
Jennifer Smith

Sent from my Verizon, Samsung Galaxy smartphone

From: Kim Worline
To: Trent Hyatt
Subject: Proposed development in West Glenwood
Date: Monday, March 29, 2021 7:16:34 AM

Good morning Trent,

It is my understanding that I missed the meeting for public comment regarding the proposed development in West Glenwood Springs. It was suggested that I write to you in an attempt to share my concerns about this proposal. I ask that you please include my comments along with the other residents of Glenwood Springs.

First, I understand that some development is inevitable, and there is a need for affordable housing options in our community. There aren't many parcels of land left so it doesn't surprise me that this field is now being considered for development. I would like to propose that if we are to move forward with allowing the development of this land, that there would be a reduced number of units in the plans. This would decrease the traffic and environmental impact in our community, and I believe would be a fair compromise. In addition, parking plans that allow for 1.7 cars per rental unit is unreasonable. People who occupy these rental units will likely have at least two cars. When I look around my little neighborhood of Vista Drive, I see at least two cars per house, if not three of four. I moved back to Glenwood Springs in 2001 and have lived through several of our devastating fires. In 2002, I quickly packed up a few valuables, my twin 1 year old girls and our dog when we had to evacuate for the Coal Seam Fire. Getting all of us who live in West Glenwood safely out of the area took a while. Since then, we've seen more development in this side of town, and I can only imagine what an additional 600+ cars would do to an evacuation scenario. Lastly, why are we encouraging more development of rental units? Shouldn't some of these units be available for purchase?

My husband and I believe any development plans that are approved should be balanced, safe, and in line with the values we all share in our community. We do not agree with the scale of this development. If this particular developer is unwilling to consider fewer units and units that could be for sale, then perhaps we shouldn't accept their offer and open it up to other developers who are more in line with the values of our community. Glenwood Springs is a desirable place to live, and I would think that there will be more offers on the horizon where people can still make money on their investment with fewer units.

Respectfully,
Kim and Andy Worline
45 Vista Drive, Glenwood Springs, Colorado

From: james conway
To: Trent Hyatt
Subject: West Glenwood Pasture Development
Date: Saturday, March 27, 2021 2:02:03 PM

Dear Mr. Hyatt,

I am writing in opposition to the proposed development located in the pasture behind the Glenwood Springs Mall.

Glenwood has always been a small city with a balanced mix of single family homes, townhomes and condominiums, and apartments. Glenwood is known for it's small town atmosphere and I fear we are now in danger of losing that .The enormous size of this proposal threatens to change forever the atmosphere of our town. Along with the other large apartment projects recently approved, I see us becoming a bedroom community for up valley workers and fear we are at risk of losing the reasons we all came here in the first place. The Western Slope is desirable to developers and we residents rely on our elected officials to protect our community by acting as a check on uncontrolled growth.

I also believe approving this development is a slap in the face to the residents of West Glenwood , especially those living north of Donegan Road ,as this will change what has been a family area to a high density area having more in common with the large front range communities than the small western slope town we all love.
I think the local residents deserve better.

We have been evacuated twice during our time here and I agree with the comments and concerns that if we have a fire or other emergency, Donegan, Mel Rey and the other roads in this area can't handle the projected traffic safely. Last summer , a small fire in South Canyon created chaos in West Glenwood. If this development is approved, such chaos will become a common event. This situation could quickly become more than just an inconvenience. We could actually face a dangerous situation in case of fire or other emergency..

Also, West Glenwood lacks amenities such as a grocery store, coffee shops, parks, and open space that are necessary for a large concentrated population.The entire Glenwood community doesn't have the infrastructure to support such a massive influx of new residents. Good planning should seek to avoid the necessity of reliance on automobiles and encourage pedestrian use. A development of this size will create many auto trips per day for routine services that are not available nearby.

I am also concerned about our future water needs as climate change continues to impact us all.

I realize that this area will not remain a pasture forever, although I and many others believe leaving the pasture as a park or open space would be a good idea. I am asking that the city not approve this project and instead look for alternatives that may result in a smart development that will complement and not destroy our neighborhood..

James Conway
147 Donegan road
Glenwood Springs. ,

From: Russ Brown
To: Trent Hyatt
Subject: annexation in West Glenwood and development
Date: Wednesday, March 24, 2021 2:08:17 PM

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this is copied but is something that must be addressed with this annexation and development...

Cj Peugnet West Glenwood Pasture Development

nohatYSpondeesgsfltoufoetdrduuayo crat 12:reu4dt1 hPM ·

Follow the water: Lately, the City has been pitching the “necessary“ upgrades that our town’s water/sewer lines “desperately“ needs. We are in a messy situation here folks, because of outdated and poor oversight. Very poor planning and management if you ask me. Now, as the City considers the annexation and development of 360 additional new dwellings, IS the City really looking and planning and studying the impacts both negatives and positives of such a massive development. Lets just take a look at one very important issue to me. OK, let’s do some simple arithmetics First. According to the director of public works the average medium size home consumes 5,000 gallons a month. If one was to say, multiply 5,000 by the number of units being proposed what does that give us? That is 1.8 million NEW additional gallons of fresh water needed for basic home usage PER MONTH. About the same amount of sewer water that has to be processed and re-cleaned. Can these be put on a capacity model? 1.8 million gallons! this is just basic usage. It does not include the developers’ swimming pool/water area nor does it include irrigation for keeping up the many “grassy” knolls I‘m sure they will have. This is Phase I. What of Phase II development of the WG Mall? A quote from one of my favorite movies “If you build it they will come“ We live in a beautiful place, I get it. A lot of folks want to move here, I get it. There is not enough housing, I get it. But the fact remains that our current infrastructure is not limitless. Our beauty is limitless but our infrastructure IS NOT. The building of such a massive development WITHOUT projecting future use of existing limited resources is in line with decades of poor decision and planning by the City. It also means that these new dwellings will bring additional vehicles, water usage, sewer usage, pollution both air and noise. We have NO Supermarket in WG. This will also create a higher strain on our town’s ONLY supermarket. Where will these new children go to school? Can we have a capacity model for that? Can our only Hospital support “X” (x= unknown) amounts of new sick or injured new residents? I guess what I am trying to say & ask at the same time is “can our current infrastructure support these new dwellings“ The City can’t keep up with current infrastructure on existing water/sewer lines. I will not even talk about our streets & pot/holes.The City’s poor planning and oversight has the old part of Glenwood Springs in a pickle because they have NOT been doing their jobs for DECADES. The City has been passing the infrastructure puck for decades. Not a single person in our City can/will stand up and own this particular problem. ”They have Inherited the problem” the fact is: The City has not been monitoring old, outdated and decaying infrastructure and replacing it. They should have a working map replacing 500 or more feet per calendar year. Its called projecting and repairing aging infrastructure. All major cities have this, as their DUTY to their fellow TAX paying neighbors/citizens. Nothing speaks louder than the gratification the citizenry has, when our tax monies are well spent by having clean, dependable water/sewer and roads infrastructure. Think of ancient Rome, THE standard of a modern city with their water/sewer & roads. I will ask once more: can our City Officials look us in the eyes and tell us that the city can logistically support 360 new dwelling? My answer looking to the past, is I regret, an overwhelming no. I will leave you with one major “Food For Thought” Why do you think that the West Glenwood Sanitation District in West Glenwood has stayed uncomfortably quiet? I suspect, that in no way shape or form can this “little plant“ could fathom to keep up with the water demands of 360 new homes.

I am in agreement with all these issues being a problem and we don't need to add to it...this will cost the city to annex this property and development...BAD IDEA!

Sure hope you read this entirely!

--

Russ Brown
russellbrown.co@gmail.com
970-945-2800 hm
970-618-9552 (Verizon cell)

From: harlangwen2@aol.com <harlangwen2@aol.com>
Sent: Tuesday, March 23, 2021 4:50 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Re: Moratorium on development (This was a Letter to the Editor in the PI on Friday, March 19, 2021 titled Housing vs. carrying capacity)

Gretchen: Housing vs. carrying capacity
Given the renewed discussion about affordable housing in Glenwood Springs, now would be a good time to step back and take a look at a larger housing concern: carrying capacity.

Surprisingly, the number of people we can stack in Glenwood is seldom discussed.
Simply put put, carrying capacity is the maximum amount of people that can live in a certain defined area and still have a good quality of life.
The concept is that after supplying all the fundamental needs to a community, there is a tipping point where, due to overpopulation, systems break down and people cease to thrive. I fear that we in Glenwood Springs are nearing that point.
Glenwood is located in one of the narrowest widths of the Roaring Fork Valley. It's growth depends on navigating around rivers, a railroad, an interstate and Highway 82. Glat, buildable land within the city limits is scarce.

-----Original Message-----
From: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
To: harlangwen2@aol.com <harlangwen2@aol.com>
Sent: Tue, Mar 23, 2021 10:11 am
Subject: RE: Moratorium on development

Hello Rob
Your message below is missing the first sentence.

Can you resend.

Thanks
Gretchen

From: harlangwen2@aol.com <harlangwen2@aol.com>
Sent: Monday, March 22, 2021 5:44 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Cc: paul.schirmer@cdsg-us.com; wgwspasturedev@googlegroups.com
Subject: Moratorium on development

f the Roaring Fork Valley. It's growth depends on navigating around rivers, a railroad, an interstate and Highway 82. Flat, buildable land within the city limits is scarce. We need to be mindful of these barriers as we don't have the luxury of expanding the town borders. I feel it's time for you, our leaders, to address carrying capacity as we move forward. As you approve massive apartment complexes in our city, I wonder if any of you consider the concept of carrying capacity? I wonder at what point the city should consider a development moratorium? I'd say the sooner the better.
Currently, there are several large development projects that have been approved (220 units). In the past two years there have been 301 units completed. There are five development projects in the pipeline that will add another 823 units. The above units, when added together, come to 1,344 new living units in Glenwood Springs. Given an average of 2.53 people per unit, Glenwood will have added 2,603 residents in just a few years. In a city of 10,000 souls, that is a population boost of 26%. Add potential projects not yet submitted — 104 units at Vogelaar Park, the airport property, the West Glenwood Mall property, and you should be able to visualize a

municipal implosion. We desperately need restrictions on development.
Given the rapid development in our town, the first breach in our quality of life will be transportation.
CDOT, which controls Grand Avenue, will have little choice but to remove parking on Grand Avenue. They will have to gradually increase the speed limit to 40 miles an hour. We will wait at all crossing streets for several minutes before getting 10 seconds to cross or merge.
Given this inevitability, I would urge city planners to include a bypass easement in the Confluence Plan. Not to do so would be ignoring the thousands of anticipated daily commuters coming in the not-so-distant future.
Long-term impacts of overpopulation include stress on city services, i.e. police, fire and schools. As you may know, residential units pay only 7% in property taxes. They consume more service dollars than they produce. Therefore, additional residential units in Glenwood will only serve to increase taxes.
Glenwood's density of 10,000 people packed into approximately 6 square miles is already adding pollutants into the rivers via storm drains. Pollutants include mag chloride, oil, dust and trash. Air inversions happen from time to time. Adding more houses and people will only hasten a declining environment.
The goal of limiting numbers of new residents should include and focus on the ecology of the systems within Glenwood Springs.
The city owns quite a few buildable acres. Going forward, I believe there will be pressure to develop the property that we citizens own via public/private arrangements. I'm

against using our real estate equity to provide for more people, affordable or otherwise.

California was once one of the most desirable places on earth to live. Through mindless growth and expansion, they are making paradise undesirable in many places. I would hope we are smarter than that. Surely, we can learn from their mistakes and take a proactive approach to growth before we reach the rapidly approaching tipping point. Can any of you state the ideal population for Glenwood?

Recently, the city completed the 2020-25 Strategic Plan. The first paragraph of the plan states the Strategic Vision for Glenwood Springs' future.

It reads: The city of Glenwood Springs desires to maintain its small-town character and to preserve its cultural and natural resources. Implementing a proactive plan that achieves directed and balanced development, social and economic diversity and addresses transportation needs will (sic) move the city forward.

While I appreciate the time and energy spent on affordable housing, I feel we have a classic "forest for the trees" situation. Overpopulation of our precious town may not appear as pressing as some immediate issues, but I assure you the vitality of our town depends on actionable steps to stem the tide. Please consider a development moratorium.

Rob Anderson

Glenwood Springs

From: lorranichols@sopris.net <lorranichols@sopris.net>
Sent: Tuesday, March 23, 2021 8:41 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: 3_23_2021 City of GWS P&Z Meeting - 09.20 Annexation & Zoning/Rezoning of 15.818 Acres

Good Evening Gretchen,

I am a resident of West Glenwood Springs since 1989, and native of Colorado.

In participating in tonight's P&Z meeting and reviewing the electronic meeting packet, I heard many concerns regarding the proposed development's impact related to evacuation of the neighborhood in an emergency situation (whether it be from fire, flooding, earthquakes, etc.). Commissioner Schachter raises many good questions and one in particular was whether the developer has commissioned a fire mitigation evacuation plan. I did not catch the name of the staff (female) who responded to Commissioner Schachter, but her response was no study has been commissioned. How does a resident ensure that the City look into and/or require that this particular study is performed and submitted prior to approval of this project?

Please consider this my request to require the developer to provide a study that would address evacuation mitigation of the West Glenwood Springs community. Please also acknowledge receipt of my request.

Stay safe, stay healthy

Lorra

Lorra Nichols
366 Mountain Shadows Drive
Glenwood Springs, CO 81601
lorranichols@sopris.net
(970) 948-5696

03/22/2021 Letter of concern to Gretchen.ricehill@cogs.us Director of community development

Please include this in your minutes for tomorrows Planning & Zoning meeting.

Hello Gretchen, My name is Dave Chiarello, resident at 0404 Mel Rey Rd in west Glenwood springs. I've lived in Glenwood form 1977 to 1991 on 1809 Grand Ave, across from Sayre park. I raised a family of four on this busy street. After the City took down the trees and widened Grand Ave the noise and pollution caused us to move to West Glenwood from 1991 till present time. It was an essential step for a more peaceful, quieter environment. You can see the stars clearly at night. All developments in this area have been in keeping with normal R1 zoning to maintain appropriate traffic levels and our quality of life. Until this.

The infrastructure is already overtaxed, from my own experience.

The main sewer line backed up into my basement 3 times in the last two years. The density of this Proposal is beyond absurd! Glenwood Springs is already maxed out.. The experience of last years fire season showed what a huge safety issue for evacuation, as down valley gridlock blocked many residents from coming or going to their homes. This development must be paired down to a third of units proposed. 120 at the most.. I hope you understand what the word 'Community' means.

That pasture was always a refreshing reminder of nature at its best. The horses were beautiful.

Thank for entering these to the notes, Dave Chiarello

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)
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 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 - <u>Annexation</u> – of a 15.818 acre parcel into the municipal limits of the City of Glenwood Springs.

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

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

<u>Staff recommendation</u>: *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

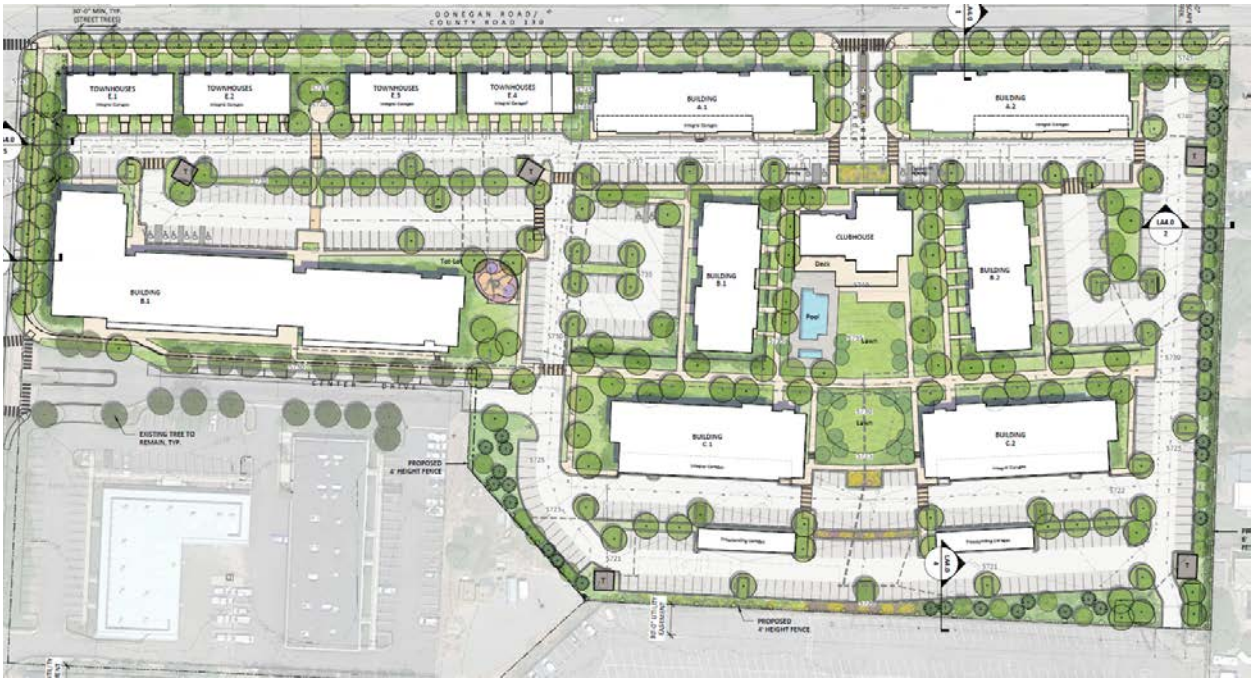
A large portion of the subject property (pictured below) appears vacant but is used for storage and the grazing of animals in warmer months of the year.

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.

<u>Roads and Traffic</u>

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 Chapparal 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

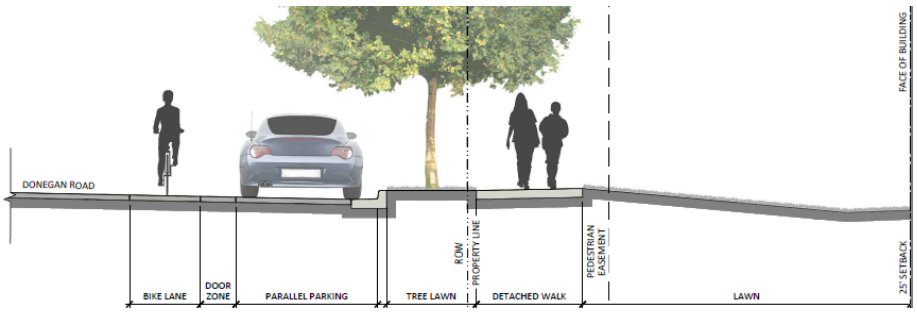
A total of 360 dwelling units are outlined in the PUD offering a mix of housing types and densities including townhomes (20 units in four buildings along Donegan Road), multi-family apartments (327 units in buildings A.1 and A.2 B.1, B.2, C.1, C.2 and D), and 13 live/work units in building D adjacent 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.

Unit Type	**AMI Restriction**
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

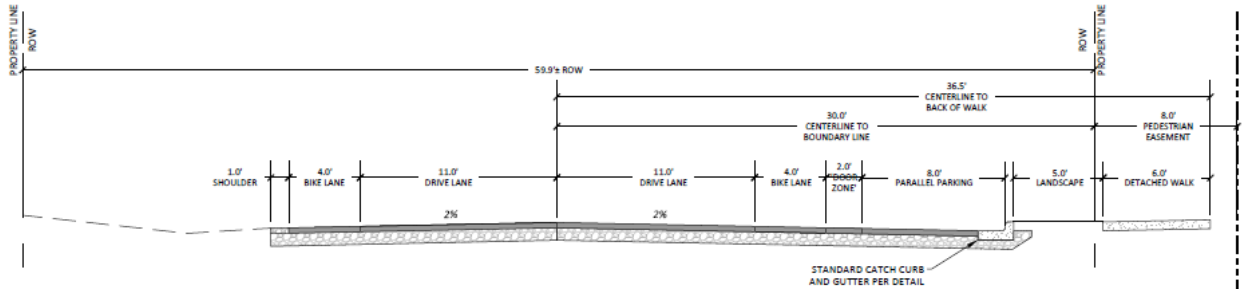
Similar standards (10 percent restricted to 100% of AMI and 20 percent resident occupancy) are in the process of being codified by the City, but the applicant has been in discussions to provide an affordability facet to the project since initial meetings with staff. Staff prefers the totality of units 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 connectively 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.

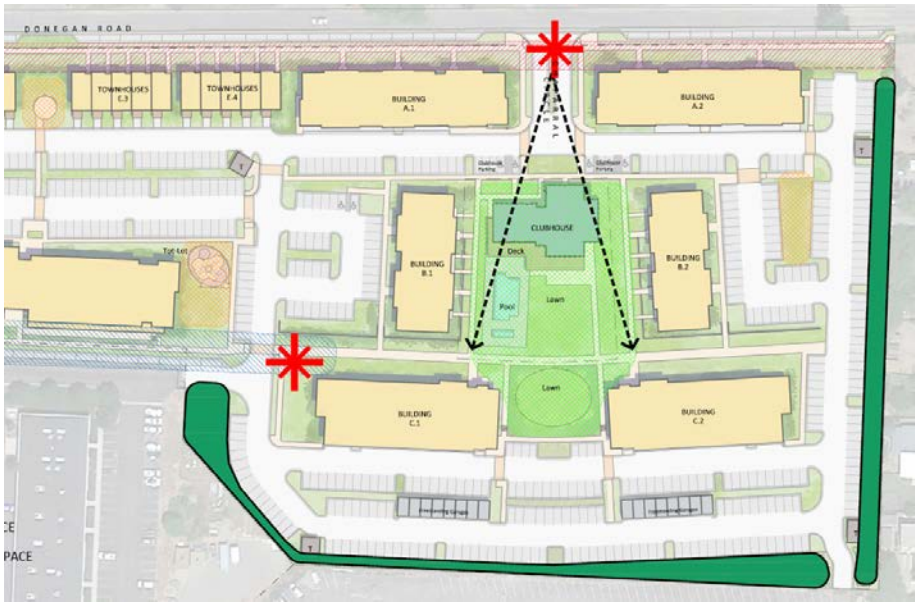
The West Glenwood Sanitation District provides sewer service to properties and uses in this area, both within and outside of the municipal limits of the City. The district has provided comments that it can serve the sanitary needs of the proposal develop.

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 idenfities the "Mixed Use" classifcation 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.

Comprehensive Plan Goal Supported	**Objectives and Strategies**
-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.

<u>Rezoning Approval Criteria Section 070.060.040(a)(3)f.3</u>

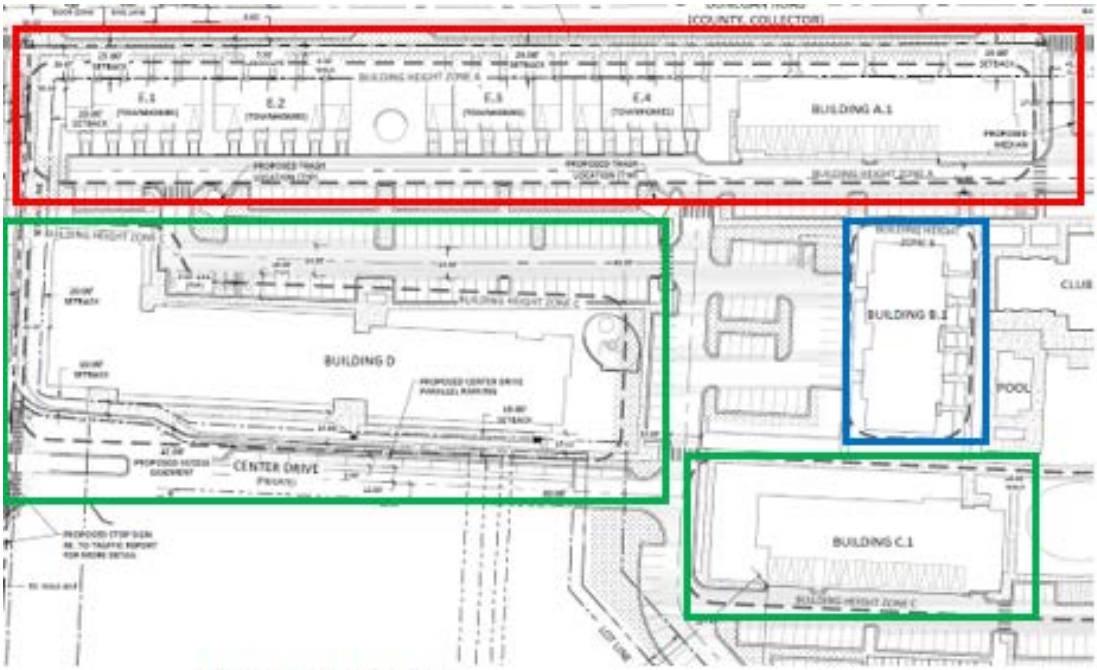
i. The rezoning is consistent with the City's comprehensive plan and the purpose of this Code;

As detailed above, the annexation and related CO and PUD initial zonings/Rezonings 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).



Maximum Building Height:

Residential Buildings:	
Zone A[1]	30 Feet
Zone B[2]	43 Feet
Zone C[3]	55 Feet
Interior Non-Residential Building (Clubhouse/Restaurant)[4]	38 Feet
Freestanding Garages[5]	25 Feet

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 Chapparal 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.

Referral Agencies	
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.

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

Pre-Application Public Comments		
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*;

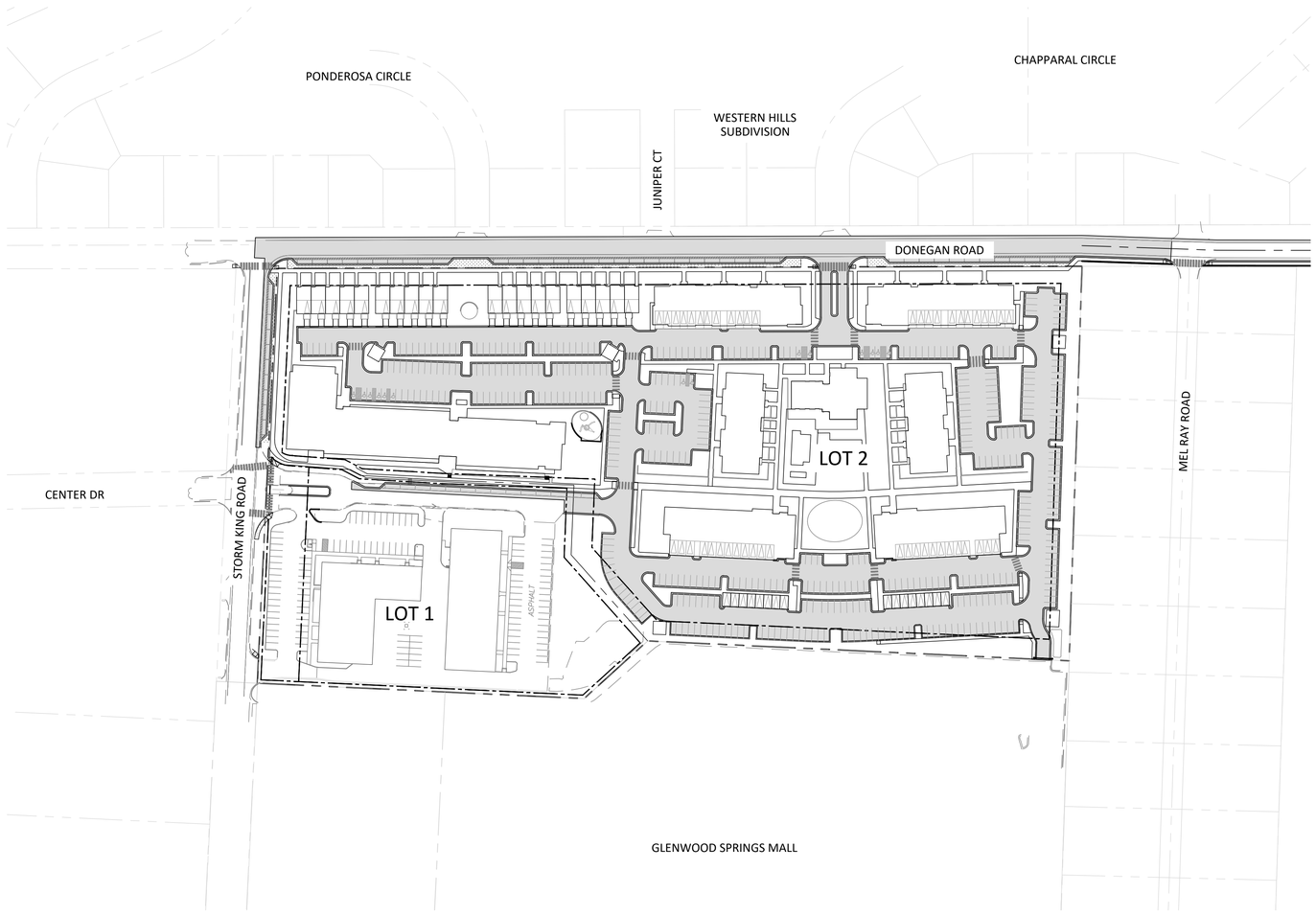
2. The rezonings are consistent with the purpose statements of the Commercial (CO) and Planned Unit Development (PUD) zoning districts;
3. Substantial changes in the area warrant a zoning change;
4. The intensity of existing and proposed development in the new zoning districts is not expected to create 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.

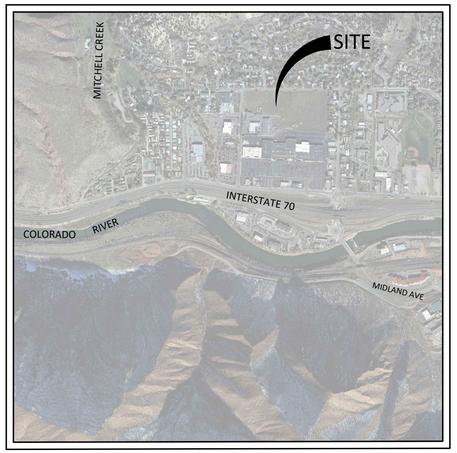
Recommended Conditions:

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.

480 DONEGAN-PUD

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





VICINITY MAP
SCALE: 1" = 2000'

PLAN INDEX

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

SITE NOTES:

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.

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

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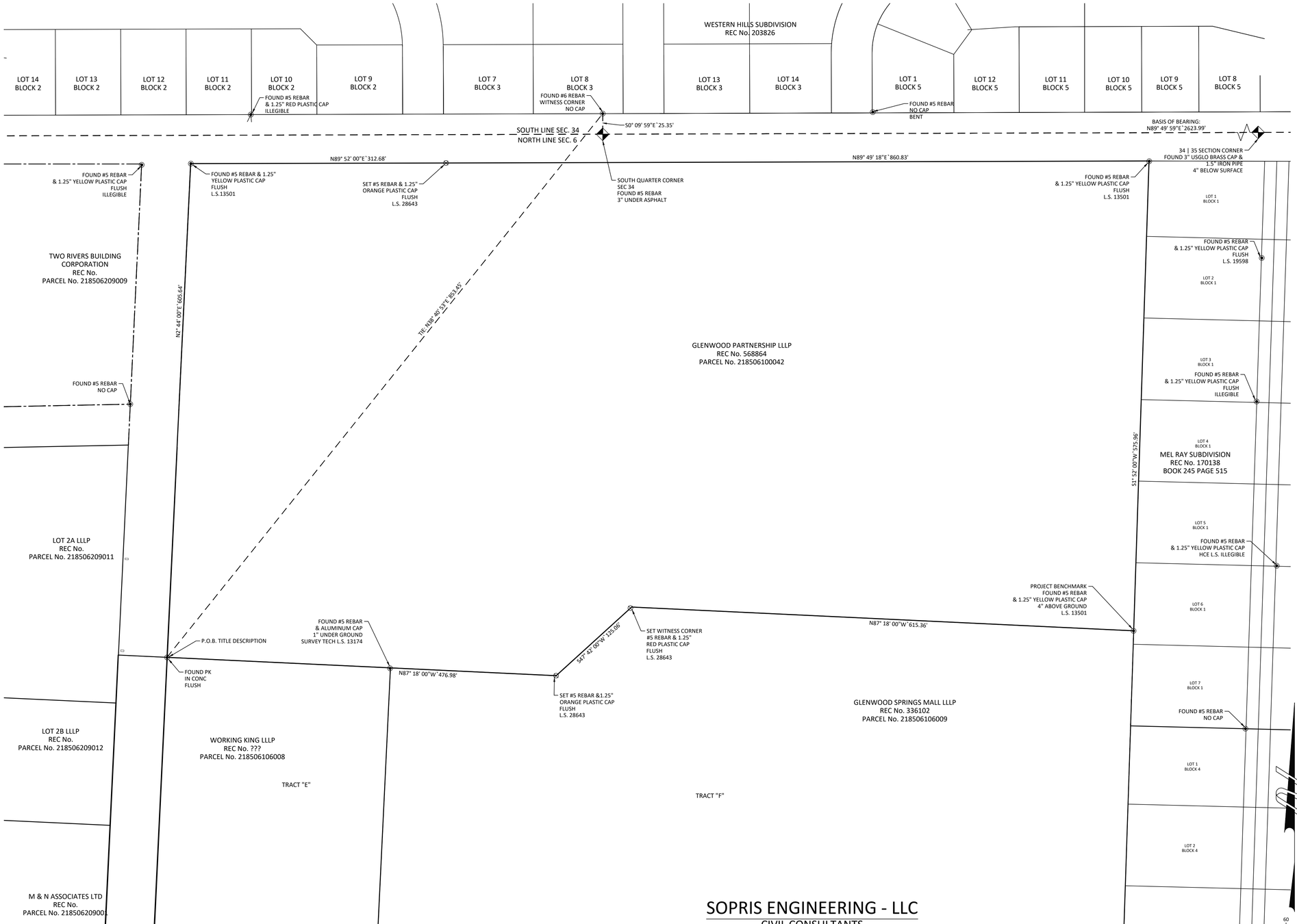
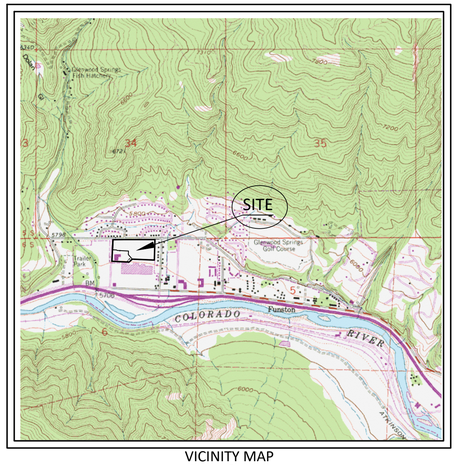
IMPROVEMENT SURVEY PLAT OF

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. ABS63014094-2, 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 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.

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. ABS63014094-2, OR OTHER SOURCES AS SPECIFIED ON THE IMPROVEMENT SURVEY PLAT.

COLORADO REGISTERED MARK S. BECKLER 28643 PROFESSIONAL LAND SURVEYOR

MARK S. BECKLER L.S. #28643

GRAPHIC SCALE

60 0 30 60 120 240

(IN U.S. SURVEY FEET)
1 inch = 60 ft.

C-0.1

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

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.

IMPROVEMENT SURVEY PLAT OF

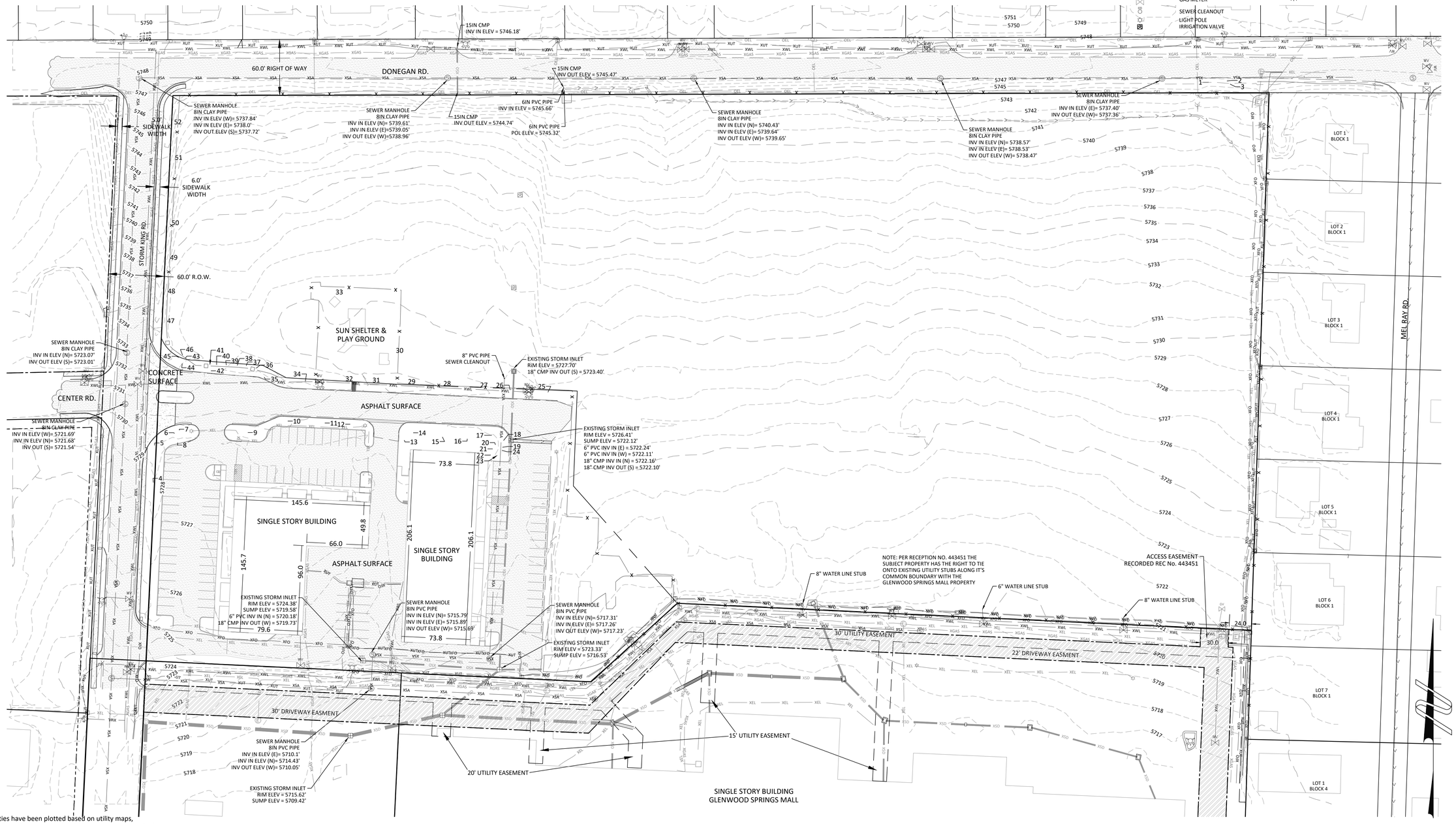
480 DONEGAN

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 UNDERGROUND 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.

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CARBONDALE, COLORADO 81623
(970) 704-0311 SOPRISENG@SOPRISENG.COM

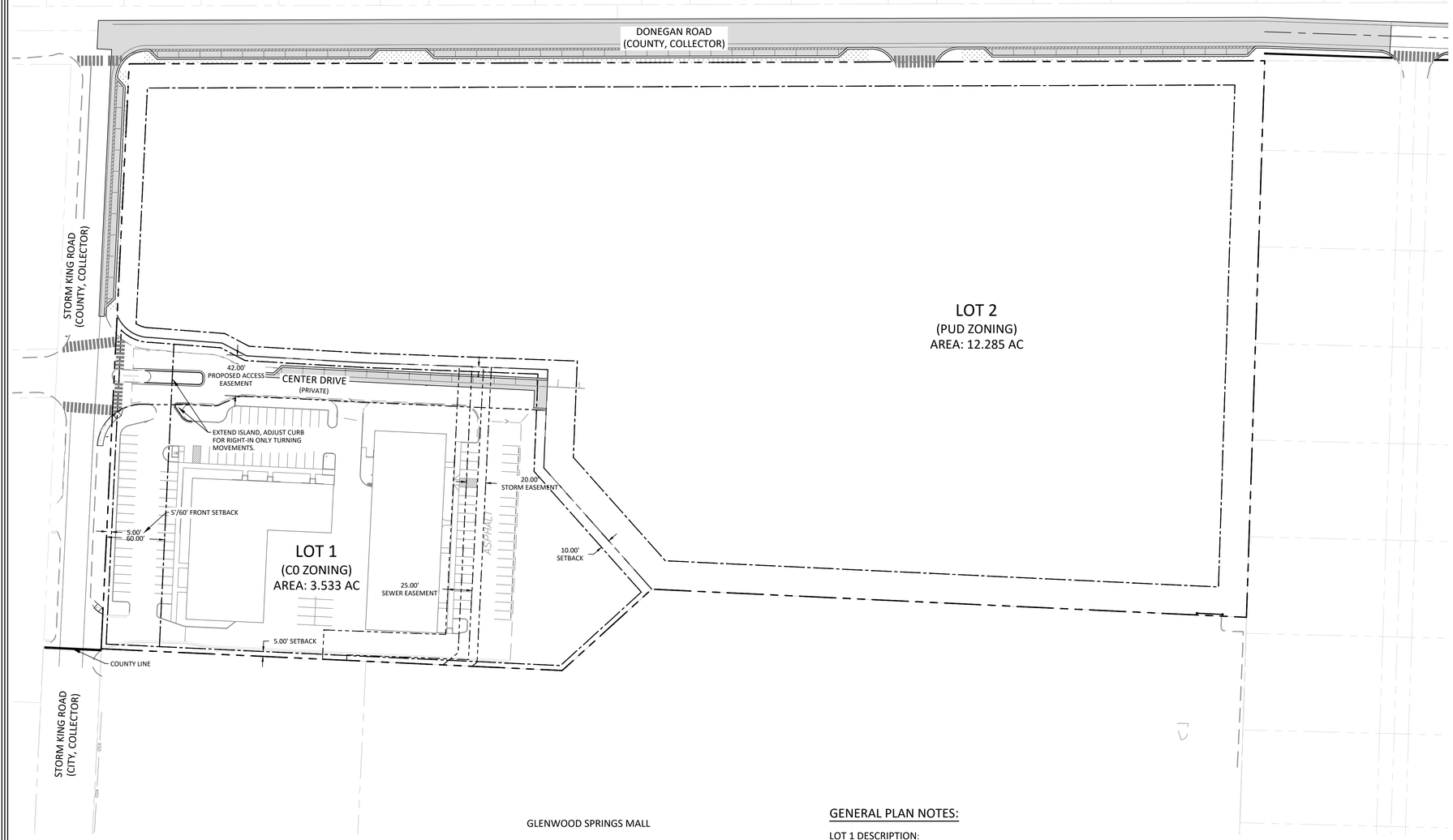
GRAPHIC SCALE

50 0 25 50 100 200

(IN U.S. SURVEY FEET)
1 inch = 50 ft.

C-0.2

1/25/2021 - 30017 - G:\2020\30017\SURVEY\Survey DWGs\PLAT 2020\30017 PLAT.dwg



PROPOSED LEGEND

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

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
		Total	*96 Spaces*	

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
Total existing spaces	108 regular spaces, 4 ADA spaces

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 RADUIS 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

NORTH

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

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	

GLENWOOD APARTMENTS
GLENWOOD SPRINGS, COLORADO

ANNEXATION AND ZONING SUBMISSION

DATE	REVISION

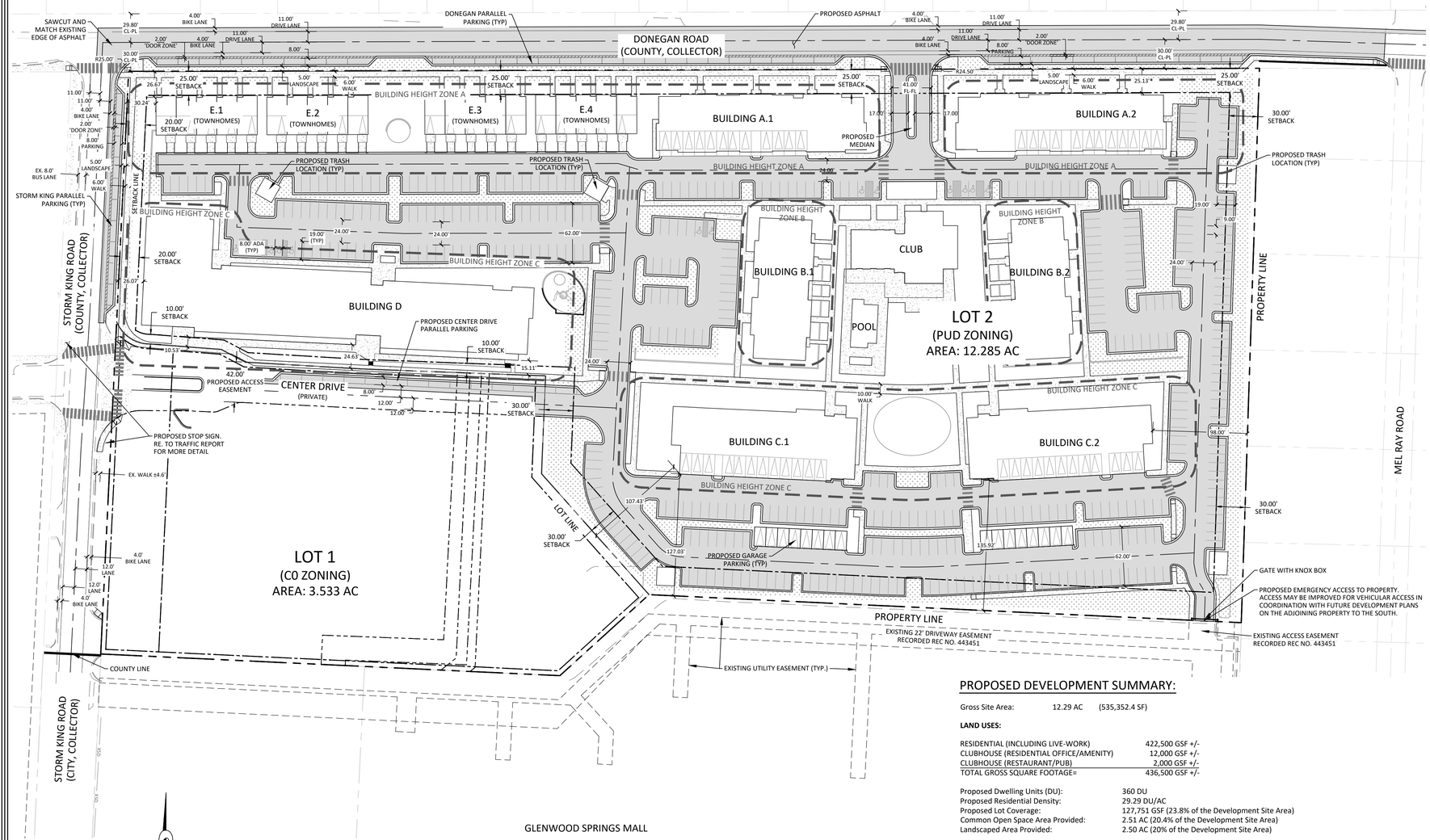
TITLE

LOT 1 PROPOSED ZONING

DRAWING NO.

C-1.1

G:\2020\30017\CIVIL\CIVIL DWGS\PLOT\SHEET SET\30017-SITE PLAN.DWG - Mar 12, 2021 - 11:02am



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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;
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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

PUD DEVELOPMENT STANDARDS:

DEVELOPMENT DENSITY

Maximum Gross Residential Density (Includes Live-Work Units): 30.00 DU/acre
Maximum Gross Non-Residential (Residential & Clubhouse Amenity Space Only): 14,000 GSF

USES

Permitted Uses
- Multi-Family Dwelling
- Townhouse Dwelling
- Live-Work Dwelling[2]
- Residential Amenities (Workout facilities, business center, meeting spaces)
- Restaurant
- Administrative or Professional Office
- Park/Playground/Open Space
- 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:
1. The definitions set forth in the Glenwood Springs Municipal Code will apply to the above list of uses.
2. Live-Work units may provide space for the following non-residential uses Home Occupation, and Administrative/Professional Offices. Other non-residential uses potentially considered within a Live-Work dwellings will require a special review use permit.

COMMON OPEN SPACE

Minimum Required: 20% of the Development Site Area

LOT AREA

Lot Area: No Minimum
Landscaped Area: 20% 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:
1. 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.
2. Permitted setback encroachments from public streets include the following:
   a. Front porches, stoops and balconies may encroach six (6) feet into the setback.
   b. 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.
   c. Building roof eaves and other incidental architectural features may encroach 18 inches into setback.
   d. Other exceptions to structures within a setback shall comply with Glenwood Springs Development Code.

BUILDING HEIGHT

Maximum Building Height:
Residential Buildings:
Zone A[1] 30 Feet
Zone B[1] 43 Feet
Zone C[1] 53 Feet
Interior Non-Residential Building (Clubhouse/Restaurant)[2] 38 Feet
Freestanding Garages[3] 25 Feet

Notes:
1. Height shall be measured as the vertical distance above the finished grade along the building face oriented to Donegan Road to the highest point of the coping of a flat roof or to the deck line of a mansard roof, or to the midpoint of the highest gable of a pitched or hipped roof.
2. Height shall be measured as the vertical distance above the finished grade to the highest point of the coping of a flat roof or to the deck line of a mansard roof, or to the midpoint of the highest gable of a pitched or hipped roof.

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 Parking[1] 1.0 SP/5 DU
Non-Residential
Restaurant 1 SP/200 SF
Office & Amenity 1 SP/1,000 SF

Notes:
1. Guest Parking applies to Dwelling: Townhouse and Multifamily Uses Only (Table 030.1: Table of Allowed Uses)
2. Off-site parking areas shall not account for more than 10% of total provided parking (Section 070.040.060(e) Parking Alternatives)

OTHER

Snow Storage Areas:
A. 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.
B. 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.
C. 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 Article 070.040 of the Glenwood Springs Municipal Code, as amended from time to time, including, but not limited to, residential, non-residential, and mixed use site and building design standards, as applicable, shall apply to this PUD.

PROPOSED DEVELOPMENT SUMMARY:

Gross Site Area: 12.29 AC (535,352.4 SF)

LAND USES:

RESIDENTIAL (INCLUDING LIVE-WORK)	422,500 GSF +/-
CLUBHOUSE (RESIDENTIAL OFFICE/AMENITY)	12,000 GSF +/-
CLUBHOUSE (RESTAURANT/PUB)	2,000 GSF +/-
TOTAL GROSS SQUARE FOOTAGE=	436,500 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)
Landscaped Area Provided:	2.50 AC (20% of the Development Site Area)

Minimum Required Parking:

	Quantity	Rate	Required Spaces
Residential			
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
		Subtotal	*10 Spaces*
		TOTAL REQUIRED	**614 SPACES**

Note:
1. *Guest Parking applies to Dwelling: Townhouse and Multifamily Uses Only (Table 030.1 Table of Allowed Uses)*
2. *Newly created parking on public streets is being provided to reduce off-street parking requirements (Section 070.040.060(e) Parking Alternatives)*

Proposed Parking:

On-Site Parking	
Surface Parking Lot	478 Spaces
Center Drive	14 Spaces
Freestanding Garages	16 Spaces
Integral Garages	66 Spaces
Subtotal	574 Spaces[1]
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:
1. On-site parking includes 14 accessible parking spaces.
2. Newly created off-site parking accounts for 8.2% of total parking provided.

LEGEND:

SNOW STORAGE AREA:

NOTE:
1. APPROXIMATE AVAILABLE SNOW STORAGE AREA ON-SITE: 52,500 SQUARE FEET

NOTE: FINAL BUILDING GROSS SQUARE FOOTAGES, DESIGN, AND SITE LAYOUT/CONFIGURATION ARE CONCEPTUAL AND SUBJECT TO REFINEMENT AT THE TIME OF MAJOR SITE/ARCHITECTURAL PLAN REVIEW.

SOPRIS ENGINEERING, LLC.
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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	

GLENWOOD APARTMENTS
GLENWOOD SPRINGS, COLORADO

ANNEXATION AND ZONING SUBMISSION

DATE	REVISION

TITLE
LOT 2 PUD PLAN

DRAWING NO.
C-1.2

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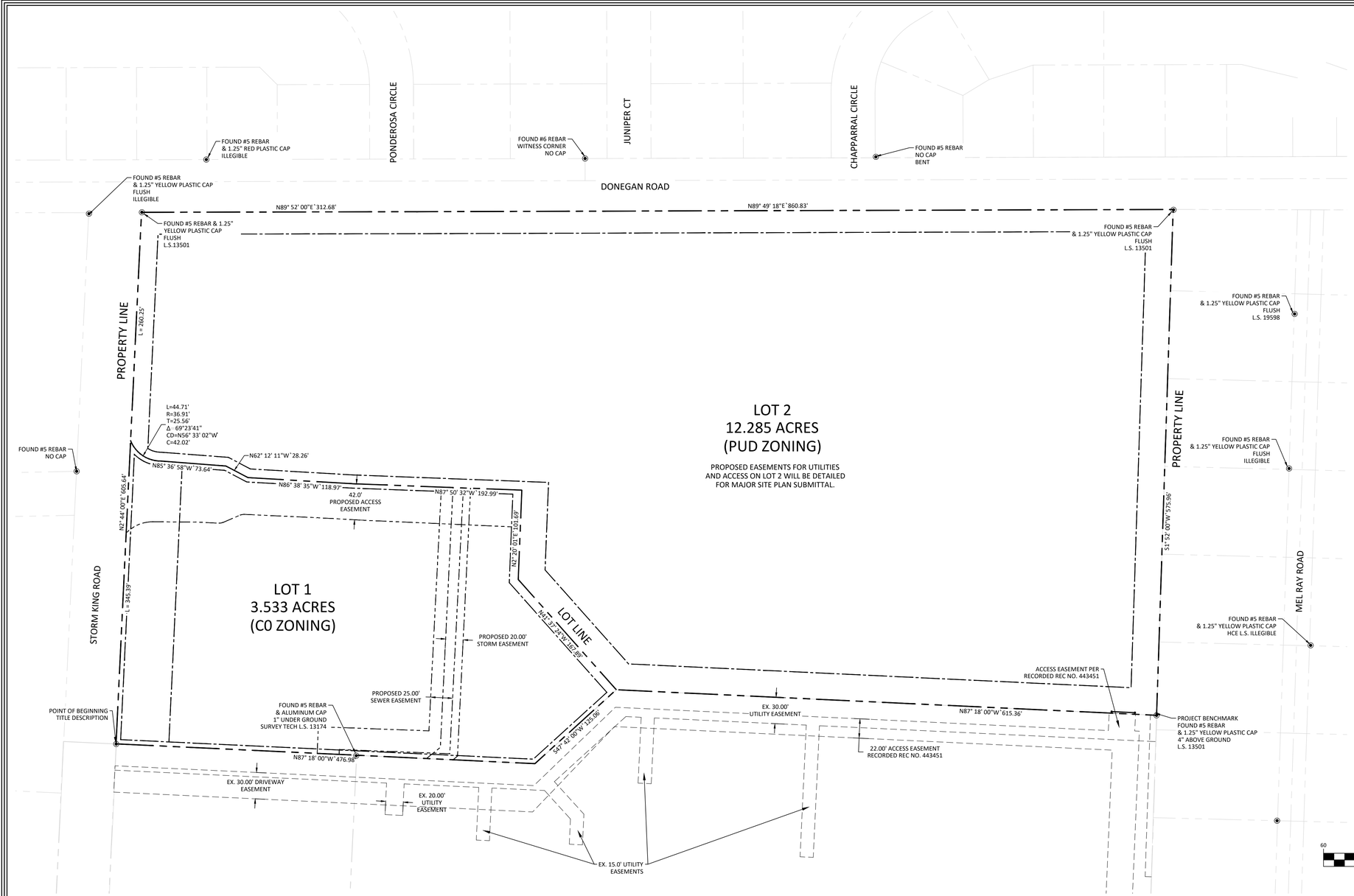

PROPOSED LEGEND

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

NOTES

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2) Date of Preparation: October - December 2020 & January 2021.
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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:

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 RADUIS 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

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.

SOPRIS ENGINEERING, LLC.
CIVIL CONSULTANTS
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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

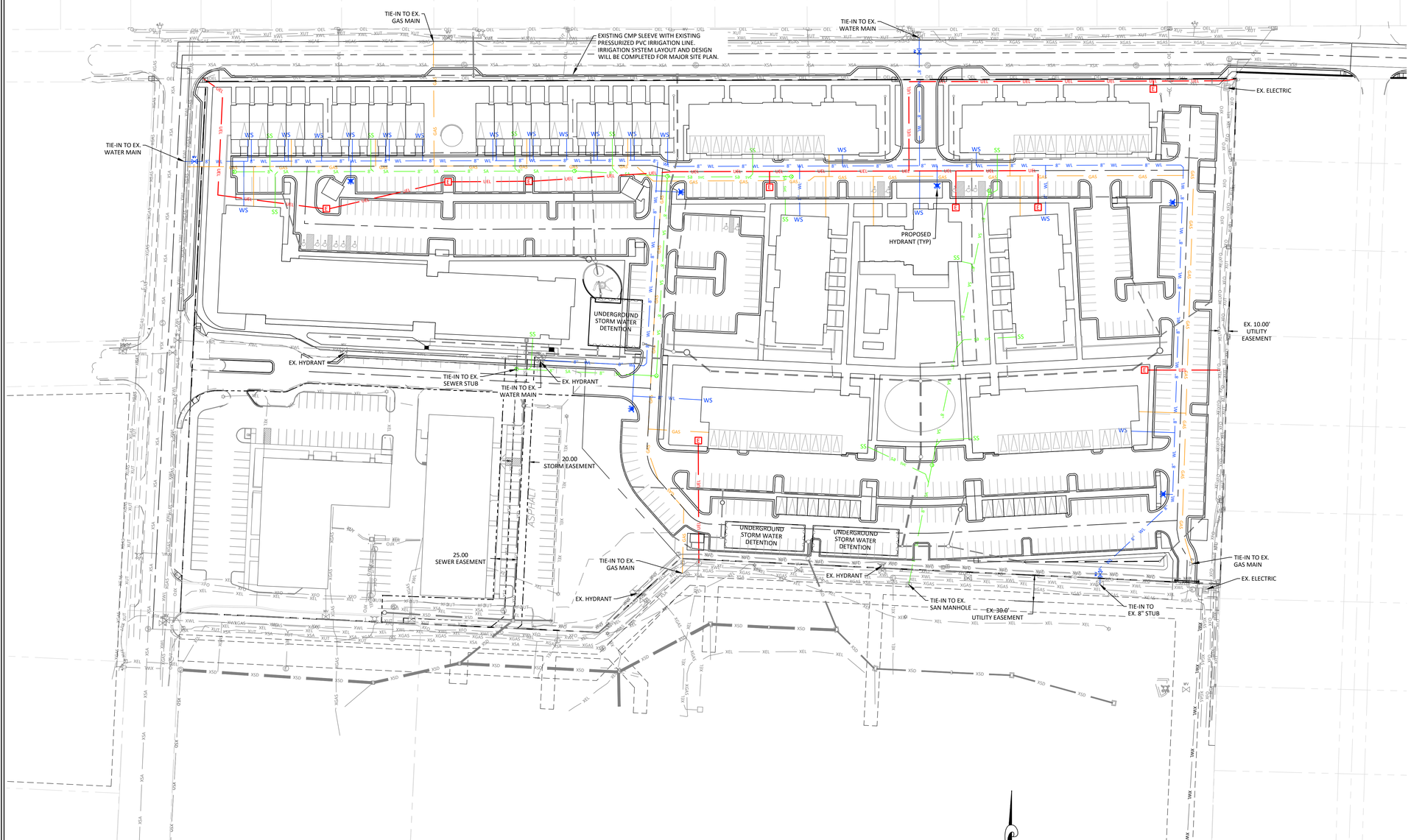
ANNEXATION AND ZONING SUBMISSION

DATE	REVISION

TITLE
CONCEPTUAL PLAT

DRAWING NO.
C-1.3

G:\2020\30017\CIVIL\CIVIL DWGS\PLOT\SHEET SET\30017-CONCEPTUAL PLAT.DWG - Mar 12, 2021 - 8:55am



PROPOSED LEGEND

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

PROPOSED UTILITY LEGEND

- PROPOSED 8" WATER MAIN
- PROPOSED WATER SERVICE
- PROPOSED 8" SANITARY SEWER MAIN
- PROPOSED SANITARY SERVICE
- PROPOSED ELECTRIC
- PROPOSED GAS
- PROPOSED STORM SEWER
- PROPOSED SEWER MANHOLE
- PROPOSED FIRE HYDRANT
- PROPOSED WATER VALVE
- PROPOSED ELECTRIC TRANSFORMER
- PROPOSED STORM INLET

EXISTING LEGEND

- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- EXISTING 8" WATER MAIN
- EXISTING 8" SANITARY SEWER MAIN
- EXISTING GAS
- EXISTING TELEPHONE
- EXISTING UNDERGROUND ELECTRIC
- EXISTING OVERHEAD ELECTRIC
- EXISTING CABLE
- EXISTING FIBER OPTIC
- EXISTING IRRIGATION PIPE
- EXISTING SWALE OR DITCH
- EXISTING STORM SEWER
- EXISTING WIRE FENCE
- EXISTING ELECTRIC MANHOLE
- EXISTING DRAINAGE DRY-WELL
- EXISTING SEWER MANHOLE
- EXISTING TELEPHONE MANHOLE
- EXISTING GUY WIRE
- EXISTING POWER POLE
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING GAS METER
- EXISTING ELECTRIC TRANSFORMER
- EXISTING ELECTRIC METER
- EXISTING TELEPHONE PEDESTAL
- EXISTING CATV PEDESTAL
- EXISTING LIGHT POLE
- EXISTING SIGN
- EXISTING STORM INLET

UTILITY NOTES:

1. 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.
2. A SUBSURFACE UTILITY ENGINEERING (S.U.E.) WILL BE COMPLETED PRIOR TO MAJOR SITE PLAN.
3. SHALLOW UTILITY LINEWORK MUST BE COORDINATED WITH THE UTILITY PROVIDER. THE UTILITY PROVIDER IS TO PERFORM ALL UTILITY MAIN LINE WORK NECESSARY. UTILITY SERVICE WORK TO BE PERFORMED BY THE CONTRACTOR. CONTRACTOR TO PROVIDE ALL TRENCHING, BEDDING AND BACKFILL NECESSARY FOR LINEWORK.
4. THE SITE SANITARY SEWER SHALL BE CONSTRUCTED ACCORDING TO THE WEST GLENWOOD SPRINGS SANITATION DISTRICT. EXISTING SANITARY SEWER SERVICES SHALL BE ABANDONED AT THE MAIN ACCORDING TO THE DISTRICT STANDARDS USING A WATER-TIGHT PLUG.
5. THE SITE WATER MAIN SHALL BE CONSTRUCTED ACCORDING TO THE CITY OF GLENWOOD SPRINGS STANDARD DETAILS AND SPECIFICATIONS.
6. THE SITE WILL HAVE A PRESSURIZED IRRIGATION SYSTEM THAT WILL BE DETAILED FOR MAJOR SITE PLAN.
7. THE CITY HAS FIBER OPTIC AVAILABLE, PROJECT WILL PROVIDE 2" CONDUIT FOR SERVICE TO EACH BUILDING.

NORTH

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

SOPRIS ENGINEERING, LLC.
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DRAWN BY	JPP	
CHECKED BY	YTN	
DATE:	03/12/2021	
JOB NO.	30017	

GLENWOOD APARTMENTS
GLENWOOD SPRINGS, COLORADO

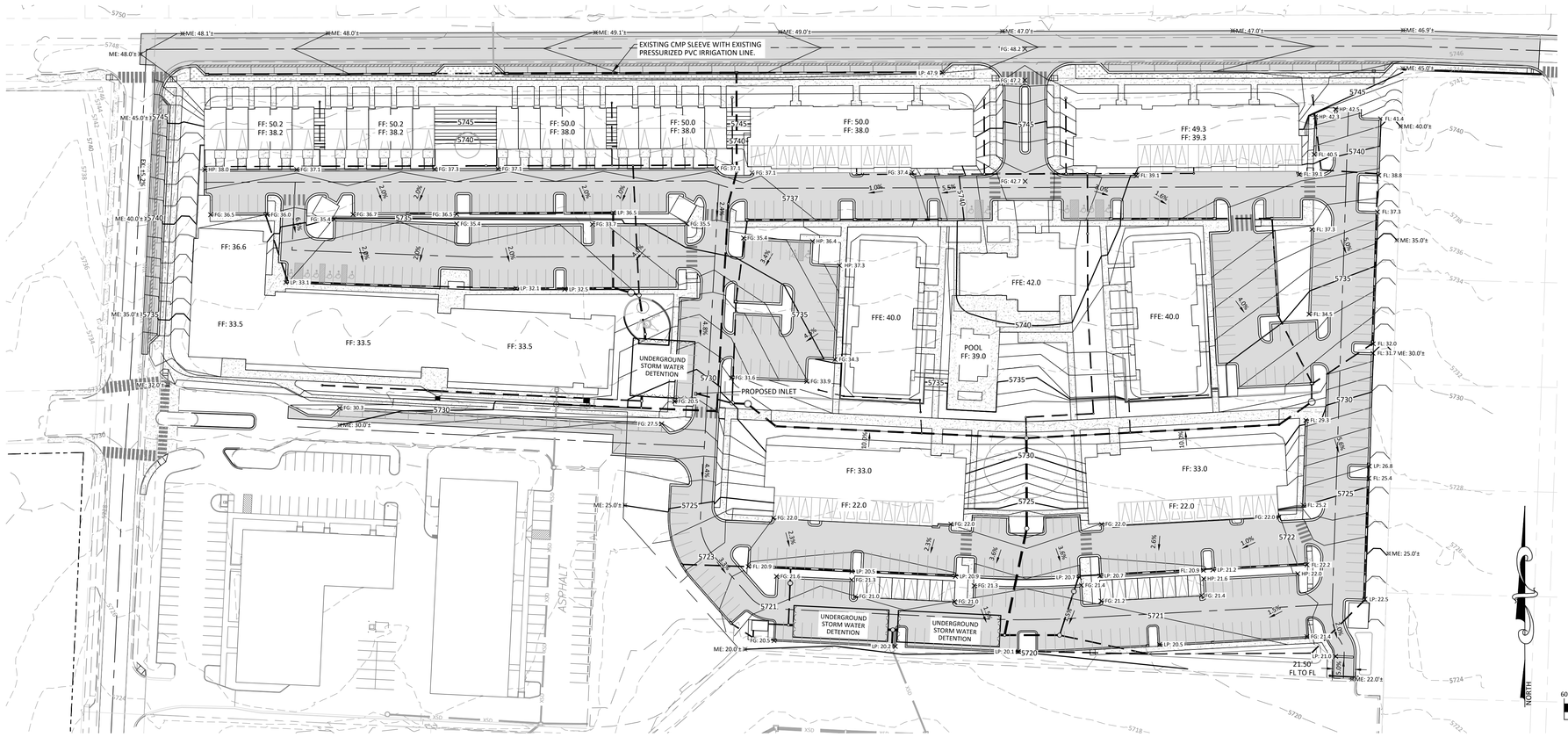
ANNEXATION AND ZONING SUBMISSION

DATE	REVISION

TITLE
CONCEPTUAL UTILITY PLAN

DRAWING NO.
C-2.0

G:\2020\30017\CIVIL\CIVIL DWGS\PLOT\SHEET SET\30017-UTIL.DWG - Mar 12, 2021 - 11:04am



SPOT ELEVATION LEGEND

BOW = BOTTOM OF WALL
EOA = EDGE OF ASPHALT
EX = EXISTING GRADE
FFE = FINISHED FLOOR ELEVATION
FG = FINISHED GRADE
FL = FLOW LINE
HP = HIGH POINT
LP = LOW POINT
ME = MATCH EXISTING
RIM = RIM ELEVATION
TBC = TOP BACK OF CURB
TOC = TOP OF CONCRETE

PROPOSED LEGEND

PROPERTY LINE
EXISTING EASEMENT
PROPOSED EASEMENT
PROPOSED LOT LINE
PROPOSED CENTERLINE

GRADING LEGEND:

PROPOSED 1' CONTOUR
PROPOSED 5' CONTOUR — 7900
EXISTING CONTOUR
EXISTING CONTOUR INTERVAL — 7900
PROPOSED SLOPE — 2.0%
PROPOSED SPOT ELEVATION — FL: 32.0
PROPOSED STORM SEWER
EXISTING STORM SEWER — XSD
PROPOSED STORM INLET

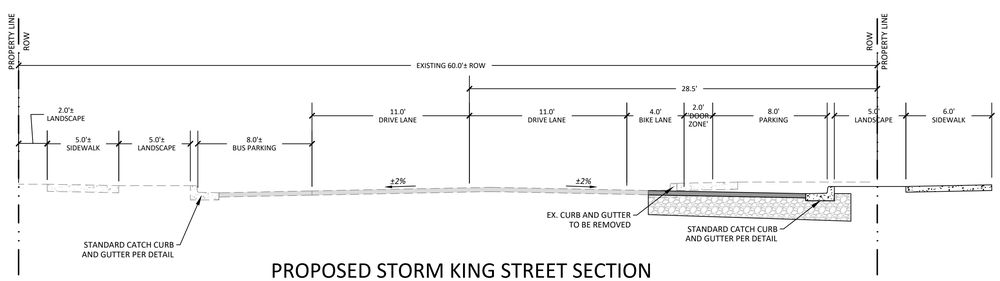
GENERAL GRADING NOTES:

1. THE EXISTING CONTOUR INTERVAL IS TWO (2) FEET. THE DIVIDE CREEK SURVEY DATUM IS NAVD 88. SE HAS LOWERED ALL POINTS 4.09 FEET TO CONVERT ELEVATIONS TO CITY OF GLENWOOD NGVD 29 DATUM.
2. PROPOSED SITE GRADING CONCEPT SHOWN. FINAL GRADING DETAIL WILL BE PROVIDED FOR THE MAJOR SITE PLAN APPROVAL.
3. THE STORM WATER DRAINAGE PLAN CONCEPT IS SHOWN ON SHEET C4.1. STORM WATER RUNOFF WILL FLOW IN LANDSCAPE SWALES AND CURB AND GUTTER TO INLETS AND STORM SEWER PIPES TO UNDERGROUND DETENTION FACILITIES.

GRAPHIC SCALE

60 0 30 60 120 240

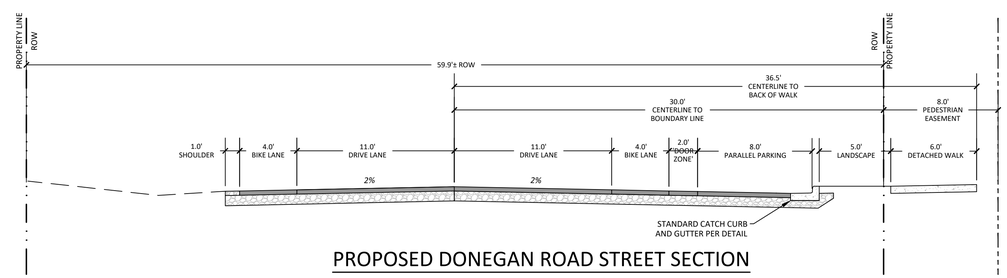
(IN FEET)
1 inch = 60 ft.



PROPOSED STORM KING STREET SECTION

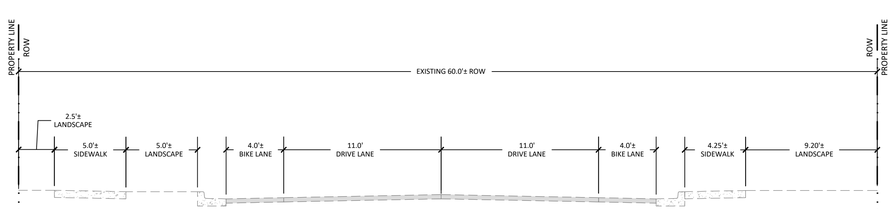
(NORTH OF CENTER DRIVE)

LOOKING NORTH
N.T.S.



PROPOSED DONEGAN ROAD STREET SECTION

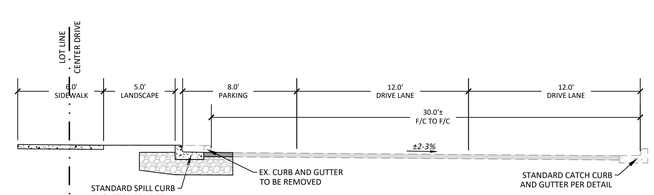
(ADJACENT TO SITE-WITH PARKING)
LOOKING EAST
N.T.S.



PROPOSED STORM KING STREET SECTION

(SOUTH OF CENTER DRIVE-FOR LANE STRIPING UPDATES)

LOOKING NORTH
N.T.S.



PROPOSED CENTER DRIVE STREET SECTION

LOOKING EAST
N.T.S.

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

GLENWOOD APARTMENTS
GLENWOOD SPRINGS, COLORADO

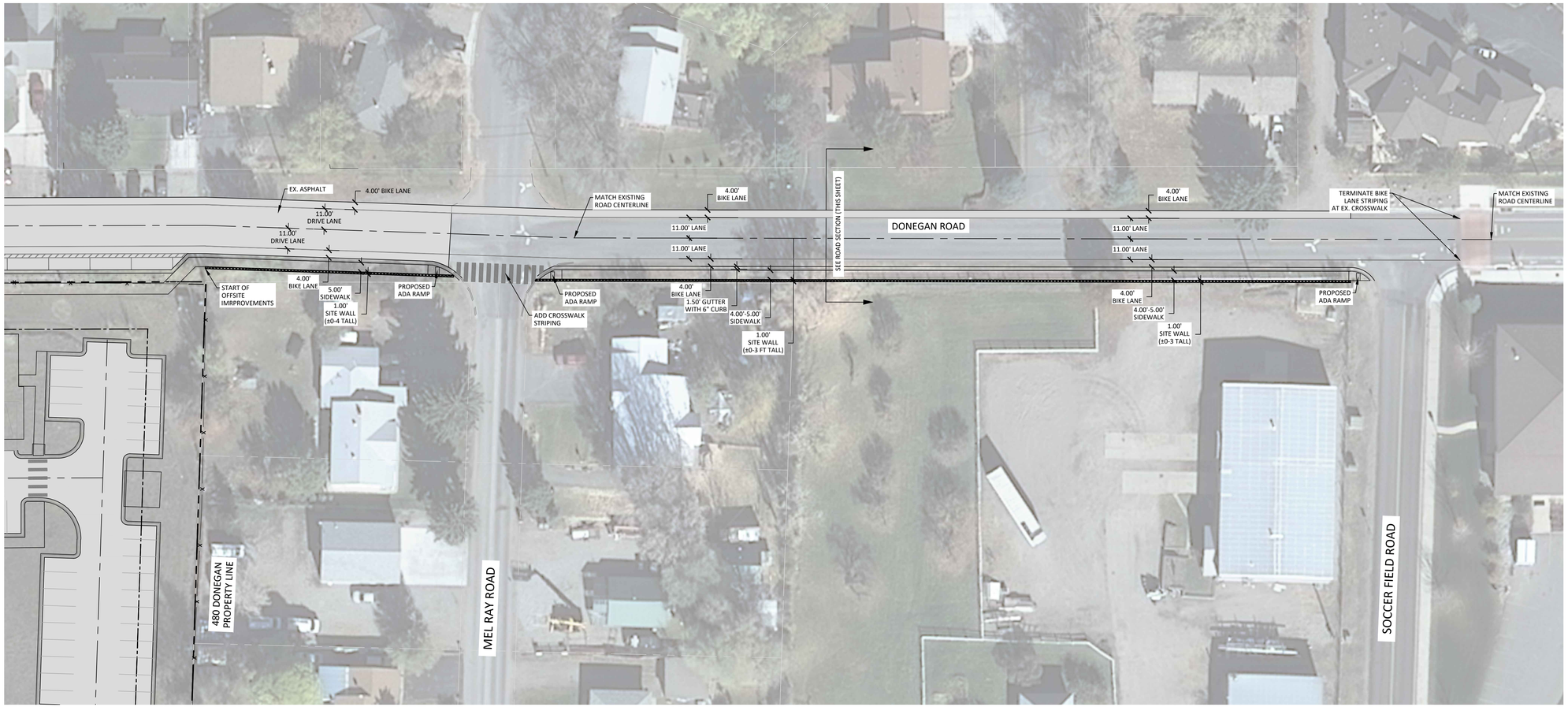
ANNEXATION AND ZONING SUBMISSION

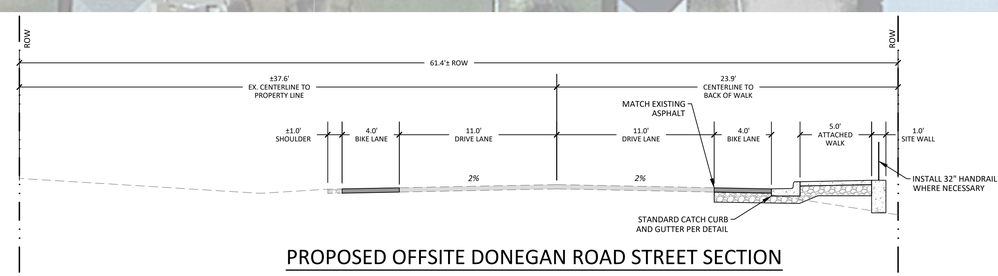
DATE	REVISION

TITLE
PRELIMINARY GRADING PLAN

DRAWING NO.
C-3.0

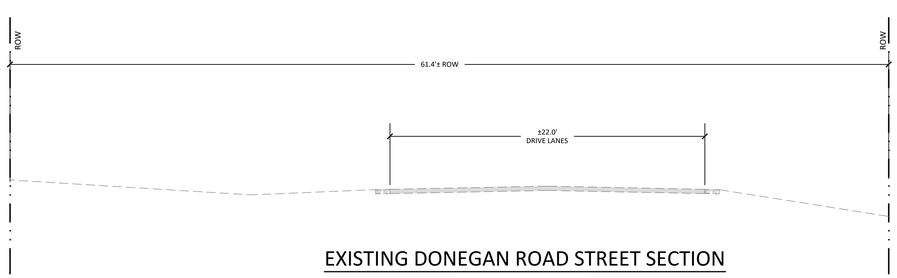
G:\2020\30017\CIVIL\CIVIL DWGS\PLOTS\SHEET SET\30017-GRADING.DWG - Mar 12, 2021 - 9:37am





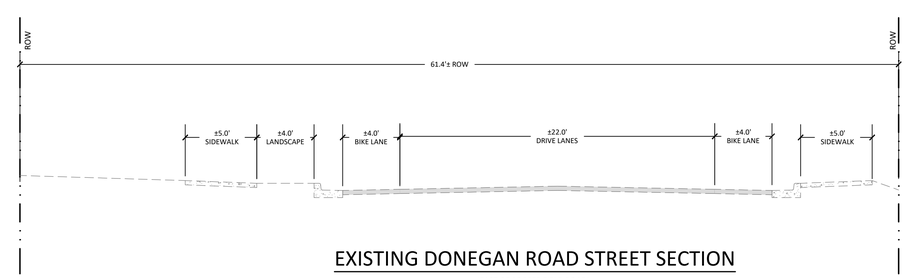
PROPOSED OFFSITE DONEGAN ROAD STREET SECTION

(MEL RAY TO SOCCER FIELD ROAD)
LOOKING EAST
N.T.S.



EXISTING DONEGAN ROAD STREET SECTION

(MEL RAY TO SOCCER FIELD ROAD)
LOOKING EAST
N.T.S.



EXISTING DONEGAN ROAD STREET SECTION

(EAST OF SOCCER FIELD ROAD)
LOOKING EAST
N.T.S.

NORTH

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

SOPRIS ENGINEERING, LLC.
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DATE:	03/12/2021	
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GLENWOOD APARTMENTS
GLENWOOD SPRINGS, COLORADO

ANNEXATION AND ZONING SUBMISSION

DATE	REVISION

TITLE

PROPOSED OFFSITE IMPROVEMENTS

DRAWING NO.

C-3.1

G:\2020\30017\CIVIL\CIVIL DWGS\PLOTS\SHEET SET\30017-SITE PLAN.DWG - Mar 12, 2021 - 11:00am

EXISTING LEGEND

- EXISTING CONTOUR
- 7900 — EXISTING CONTOUR INTERVAL
- EXISTING FLOW PATH
- EXISTING FLOW ARROW
- EXISTING DRAINAGE BASIN
- DP # — DESIGN POINT

NORTH

GRAPHIC SCALE

300 0 150 300 600 1200

(IN FEET)
1 inch = 300 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

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(970) 704-0311
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DESIGNED BY	JPP	
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DATE:	03/12/2021	
JOB NO.	30017	

480 DONEGAN
GLENWOOD SPRINGS, COLORADO

ANNEXATION AND ZONING SUBMISSION

DATE	REVISION

TITLE

OFFSITE DRAINAGE PLAN

DRAWING NO.

C-4.0

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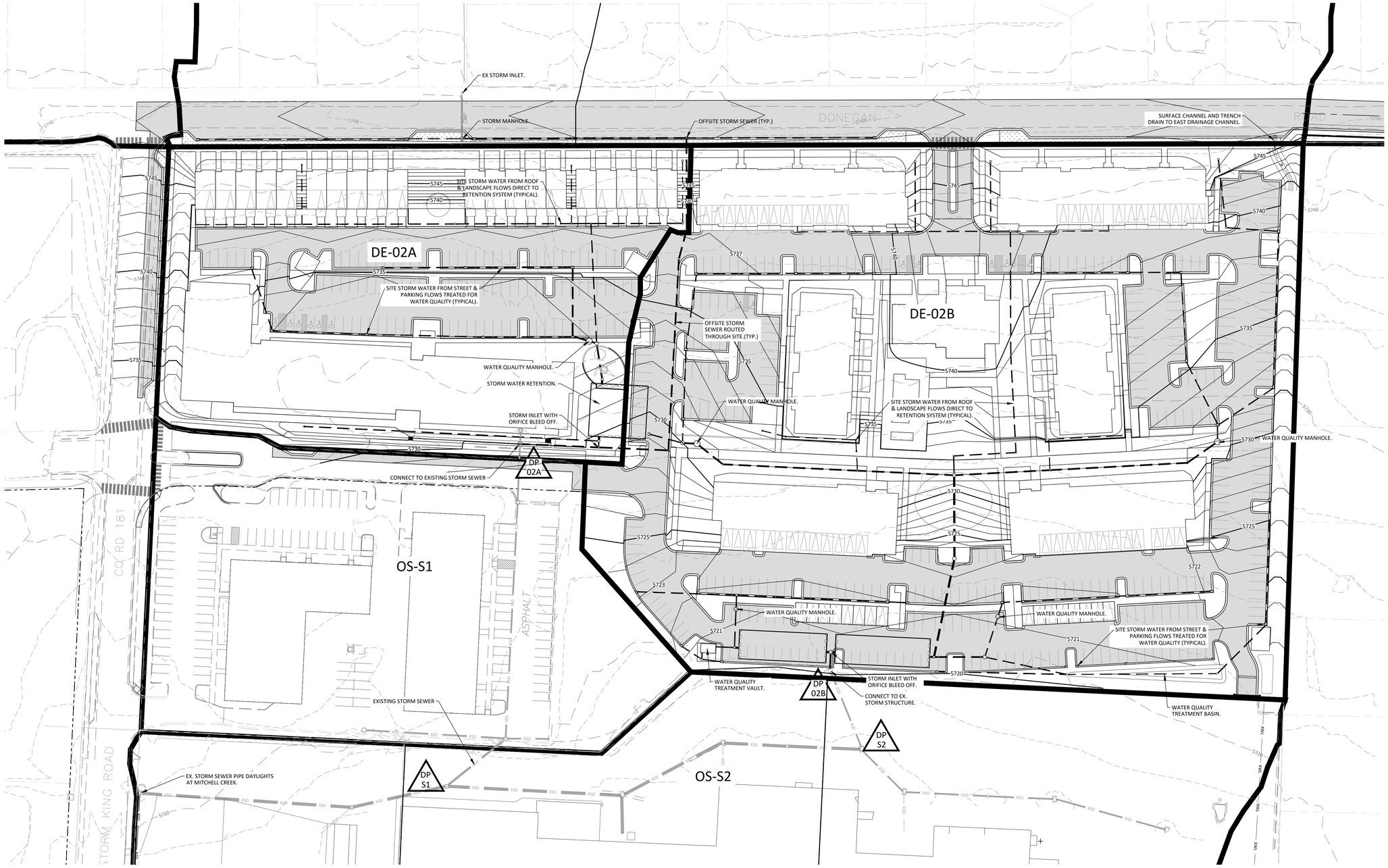

DRAINAGE LEGEND

- EXISTING CONTOUR
- 7900 — EXISTING CONTOUR INTERVAL
- PROPOSED CONTOUR
- 5725 — EXISTING CONTOUR INTERVAL
- POST DEVELOPMENT DRAINAGE BASIN
- DP # — DESIGN POINT

GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 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

SOPRIS ENGINEERING, LLC.
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CHECKED BY	YTN
DATE:	03/12/2021
JOB NO.	30017

480 DONEGAN
GLENWOOD SPRINGS, COLORADO

ANNEXATION AND ZONING SUBMISSION

DATE	REVISION

TITLE
CONCEPTUAL ONSITE DRAINAGE PLAN

DRAWING NO.
C-4.1

G:\2020\30017\CIVIL\CIVIL DWGS\DE\DWGS\30017-DRG.DWG - Mar 10, 2021 - 7:49am

1 ILLUSTRATIVE CONCEPT PLAN
1" = 60'-0"

2 MASSING VIEW LOOKING SOUTH WEST
NTS

3 MASSING VIEW LOOKING NORTH EAST
NTS

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
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502 Main Street Carbondale, CO 81623
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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

no.	date	revision

Project Name
480 DONEGAN

Project Number
22023.00

Date
03/12/2021

Scale
AS NOTED

Drawing
ILLUSTRATIVE CONCEPT PLAN AND SITE MASSING

LA1.0

ANNEXATION AND ZONING SUBMISSION

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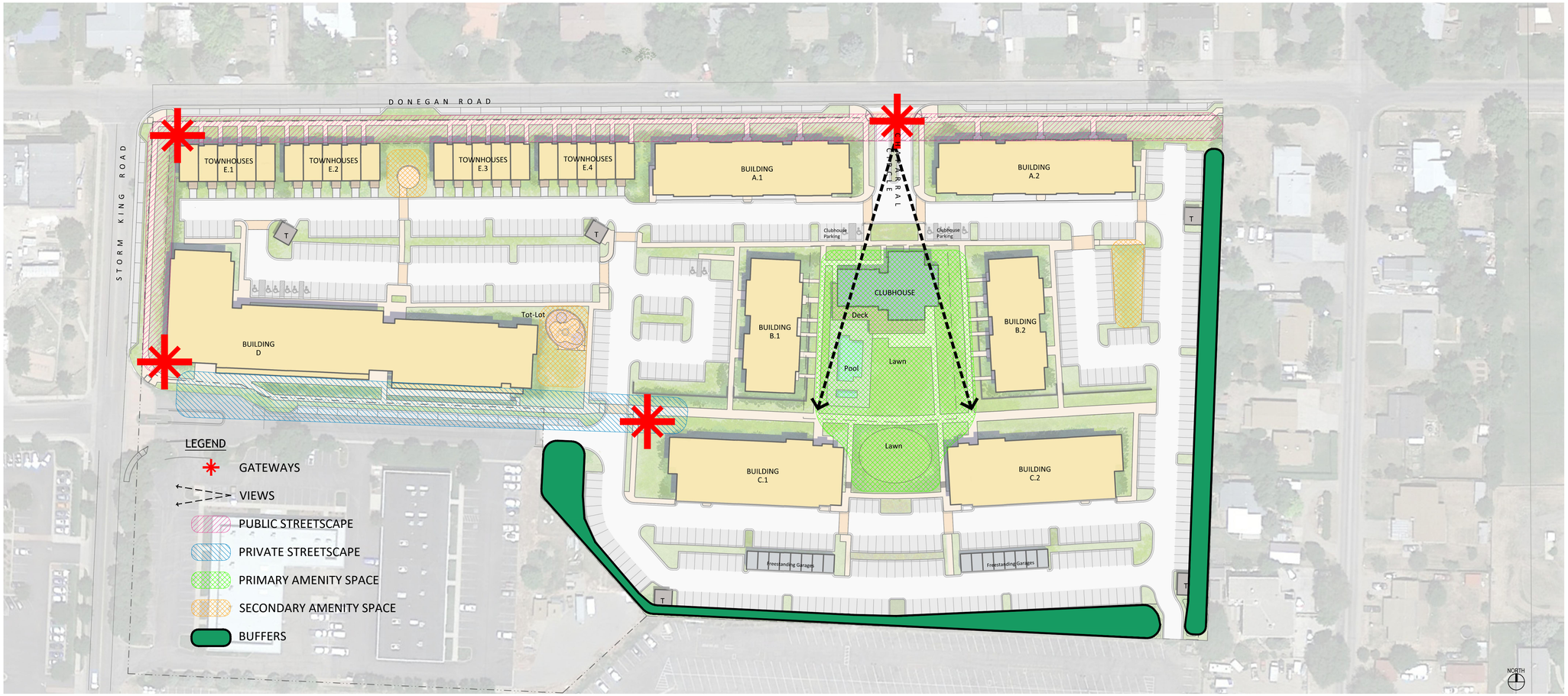
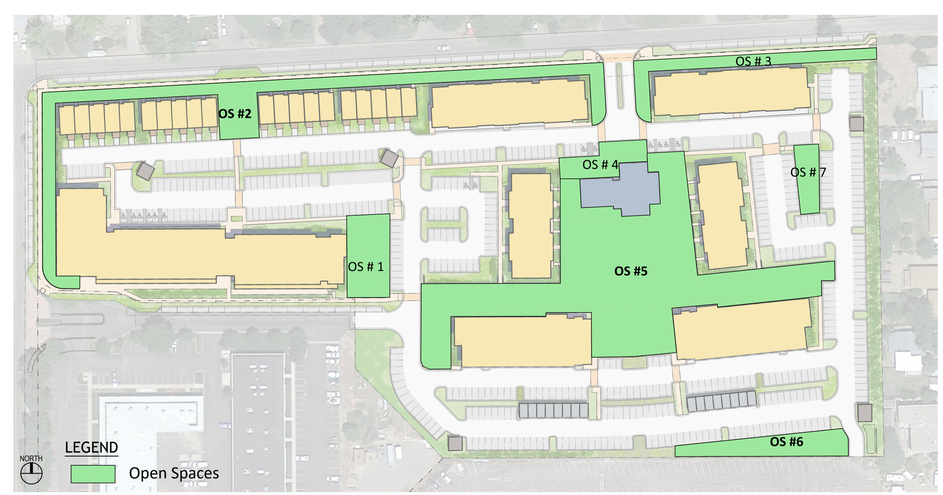


1 OPEN SPACE FRAMEWORK PLAN
1" = 60'-0"

Common Open Space Required (Article 070.040.040, Glenwood Springs Development Code)			
		Land Area	
LOT A		3.04	Acres
LOT B		9.25	Acres
	Total Land Area	12.29	Acres
	Open Space Required (20%)	2.458	Acres
	Open Space Provided	2.51	Acres

Common Open Space Provided (Article 070.040.040, Glenwood Springs Development Code)		
	Land Area	
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 Common Open Space	109,118.85	SF
	2.51	Acres



2 OPEN SPACE PLAN
1" = 100'-0"

NOT FOR CONSTRUCTION

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

ARCHITECTURE / PLANNING / LANDSCAPE ARCHITECTURE
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1800 Wazee Street, Suite 450 Denver, CO 80202
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CIVIL ENGINEER
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LEGAL
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480 DONEGAN

GLENWOOD SPRINGS, COLORADO

hord | coplan | macht

ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN

no.	date	revision

Project Name
480 DONEGAN

Project Number
22023.00

Date
03/12/2021

Scale
AS NOTED

Drawing
OPEN SPACE FRAMEWORK PLAN

LA2.0

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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

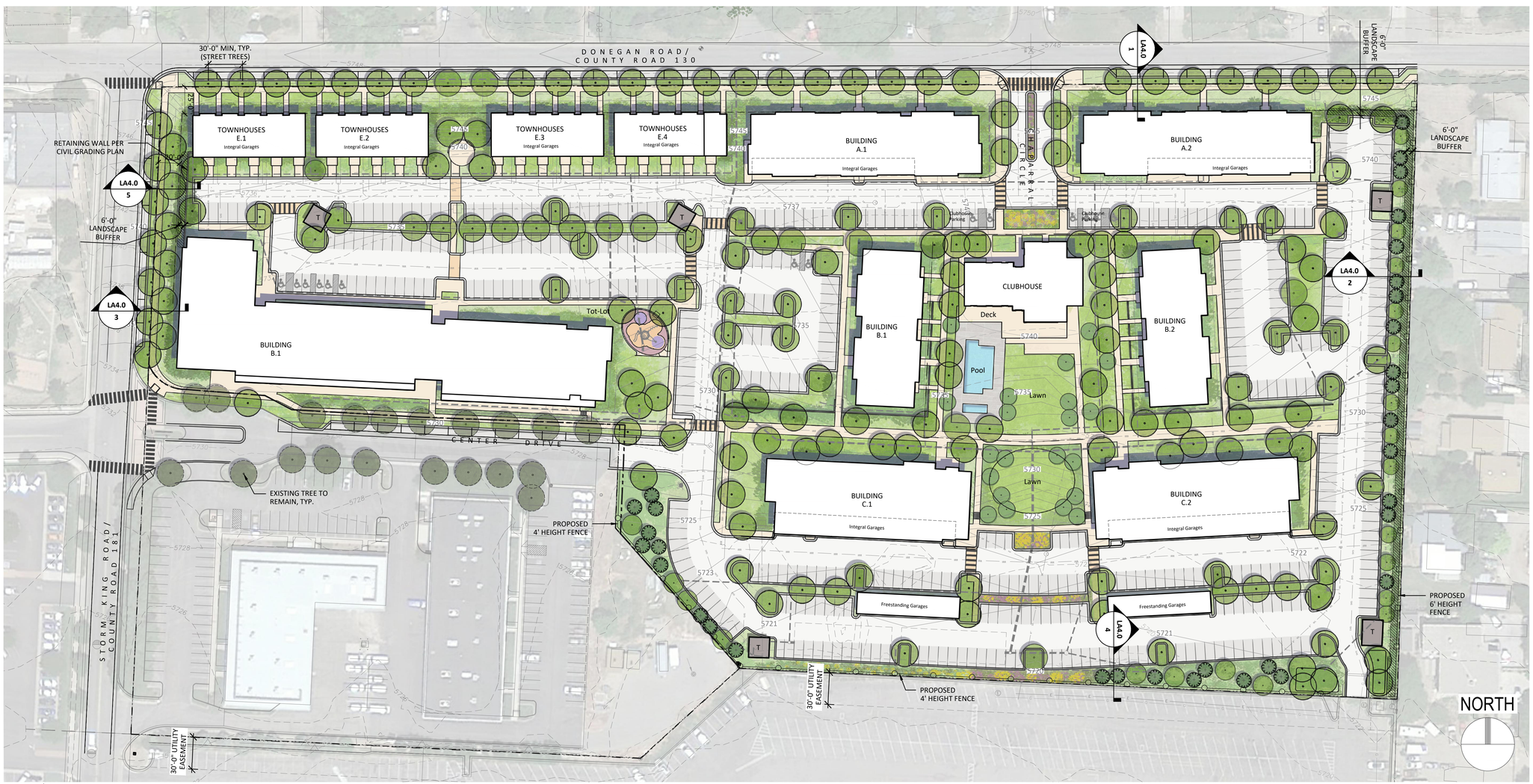
Streetscape Elements Required (Article 070.040.050, Glenwood Springs Development Code)		
		Quantity
Street Trees Required	1 per 50 FT Street Frontage	40
Street Trees Provided		49
Planting Strip Required	Min. 5 FT Wide From Back of Curb	
Planting Strip Provided	Min. 5 FT Wide From Back of Curb	PROVIDED

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
- EXISTING EASEMENT
- PROPOSED SETBACK
- PROPOSED LOT LINE
- 5740 EXISTING CONTOUR
- 5740 PROPOSED CONTOUR
- PROPOSED 6' HT FENCE
- PROPOSED 4' HT FENCE
- DECIDUOUS TREE
- EXISTING TREE TO REMAIN
- EVERGREEN TREE
- BUFFER LANDSCAPE
- LANDSCAPE AREA



1 ILLUSTRATIVE LANDSCAPE PLAN
1" = 50'-0"

SCALE: 1" = 50'-0"
0' 25' 50' 100' 150'

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ILLUSTRATIVE LANDSCAPE PLAN

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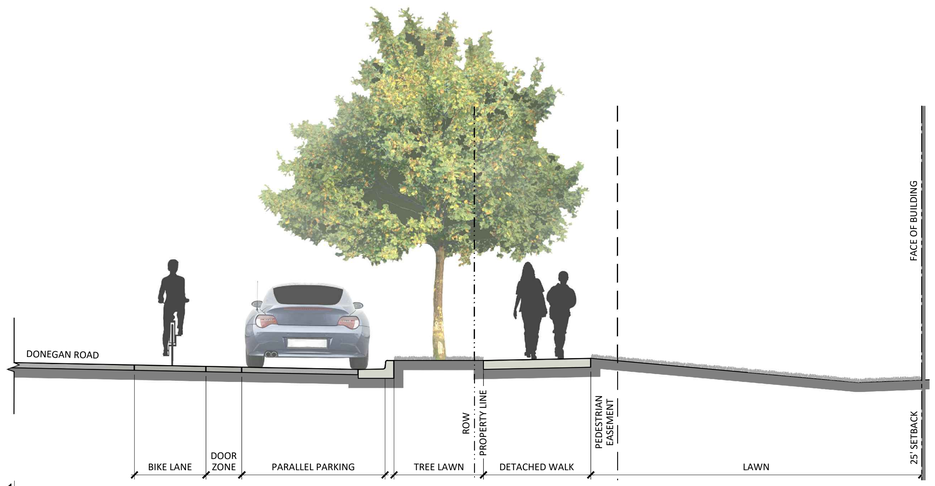
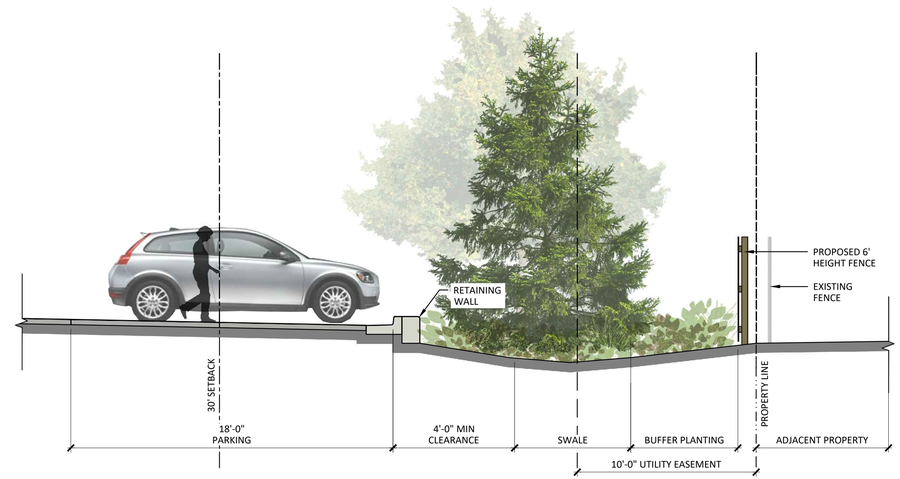


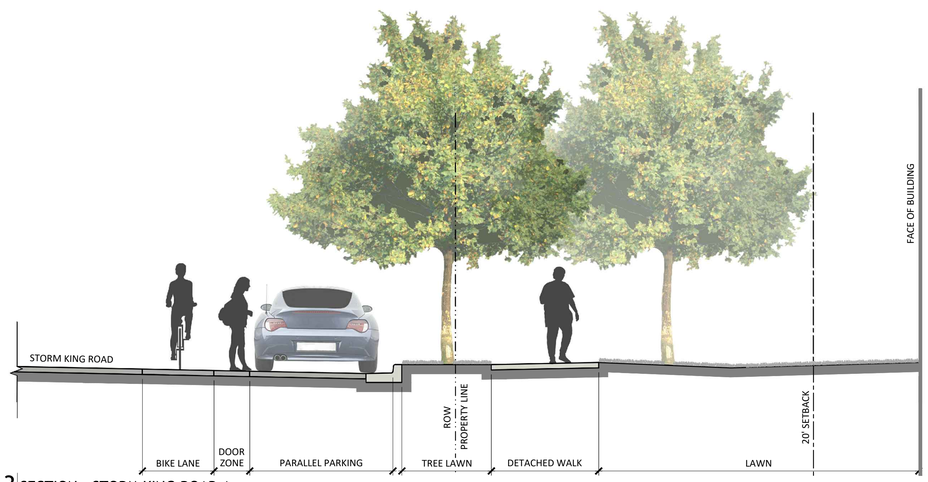
1 SECTION - DONEGAN ROAD

SCALE: 1/4" = 1'-0"



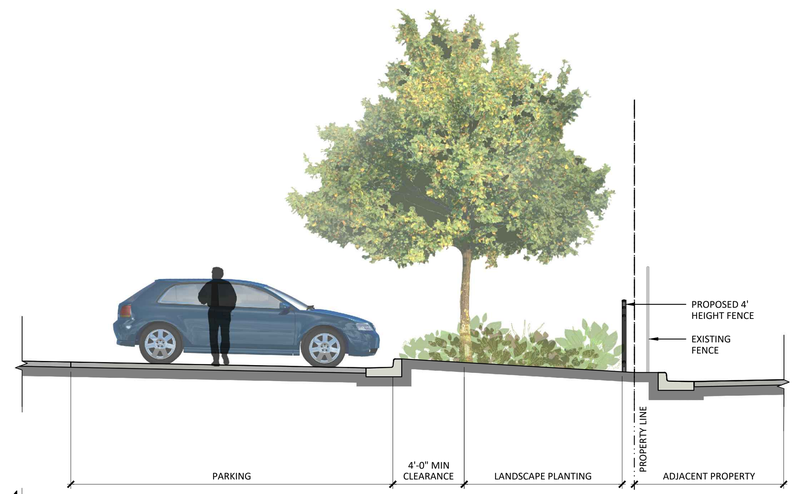
2 SECTION - EAST PROPERTY LINE

SCALE: 1/4" = 1'-0"



3 SECTION - STORM KING ROAD A

SCALE: 1/4" = 1'-0"



4 SECTION - SOUTH PROPERTY LINE

SCALE: 1/4" = 1'-0"

5 SECTION - STORM KING ROAD B

SCALE: 1/4" = 1'-0"

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SITE CROSS SECTIONS

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POTENTIAL PLANT PALETTE (Sheet 1 of 2)

DECIDUOUS CANOPY TREES (AT STREET, PARKING, & INTERNAL AREAS)

Celtis occidentalis
Western Hackberry

Gleditsia tracanthos inermis 'Shademaster'
Shademaster Honeylocust

Gleditsia tracanthos inermis 'Sunburst'
Sunburst Honeylocust

Gymnocladus dioicus 'Espresso'
Espresso Kentucky Coffee Tree

Koelreuteria paniculata
Goldenrain Tree

Tilia americana 'McKSentry'
American Sentry Linden

Ulmus Accolade
Accolate Elm

DECIDUOUS ORNAMENTAL TREES (AT BUFFER & INTERNAL AREAS)

Acer ginnala 'Flame'
Amur Maple

Amelanchier x grandiflora 'Autumn Brilliance'
Autumn Brilliance Serviceberry

Acer glabrum
Rocky Mountain Maple

Crataegus crus-galli 'Inermis'
Thornless Cockspur Hawthorn

Crataegus douglasii
Douglas Hawthorn

Populus tremuloides
Quaking Aspen

Prunus virgiana 'P002S'
Sucker Punch Chokecherry

Quercus gambelii
Gambel Oak

Sorbus aucuparia 'Cardinal Royal'
Cardinal Royal Mountain Ash

EVERGREEN TREES

Pinus mugo 'Tannenbaum'
Tannenbaum Mugo Pine

Pinus nigra
Austrian Pine

Picea pungens
Colorado Spruce

EVERGREEN SHRUBS

Arctostaphylos x coloradoensis Panchito
Panchito Manzanita

Juniperus communis 'Mondap'
Alpine Carpet Juniper

Juniperus x media 'Pfitzerana Compact'
Compact Pfitzer Juniper

Juniperus sabina 'Scandia'
Scandia Juniper

Pinus mugo 'White Bud'
Mugo Pine

NOTES:

1. PLANT MATERIAL SIZES WILL MEET OR EXCEED CITY OF GLENWOOD SPRINGS MINIMUM STANDARDS.

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POTENTIAL PLANT PALETTE

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POTENTIAL PLANT PALETTE (Sheet 2 of 2)

DECIDUOUS SHRUBS

Amorpha canescens
Leadplant

Chamaebatiaria millefolium
Fernbush

Cornus alba 'Bud's Yellow"
Bud's Yellow Dogwood

Cornus alba Ivory Halo
Ivory Halo Dogwood

Cornus sericea
Arctic Fire
Arctic Fire Dogwood

Cotoneaster apiculatus
Cranberry Cotoneaster

Ericameria nauseosa
ssp. nauseosa var.
nauseosa
Dwarf Blue Rabbitbrush

Fallugia paradoxa
Apache plume

Potentilla fruticosa
'Gold Drop'
Gold Drop Potentilla

Potentilla fruticosa
'McKay's White'
McKay's White
Potentilla

Ribes alpinum
Alpine Currant

Ribes aureum
Yellow Flowering Currant

Rubus deliciosus
Boulder Rapsberry

Rhus trilobata
Three Leaf Sumac

Syringa patula
'Miss Kim'
Miss Kim Dwarf Lilac

Viburnum trilobum
'Bailey Compact'
Compact American
Cranberrybush

ORNAMENTAL GRASSES

Bouteloua gracilis
'Blonde Ambition'
Blonde Ambition
Grama Grass

Calamagrostis
brachytricha
Korean Feather Reed
Grass

Festuca glauca
'Boulder Blue'
Boulder Blue Fescue

Helictotrichon
sempervirens
Blue Avena Grass

Koeleria macrantha
Prarie Junegrass

PERENNIALS AND GROUNDCOVERS

Achillea millefolim
'Moonshine'
Moonshine Yarrow

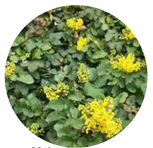
Aquilegia coerulea
Rocky Mountain
Columbine

Aquilegia chrysantha
Yellow Columbine

Arctostaphylos uva-ursi
Kinnikinnick

Blue Siberian Iris
Iris siberica
'Caesar's Brother'

Leucantheum x
superbum 'Alaska'
Shasta Daisy


Mahonia repens
Creeping Colorado
Holly

Penstemon grandiflorus
Prairie Jewel
Prairie Jewel Penstemon

Perovskia atriplicifolia
Russian Sage

Rudbeckia fulgida
'Goldsurm'
Black Eyed Susan

Vinca minor
'Bowles Variety'
Periwinkle

NOTES:

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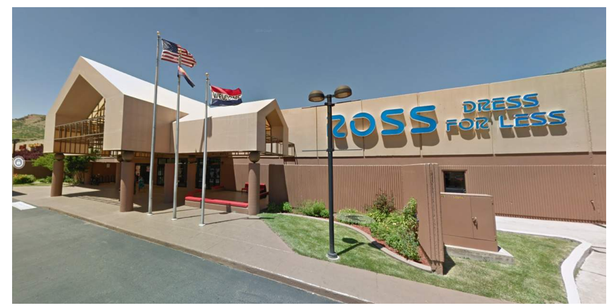
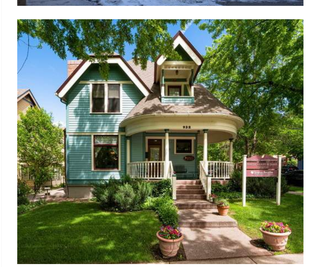
EXISTING WEST GLENWOOD SPRINGS PRECEDENT



HISTORIC GLENWOOD SPRINGS PRECEDENT

EXISTING DOWNTOWN GLENWOOD SPRINGS PRECEDENT



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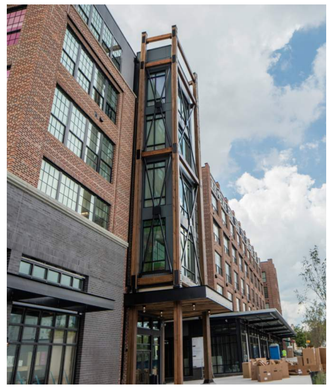
TOWNHOME AND WALK-UP BUILDING PRECEDENT

CLUBHOUSE PRECEDENT

APARTMENT BUILDING PRECEDENT



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CONCEPT RENDERING - VIEW LOOKING SOUTHEAST FROM STORM KING RD. AND DONEGAN RD.

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

KEY PLAN

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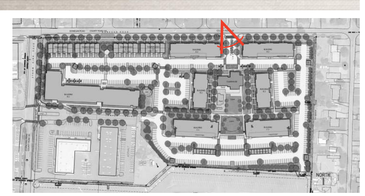
CONCEPT RENDERING - VIEW LOOKING SOUTH AT THE ENTRANCE FROM DONEGAN RD.

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



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CONCEPT RENDERING - VIEW LOOKING SOUTHWEST FROM DONEGAN RD.

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CONCEPT RENDERING - VIEW LOOKING NORTHEAST FROM CENTER DRIVE

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

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Traffic Impact Study

480 Donegan
Glenwood Springs, Colorado

Prepared for:

Sopris Engineering, LLC

Kimley»Horn

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480 Donegan

Glenwood Springs, Colorado

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Kimley-Horn and Associates, Inc.
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March 2021

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TABLE OF CONTENTS

TABLE OF CONTENTS i
LIST OF TABLES ii
LIST OF FIGURES ii
1.0 EXECUTIVE SUMMARY 1
2.0 INTRODUCTION 4
3.0 EXISTING AND FUTURE CONDITIONS 6
3.1 Existing Study Area 6
3.2 Existing Roadway Network and Future Access 6
3.3 Existing Traffic Volumes 10
3.4 Unspecified Development Traffic Growth 10
4.0 PROJECT TRAFFIC CHARACTERISTICS 16
4.1 Trip Generation 16
4.2 Trip Distribution 17
4.3 Traffic Assignment and Total (Background Plus Project Traffic 17
5.0 TRAFFIC OPERATIONS ANALYSIS 22
5.1 Analysis Methodology 22
5.2 Key Intersection Operational Analysis 23
5.3 CDOT Access Permit Analysis Need 31
5.4 Vehicle Queuing Analysis 31
5.5 Bicycle and Pedestrian Access 33
5.6 Improvement Summary 33
6.0 CONCLUSIONS AND RECOMMENDATIONS 36

APPENDICES

Appendix A – Intersection Count Sheets
Appendix B – CDOT OTIS Information and COVID Calculations
Appendix C – Trip Generation Worksheet
Appendix D – Intersection Analysis Worksheets
Appendix E – Conceptual Site Plan

LIST OF TABLES

Table 1 – 480 Donegan Traffic Generation 17
Table 2 – Level of Service Definitions 22
Table 3 – Donegan Road and Chapparal Circle/Project Access LOS Results 23
Table 4 – Donegan Road and Mel Ray Road LOS Results 24
Table 5 – SH-6 and Donegan Road LOS Results 25
Table 6 – Center Drive/Project Access and Storm King Road LOS Results 27
Table 7 – SH-6 and Storm King Road LOS Results 28
Table 8 – SH-6 and Mel Ray Road LOS Results 29
Table 9 – Donegan Road and Storm King Road LOS Results 30
Table 10 – Turn Lane Queuing Analysis Results 32

LIST OF FIGURES

Figure 1 – Vicinity Map 5
Figure 2 – Site Area 7
Figure 3 – Existing Lane Configurations and Control 9
Figure 4 – 2021 Existing Traffic Volumes 11
Figure 5 – 2021 Existing Pedestrian & Bicycle Volumes 12
Figure 6 – 2021 Existing Adjusted Traffic Volumes 13
Figure 7 – 2022 Background Traffic Volumes 14
Figure 8 – 2040 Background Traffic Volumes 15
Figure 9 – Project Trip Distribution 18
Figure 10 – Project Traffic Assignment 19
Figure 11 – 2022 Background Plus Project Traffic Volumes 20
Figure 12 – 2040 Background Plus Project Traffic Volumes 21
Figure 13 – 2022 Recommended Lane Configurations and Control 34
Figure 14 – 2040 Recommended Lane Configurations and Control 35

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 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.

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.

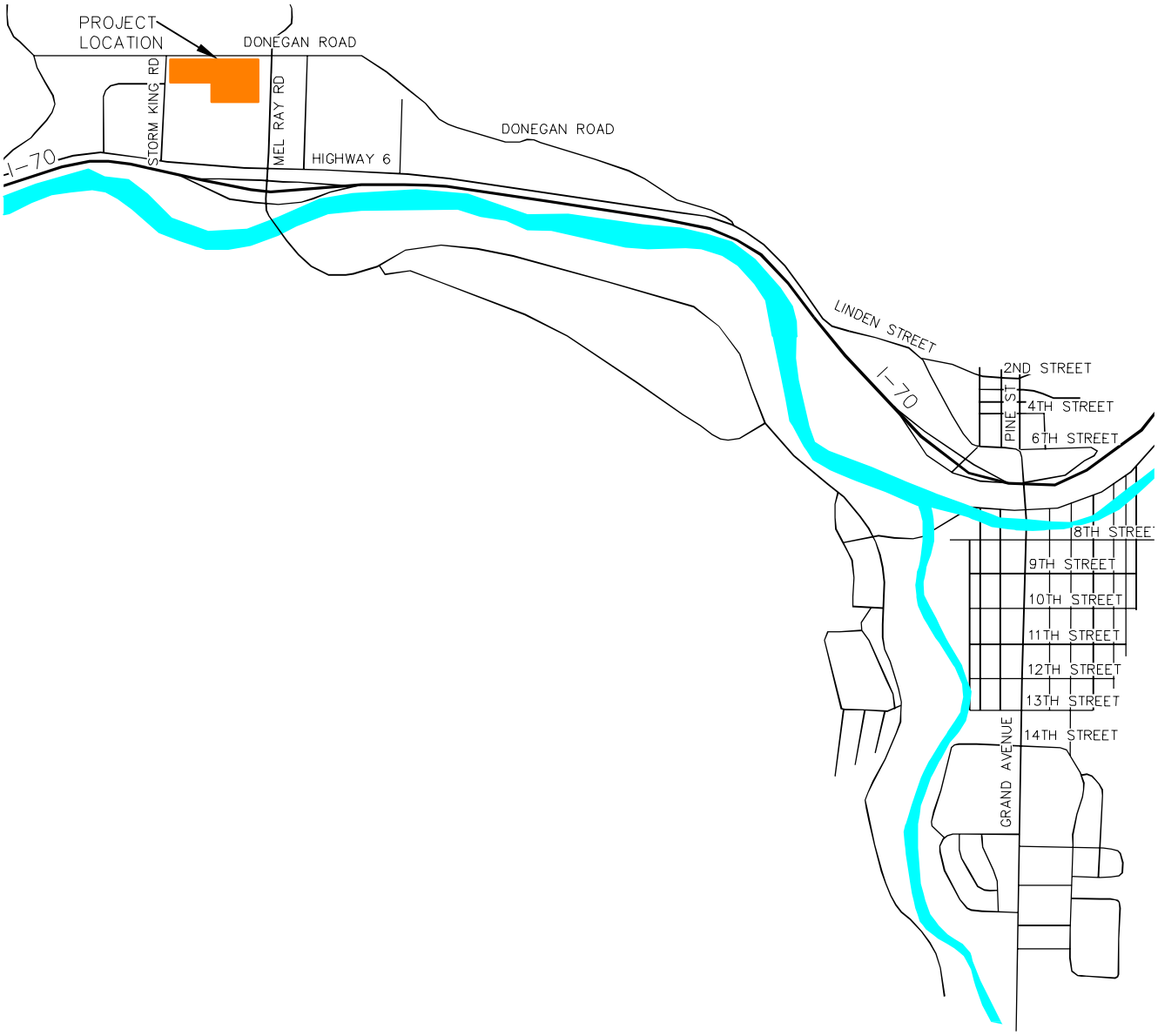
2.0 INTRODUCTION

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 Chapparal Circle is an unsignalized three-leg T-intersection with stop control on the southbound Chapparal 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 Chapparal 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.

Kimley»Horn
NORTH
NTS 096671004

480 DONEGAN
GLENWOOD SPRINGS, COLORADO
SITE AREA

FIGURE 2

Kimley»Horn

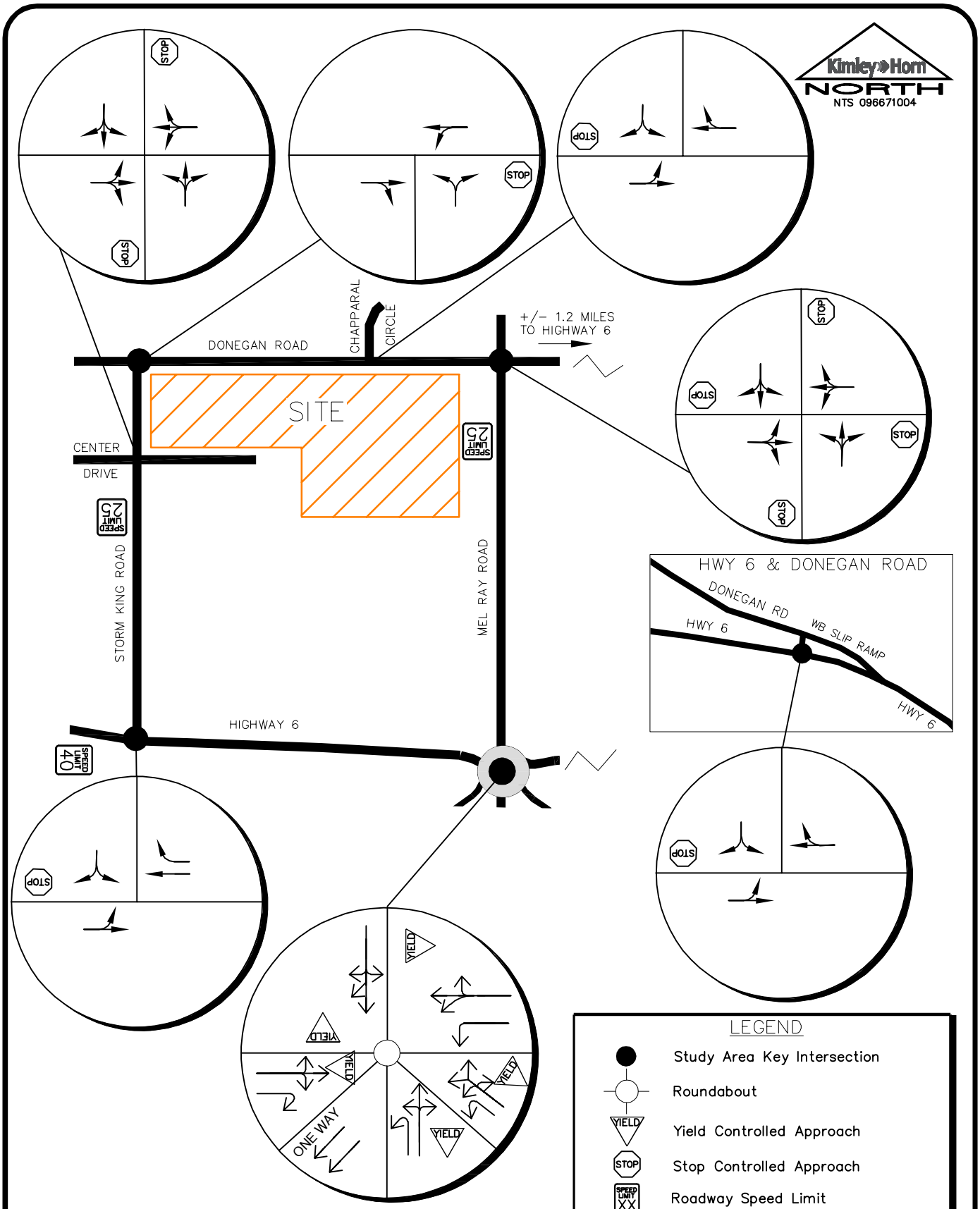
The intersection of Center Drive and Storm King Road is an unsignalized four-leg intersection with stop control on the eastbound and westbound approaches. This intersection currently has a single lane for shared movements at all approaches. With construction of this project, the east leg will also provide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



480 DONEGAN
GLENWOOD SPRINGS, COLORADO
EXISTING LANE CONFIGURATIONS
AND CONTROL

FIGURE 3

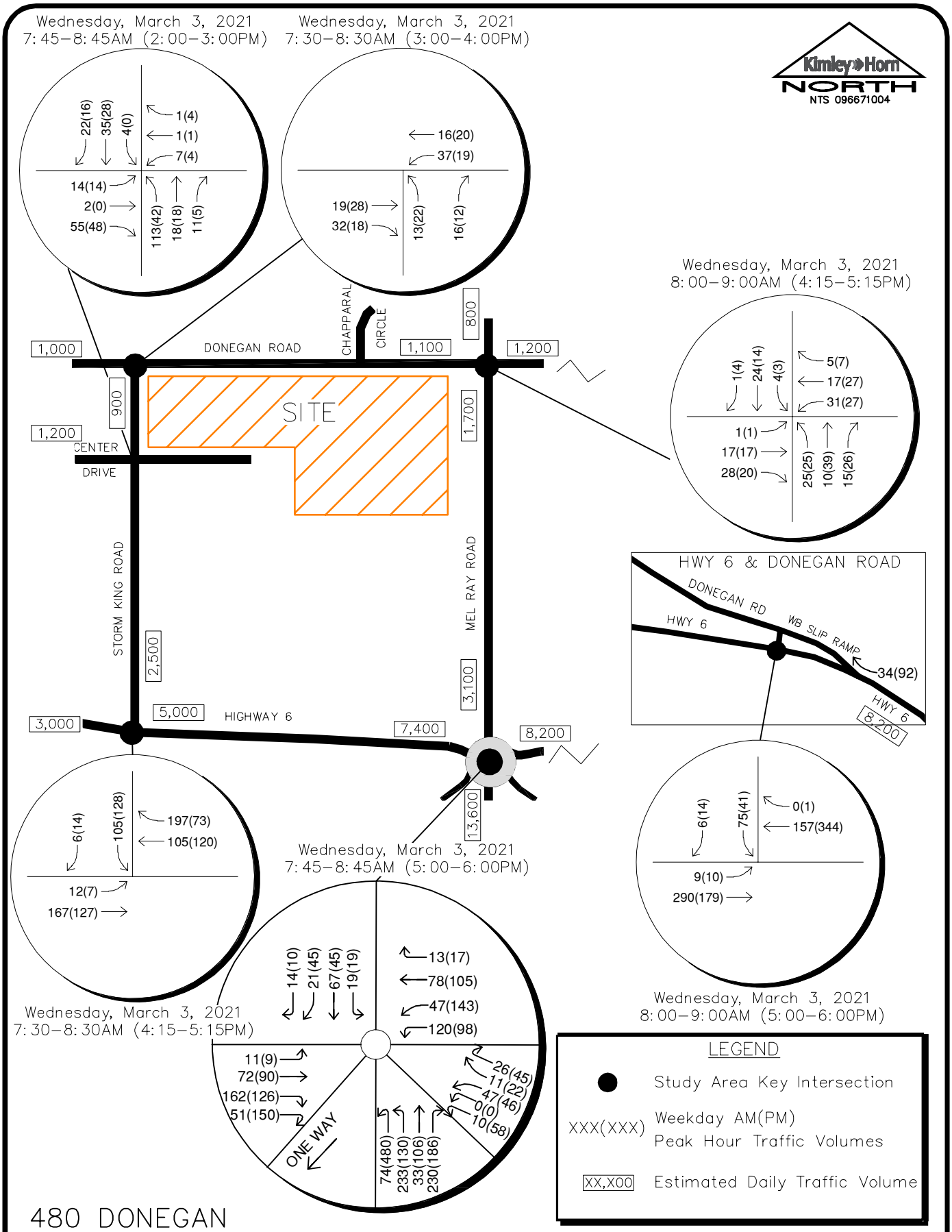
3.3 Existing Traffic Volumes

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 Chapparal 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

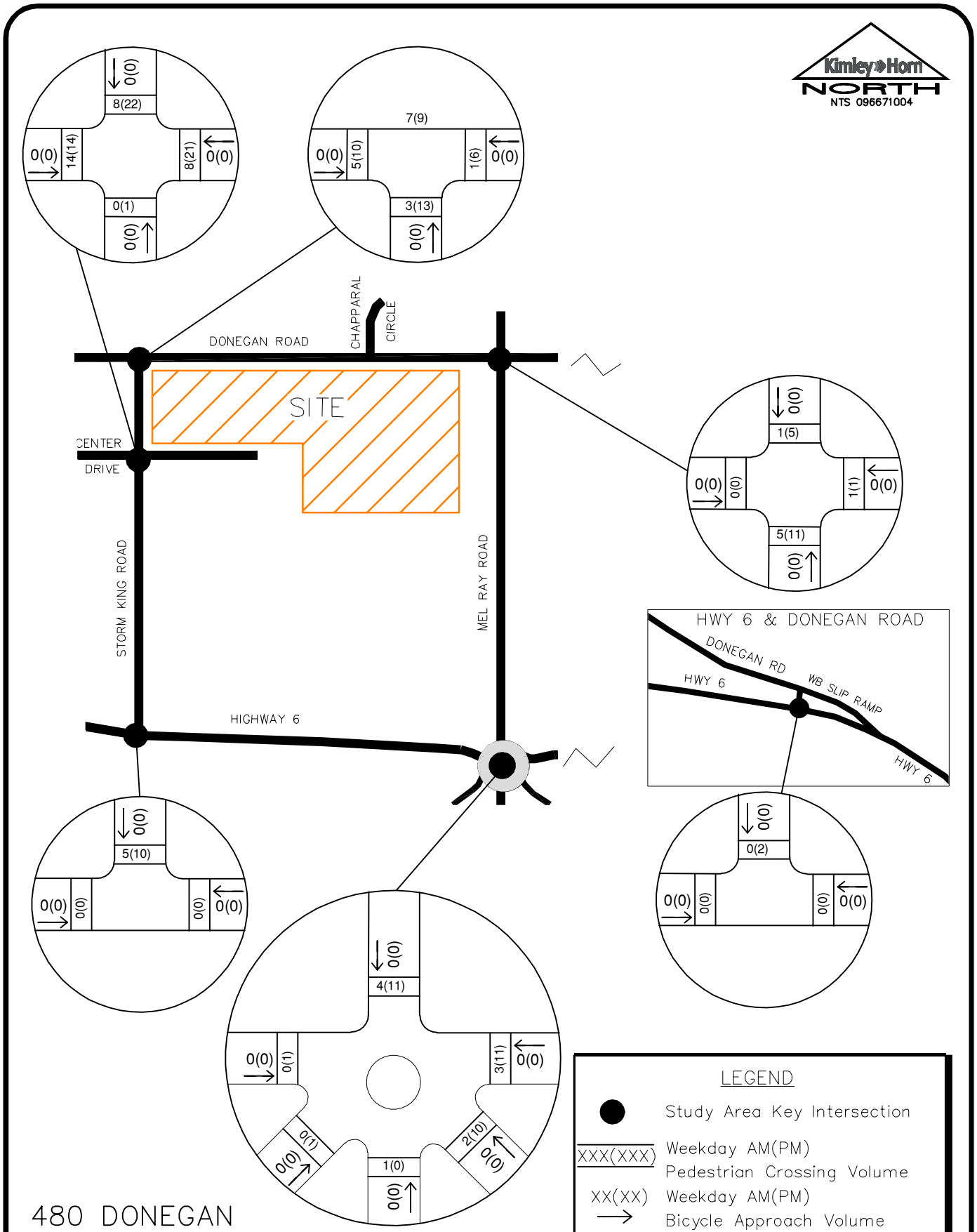
According to traffic projections provided by CDOT OTIS, SH-6 is expected to have a 20-year growth factor of 1.03. This equates to an annual growth rate of approximately 0.13 percent. To be conservative, an annual growth rate of 0.5 percent was used to calculate short term 2022 and long term 2040 background 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.



480 DONEGAN
GLENWOOD SPRINGS, COLORADO
2021 EXISTING VOLUMES

FIGURE 4

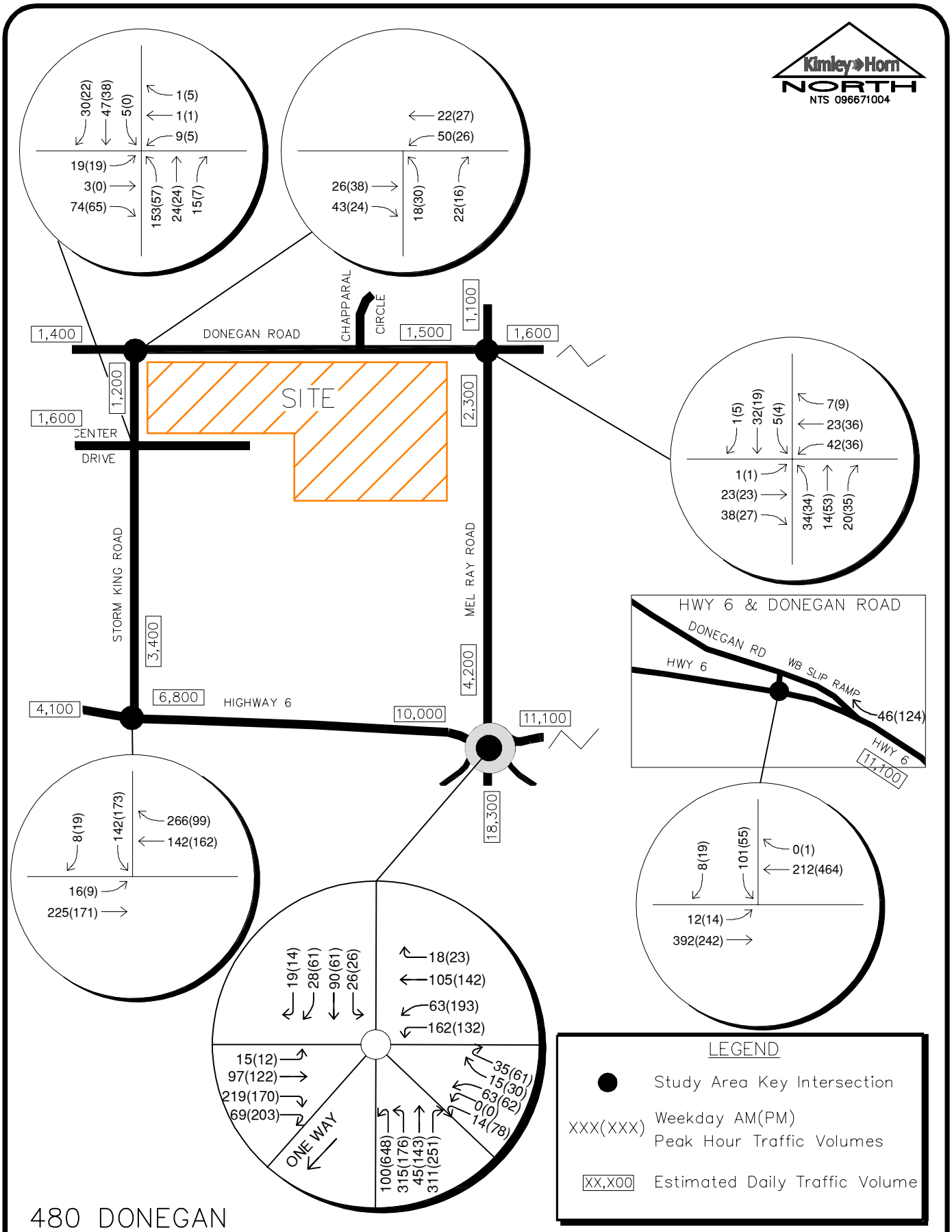
Kimley»Horn



480 DONEGAN
GLENWOOD SPRINGS, COLORADO
2021 EXISTING PEDESTRIAN & BICYCLE VOLUMES

FIGURE 5

Kimley»Horn



480 DONEGAN
GLENWOOD SPRINGS, COLORADO
2021 EXISTING ADJUSTED VOLUMES

FIGURE 6

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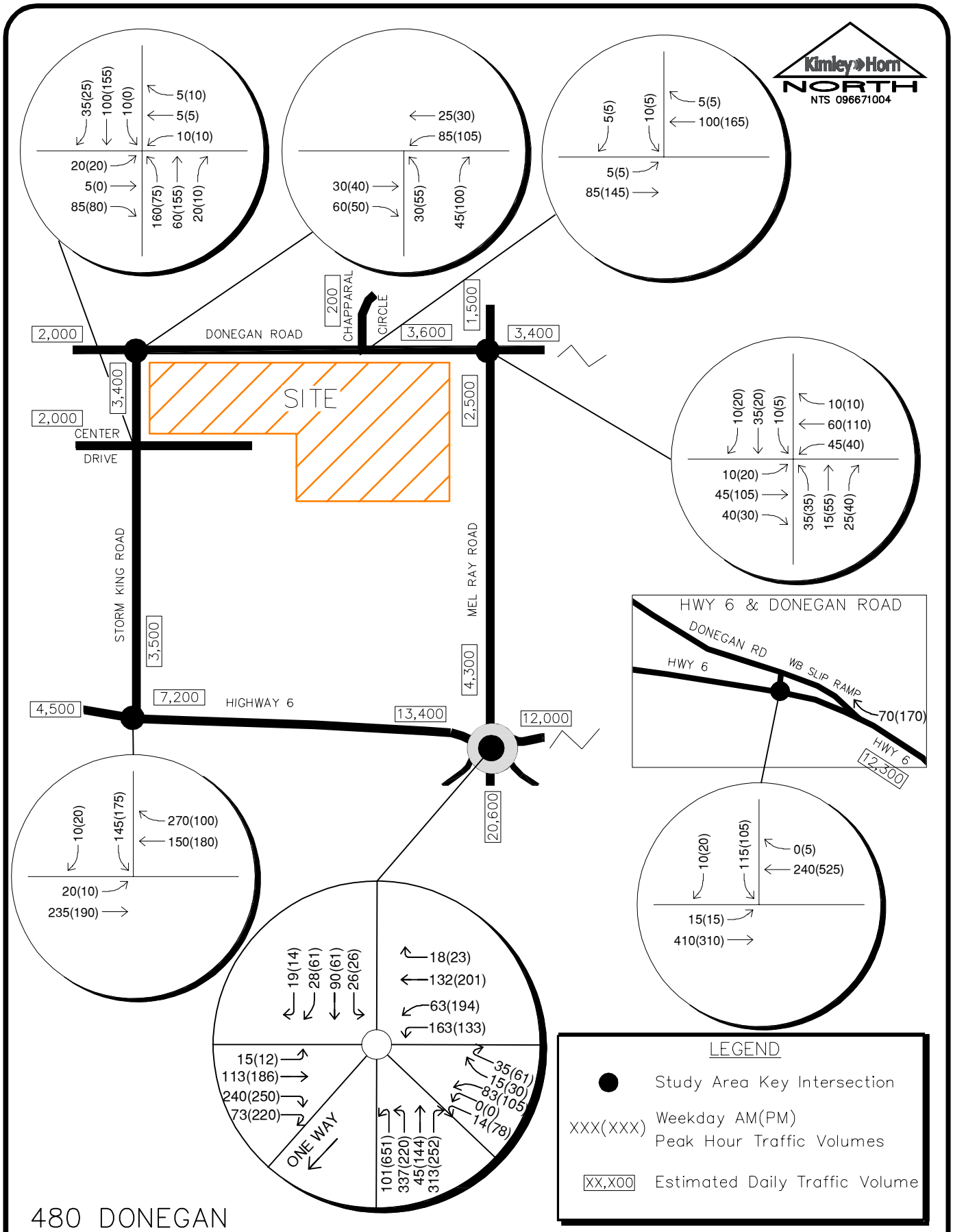
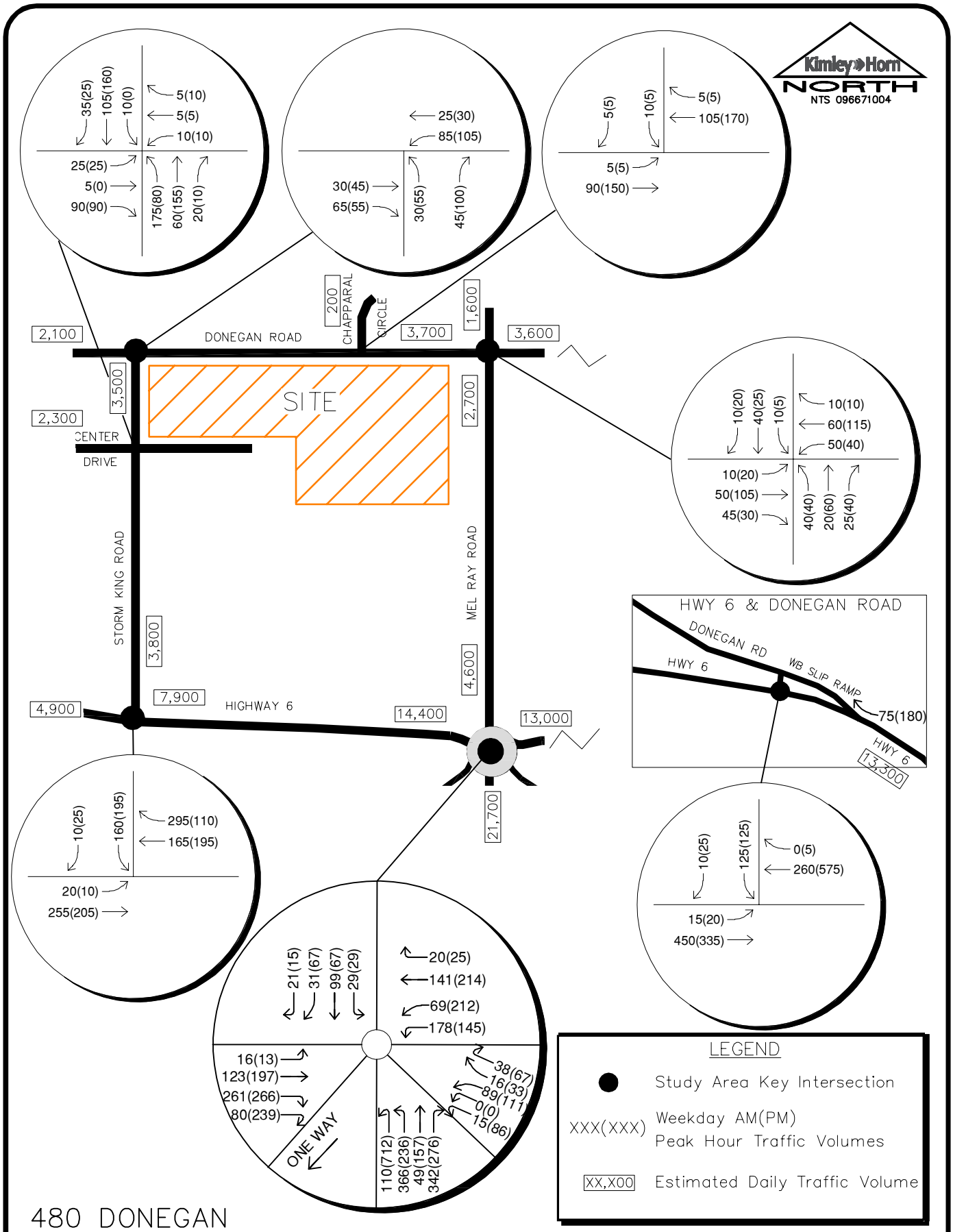


480 DONEGAN
GLENWOOD SPRINGS, COLORADO
2022 BACKGROUND TRAFFIC VOLUMES

FIGURE 7

Kimley»Horn



480 DONEGAN
GLENWOOD SPRINGS, COLORADO
2040 BACKGROUND TRAFFIC VOLUMES

FIGURE 8

Kimley»Horn

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

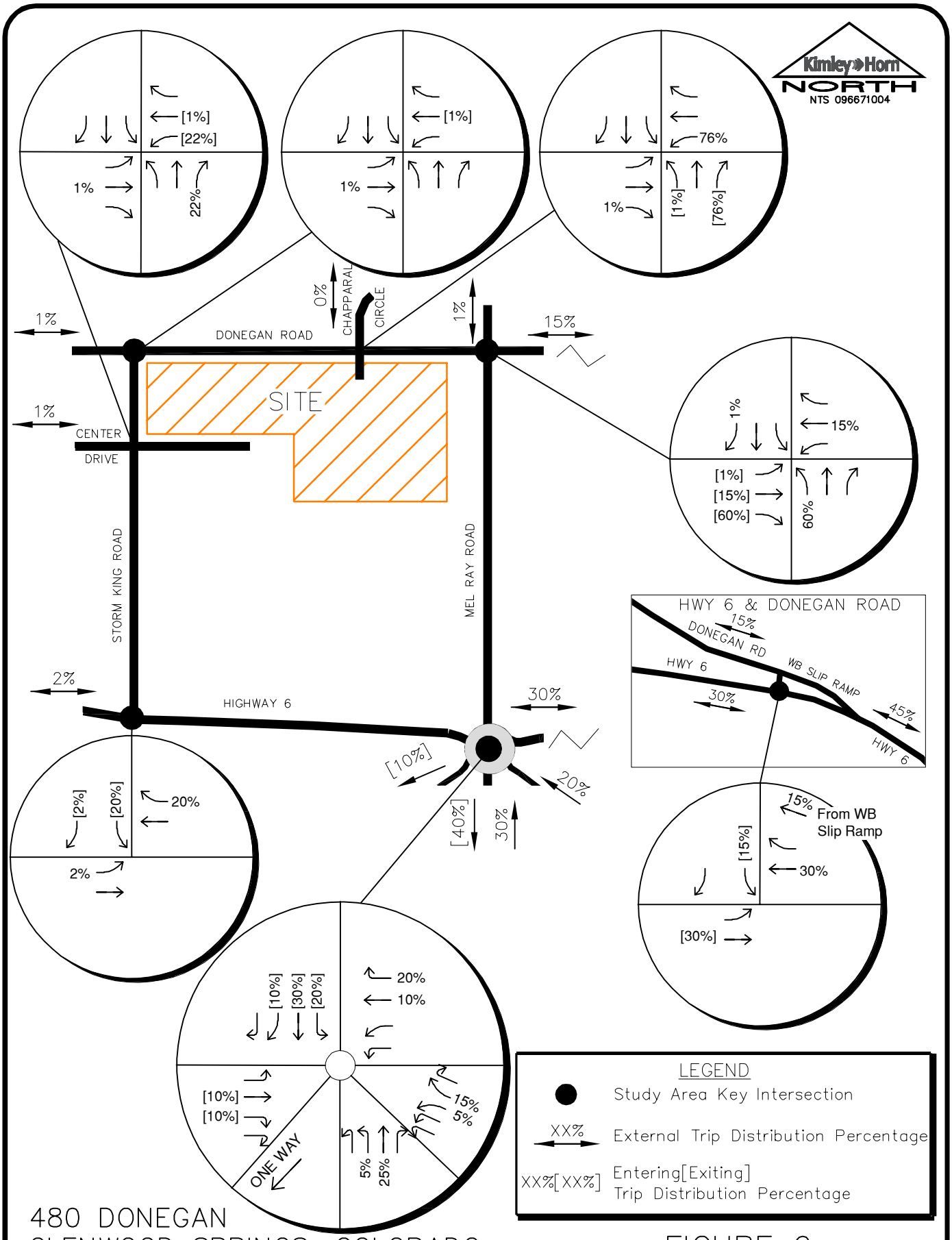
Land Use	Weekday Vehicle Trips						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Low-Rise Multifamily Housing (ITE 220) – 20 Dwelling Units	100	2	8	10	9	5	14
Mid-Rise Multifamily Housing (ITE 221) – 340 Dwelling Units	1,852	30	84	114	87	56	143
Sit-Down Restaurant (ITE 932) – 2,000 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

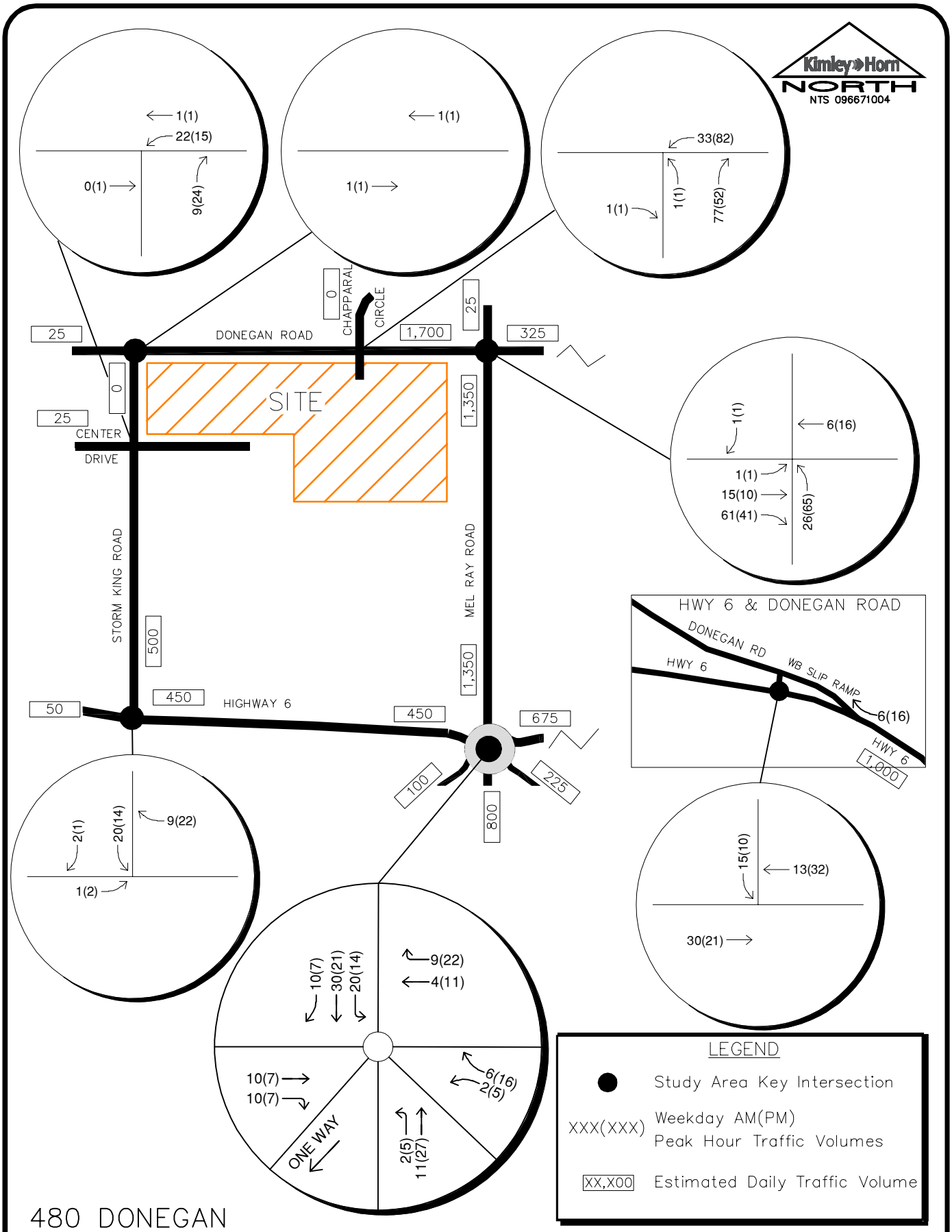
Project traffic assignment was obtained by applying the project trip distribution to the estimated traffic generation of the development shown in **Table 1**. Project traffic assignment is shown in **Figure 10** for 480 Donegan. Site traffic volumes were added to the background volumes to represent estimated 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.



480 DONEGAN
GLENWOOD SPRINGS, COLORADO
PROJECT TRIP DISTRIBUTION

FIGURE 9

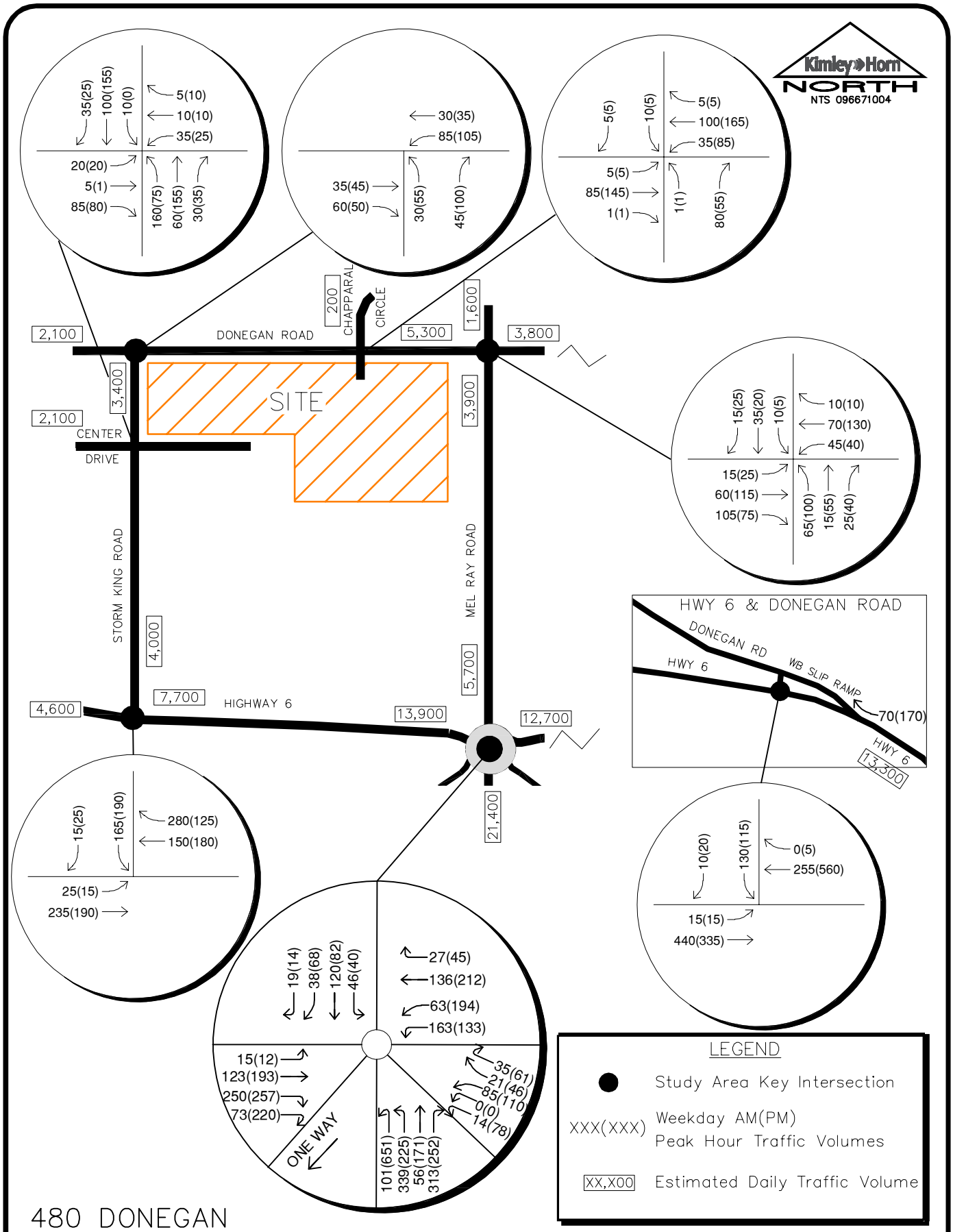
Kimley»Horn



480 DONEGAN
GLENWOOD SPRINGS, COLORADO
PROJECT TRAFFIC ASSIGNMENT

FIGURE 10

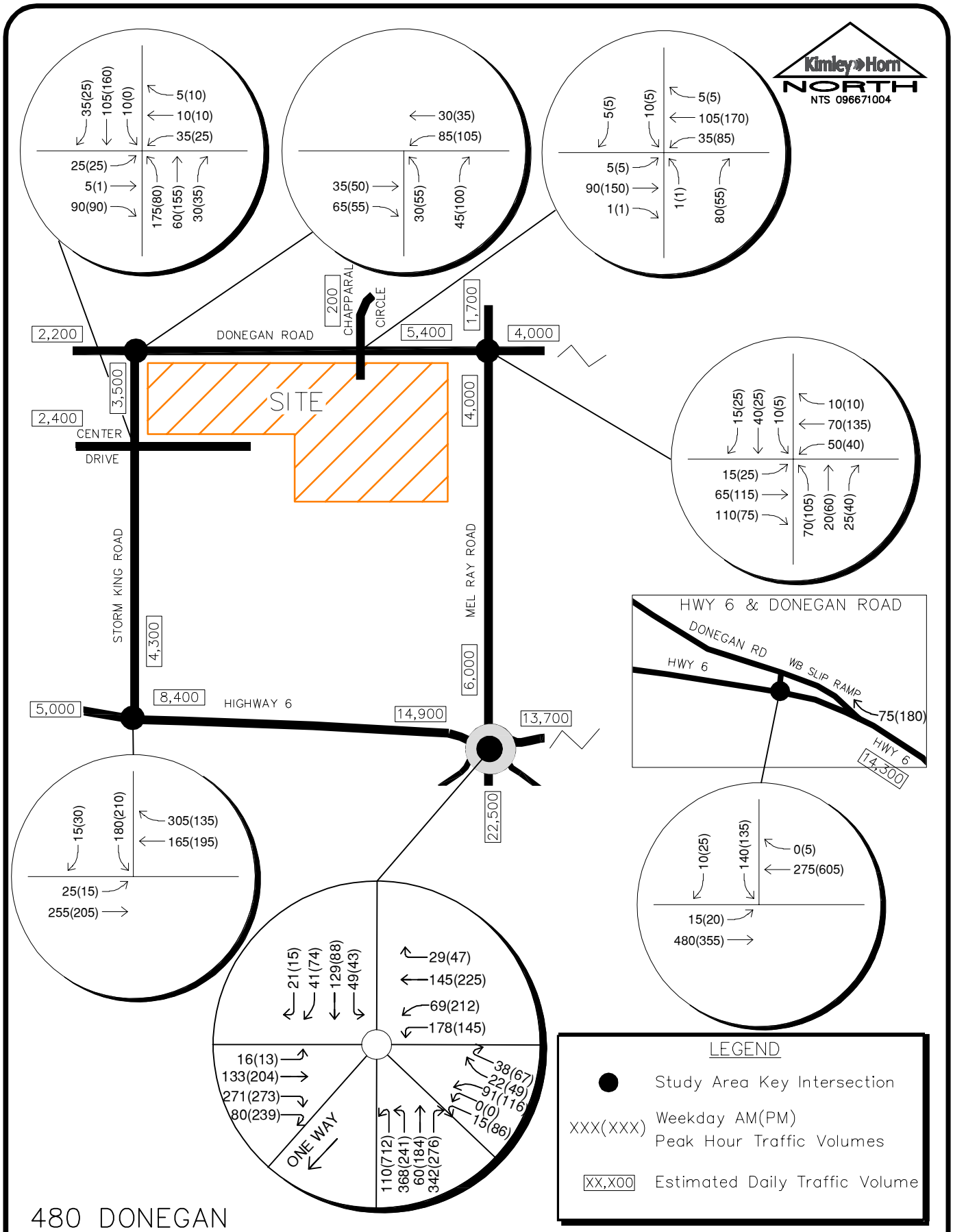
Kimley»Horn



480 DONEGAN
GLENWOOD SPRINGS, COLORADO
2022 TOTAL TRAFFIC VOLUMES

FIGURE 11

Kimley»Horn



480 DONEGAN
GLENWOOD SPRINGS, COLORADO
2040 TOTAL TRAFFIC VOLUMES

FIGURE 12

Kimley»Horn

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 Chapparal Circle/Project Access

The Donegan Road and Chapparal Circle intersection is a three-leg T-intersection with stop control on the southbound Chapparal 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 Chapparal 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	9.5	A	9.6	A
Westbound Left	7.5	A	7.5	A
2022 Background				
Northbound Approach	10.2	B	11.3	B
Westbound Left	7.6	A	7.7	A
2022 Background Plus Project				
Northbound Approach	10.3	B	11.4	B
Westbound Left	7.7	A	7.7	A
2040 Background				
Northbound Approach	10.2	B	11.4	B
Westbound Left	7.7	A	7.7	A
2040 Background Plus Project				
Northbound Approach	10.3	B	11.5	B
Westbound Left	7.7	A	7.8	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 & Chapparal 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 Chapparal 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.

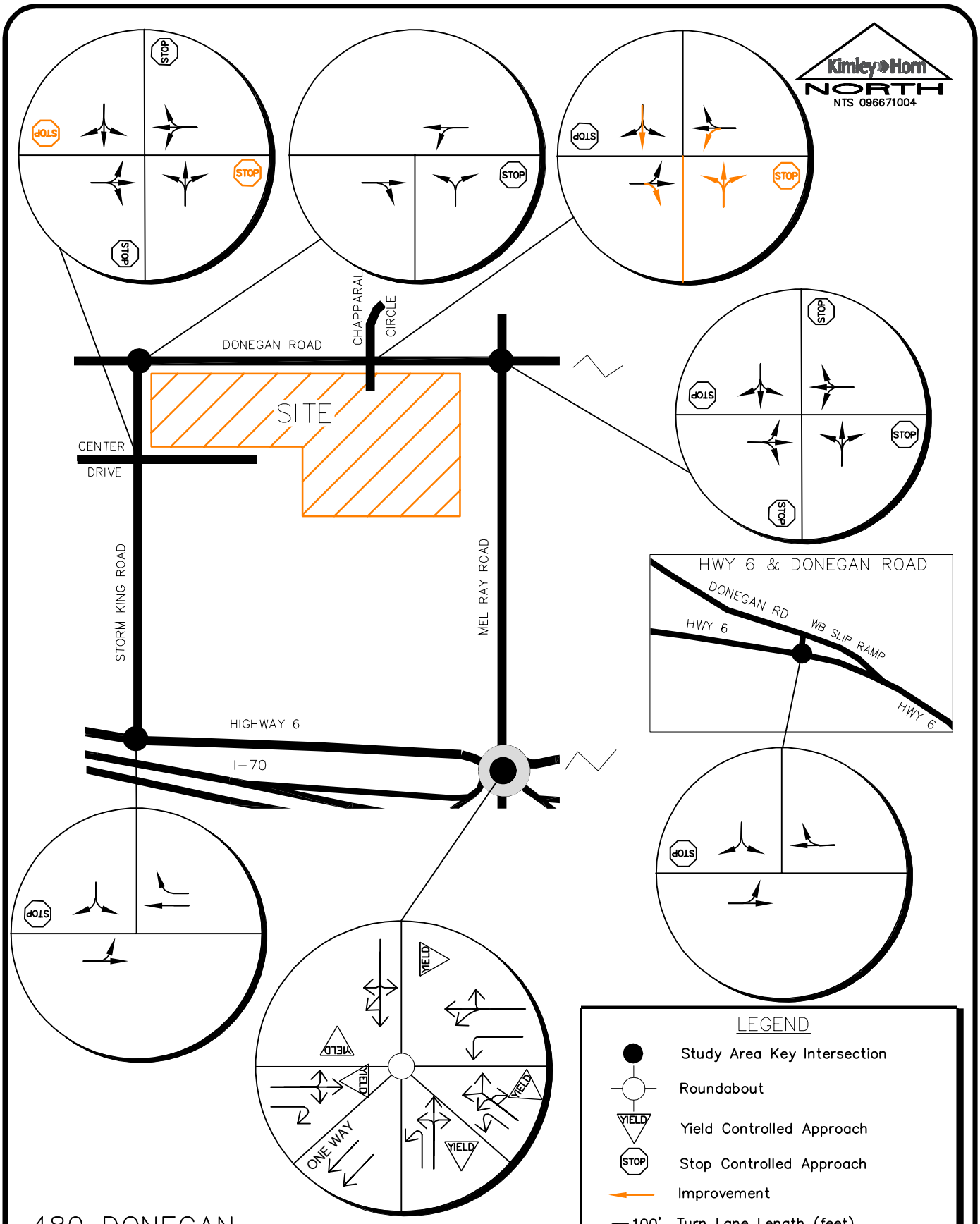
5.5 Bicycle and Pedestrian Access

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

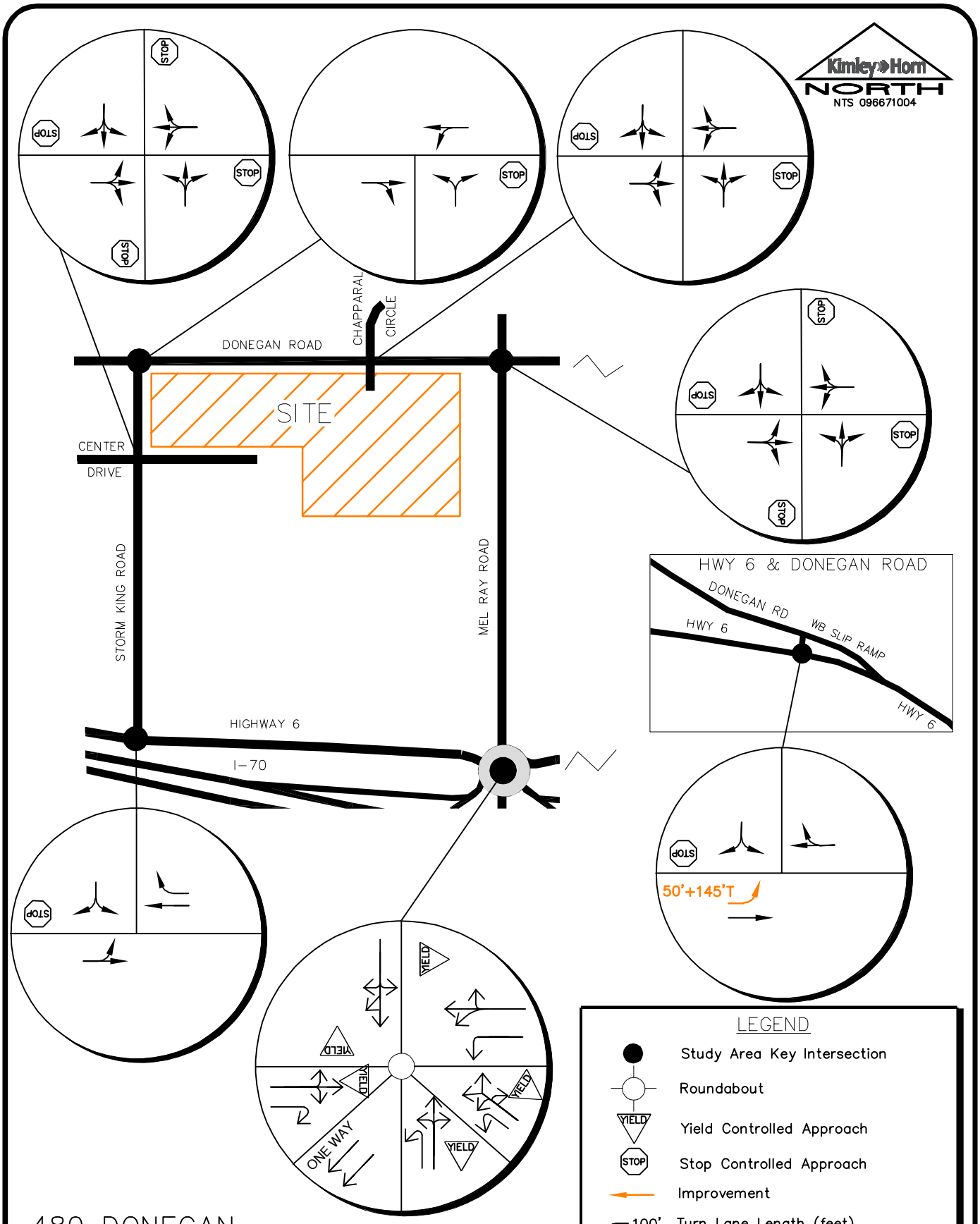
Based on the results of the intersection operational and vehicle queuing analysis, the key intersection recommended improvements and control are shown in **Figure 13** for 2022 and **Figure 14** for 2040.



480 DONEGAN
GLENWOOD SPRINGS, COLORADO
2022 RECOMMENDED
LANE CONFIGURATIONS AND CONTROL

FIGURE 13

Kimley»Horn



480 DONEGAN
GLENWOOD SPRINGS, COLORADO
2040 RECOMMENDED
LANE CONFIGURATIONS AND CONTROL

FIGURE 14

Kimley»Horn

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

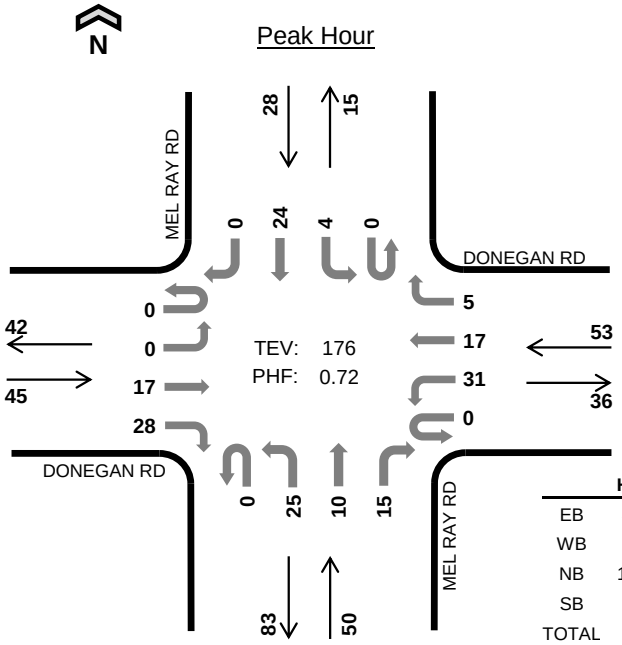
APPENDIX A

Intersection Count Sheets

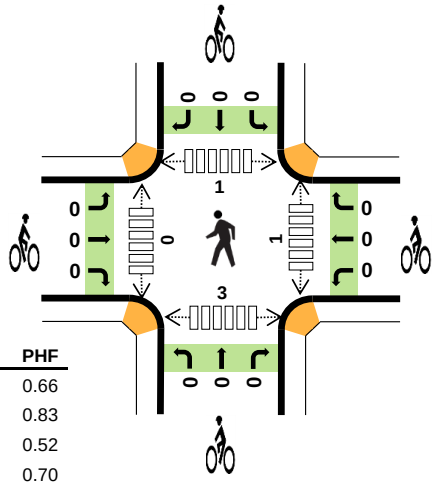
MEL RAY RD
DONEGAN RD

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

Peak Hour



	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 Eastbound UT	LT	TH	RT	DONEGAN RD Westbound UT	LT	TH	RT	MEL RAY RD Northbound UT	LT	TH	RT	MEL RAY RD Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
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 EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) 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	1	0	0	0	0	0	0	1	4
8:00 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**1**	**0**	**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**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	9
8:45 AM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**4**	**12**
Count Total	0	0	4	1	0	4	0	0	0	5	1	0	0	0	1	0	16	0
Peak Hour	**0**	**0**	**1**	**1**	**0**	**4**	**0**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**1**	**0**	**12**	**0**

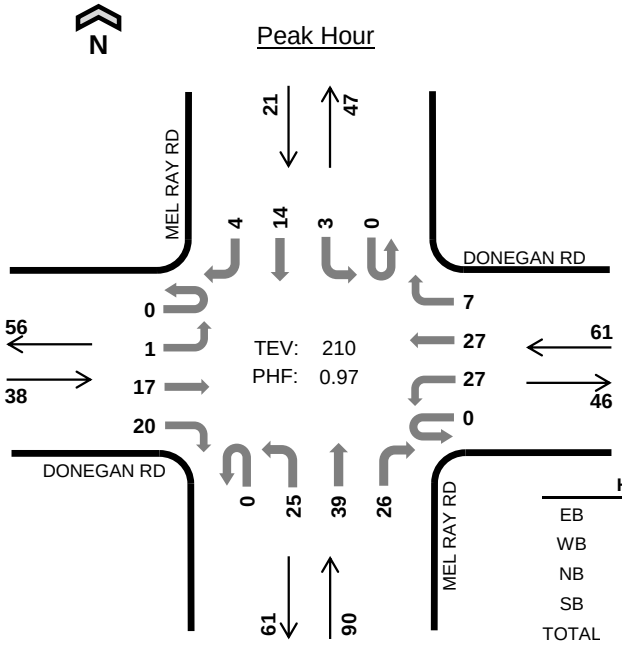
Two-Hour Count Summaries - Bikes

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
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**

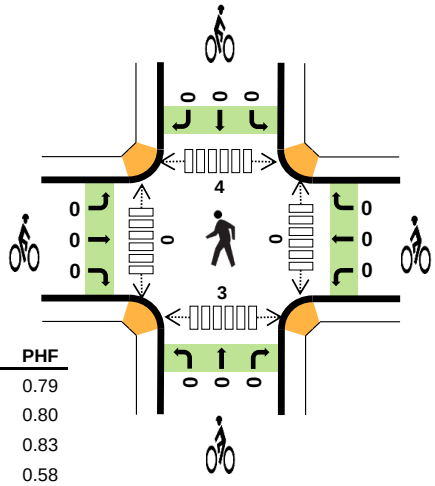
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

MEL RAY RD
DONEGAN RD

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 Eastbound UT	LT	TH	RT	DONEGAN RD Westbound UT	LT	TH	RT	MEL RAY RD Northbound UT	LT	TH	RT	MEL RAY RD Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
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 EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) 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 Eastbound				DONEGAN RD Westbound				MEL RAY RD Northbound				MEL RAY RD Southbound				15-min Total	Rolling One Hour
	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**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**
Peak Hour 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*	1	0	12	28	*41*
Peak Hour	**0**	**0**	**1**	**0**	***1***	**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	0
2:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
2:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0
2:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	5
3:00 PM	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	3	8
3:15 PM	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	4	11
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	10
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	2
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
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	0
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	1	1	0	4	0	0	0	7	1	0	0	0	0	0	14	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

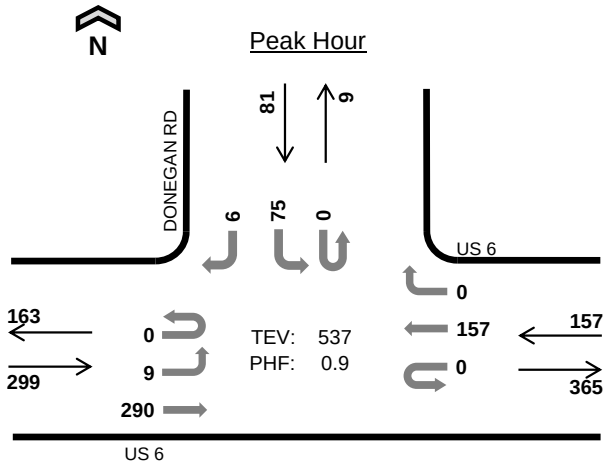
Four-Hour Count Summaries - Bikes

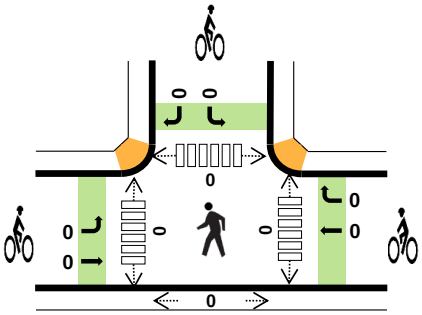
Interval Start	DONEGAN RD			DONEGAN RD			MEL RAY RD			MEL RAY RD			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 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.

DONEGAN RD
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	5.4%	0.86
WB	4.5%	0.84
NB	-	-
SB	4.9%	0.88
TOTAL	5.0%	0.90

Two-Hour Count Summaries

Interval Start	US 6 Eastbound				US 6 Westbound				0 Northbound				DONEGAN RD Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	3	59	0	0	0	17	0	0	0	0	0	0	17	0	1	97	0
7:15 AM	0	2	46	0	0	0	16	0	0	0	0	0	0	16	0	1	81	0
7:30 AM	0	1	59	0	0	0	20	0	0	0	0	0	0	20	0	1	101	0
7:45 AM	0	6	55	0	0	0	24	0	0	0	0	0	0	23	0	1	109	388
8:00 AM	**0**	**3**	**61**	**0**	**0**	**0**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**3**	**109**	400
8:15 AM	**0**	**2**	**85**	**0**	**0**	**0**	**40**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**0**	**0**	**150**	469
8:30 AM	**0**	**2**	**84**	**0**	**0**	**0**	**47**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**2**	**150**	518
8:45 AM	**0**	**2**	**60**	**0**	**0**	**0**	**44**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**0**	**1**	**128**	**537**
Count Total	0	21	509	0	0	0	234	0	0	0	0	0	0	151	0	10	925	0
Peak Hour All	**0**	**9**	**290**	**0**	**0**	**0**	**157**	**0**	**0**	**0**	**0**	**0**	**0**	**75**	**0**	**6**	**537**	**0**
Peak Hour HV	**0**	**2**	**14**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**1**	**27**	**0**
Peak Hour HV%	**-**	**22%**	**5%**	**-**	**-**	**-**	**4%**	**-**	**-**	**-**	**-**	**-**	**-**	**4%**	**-**	**17%**	**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	0	1	0	3	*4*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	2	1	0	1	*4*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	2	1	0	1	*4*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	2	1	0	1	*4*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	**5**	**2**	**0**	**0**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**4**	**2**	**0**	**1**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:30 AM	**4**	**1**	**0**	**1**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:45 AM	**3**	**2**	**0**	**2**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Count Total	22	11	0	10	*43*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hr	**16**	**7**	**0**	**4**	***27***	**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				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		
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**

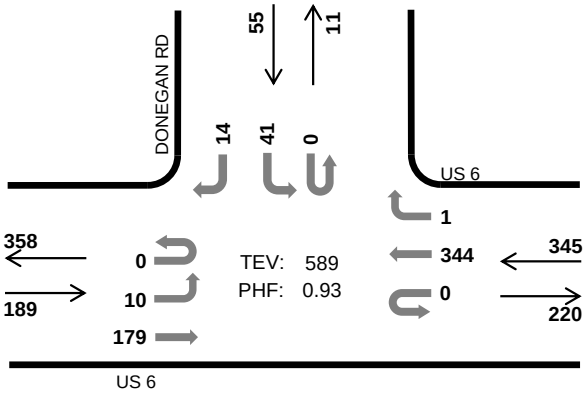
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

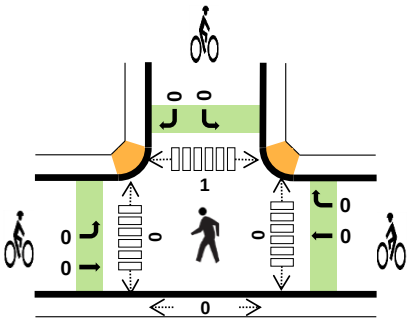
DONEGAN RD
US 6

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

N

Peak Hour





	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 Eastbound				US 6 Westbound				0 Northbound				DONEGAN RD Southbound				15-min Total	Rolling One Hour
		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	1	7	0
4:15 PM	0	0	2	0	0	0	2	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	3	0
4:45 PM	0	0	1	0	0	0	1	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**	**4**	13
5:15 PM	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**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**	**4**	15
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**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	1	31	0
Peak Hour	**0**	**0**	**5**	**0**	**0**	**0**	**10**	**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		
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**

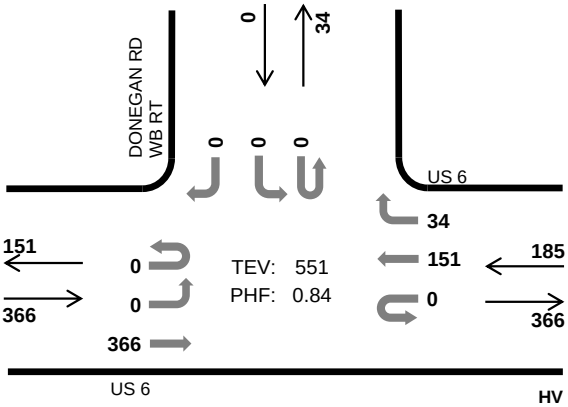
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

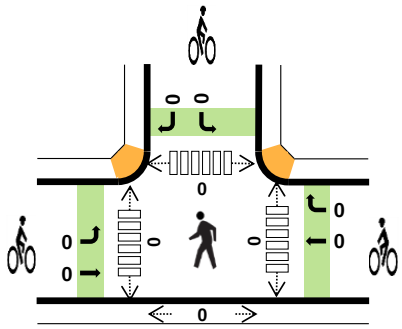
DONEGAN RD WB RT
US 6

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

N

Peak Hour





	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 Eastbound UT	US 6 Eastbound LT	US 6 Eastbound TH	US 6 Eastbound RT	US 6 Westbound UT	US 6 Westbound LT	US 6 Westbound TH	US 6 Westbound RT	0 Northbound UT	0 Northbound LT	0 Northbound TH	0 Northbound RT	DONEGAN RD WB RT Southbound UT	DONEGAN RD WB RT Southbound LT	DONEGAN RD WB RT Southbound TH	DONEGAN RD WB RT Southbound RT	15-min Total	Rolling One Hour
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**
Peak Hour HV	**0**	**0**	**17**	**0**	**0**	**0**	**7**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**0**
Peak Hour 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 EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) 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

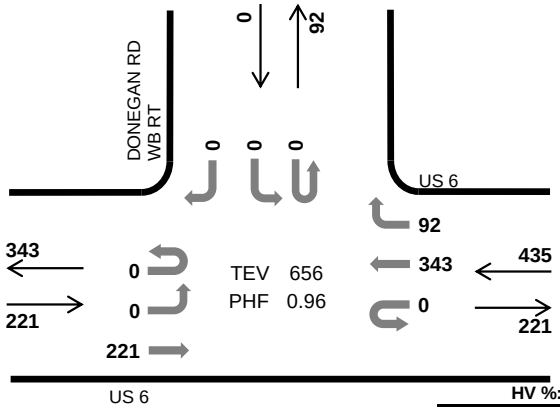
Interval Start	US 6			US 6			0			DONEGAN RD WB RT			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	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**

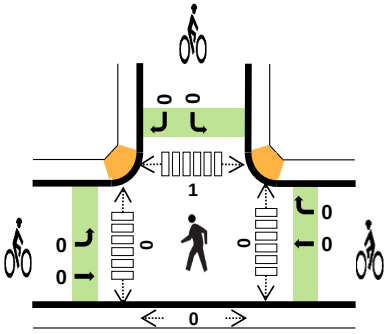
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

DONEGAN RD WB RT
US 6

Peak Hour

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	2.3%	0.97
WB	2.5%	0.93
NB	-	-
SB	-	-
TOTAL	2.4%	0.96

Two-Hour Count Summaries

Interval Start	US 6 Eastbound UT	LT	TH	RT	US 6 Westbound UT	LT	TH	RT	0 Northbound UT	LT	TH	RT	DONEGAN RD WB RT Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
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**
Peak Hour HV	**0**	**0**	**5**	**0**	**0**	**0**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**0**
Peak Hour 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 EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) 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

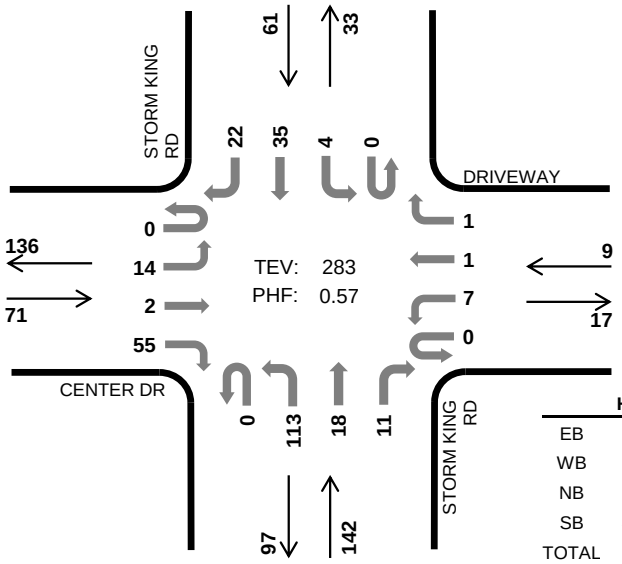
Interval Start	US 6			US 6			0			DONEGAN RD WB RT			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0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

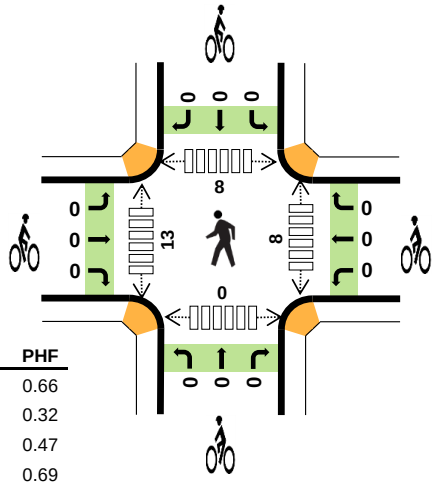
STORM KING RD
CENTER DR

Date: 03/03/2021
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM

Peak Hour



	HV %:	PHF
EB	1.4%	0.66
WB	0.0%	0.32
NB	2.1%	0.47
SB	4.9%	0.69
TOTAL	2.5%	0.57



Two-Hour Count Summaries

Interval Start		CENTER DR Eastbound UT	LT	TH	RT	DRIVEWAY Westbound UT	LT	TH	RT	STORM KING RD Northbound UT	LT	TH	RT	STORM KING RD Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
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 EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) 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	1	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**	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**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	2
8:30 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**1**	**5**	**7**
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	10
Count Total	0	0	0	1	0	0	0	0	0	3	1	0	0	1	4	1	11	0
Peak Hour	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**2**	**1**	**7**	**0**

Two-Hour Count Summaries - Bikes

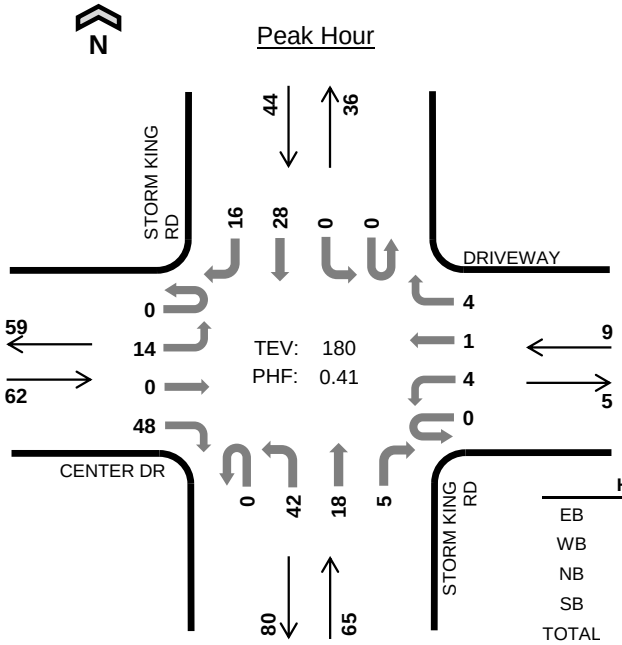
Interval Start	CENTER DR			DRIVEWAY			STORM KING RD			STORM KING RD			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45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

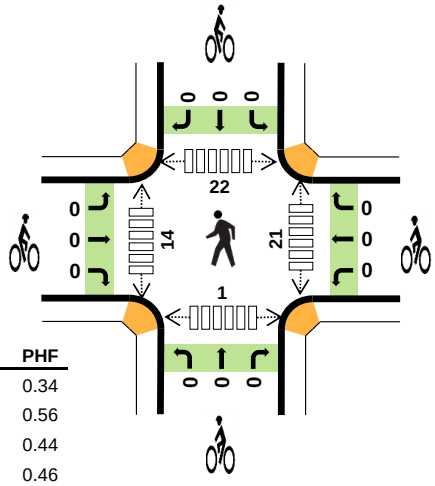
STORM KING RD
CENTER DR

Date: 03/03/2021
Count Period: 2:00 PM to 6:00 PM
Peak Hour: 2:00 PM to 3:00 PM

Peak Hour



	HV %:	PHF
EB	1.6%	0.34
WB	0.0%	0.56
NB	0.0%	0.44
SB	6.8%	0.46
TOTAL	2.2%	0.41



Four-Hour Count Summaries

Interval Start		CENTER DR Eastbound UT	LT	TH	RT	DRIVEWAY Westbound UT	LT	TH	RT	STORM KING RD Northbound UT	LT	TH	RT	STORM KING RD Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
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 EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) 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 Eastbound UT	LT	TH	RT	DRIVEWAY Westbound UT	LT	TH	RT	STORM KING RD Northbound UT	LT	TH	RT	STORM KING RD Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
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**
Peak Hour HV	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**4**	**0**
Peak Hour 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 EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) 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***
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	*0*	2	2	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	*0*	1	0	0	0	*1*
4:45 PM	1	0	0	0	*1*	0	0	0	0	*0*	1	0	0	0	*1*
5:00 PM	0	0	1	0	*1*	0	0	0	0	*0*	1	1	0	0	*2*
5:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	3	0	0	*3*
5:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	2	0	1	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**	**3**	**0**	**3**	0
2:15 PM	**0**	**0**	**0**	**1**	**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
2:45 PM	**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	1	3	4
3:15 PM	0	0	0	1	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	1	6
3:45 PM	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	1	0	1	4
4:15 PM	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	1	0	1	2
4:45 PM	0	0	0	1	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	1	3
5:15 PM	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	2
5:45 PM	0	0	0	1	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	5	2	15	0
Peak Hour	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**4**	**0**

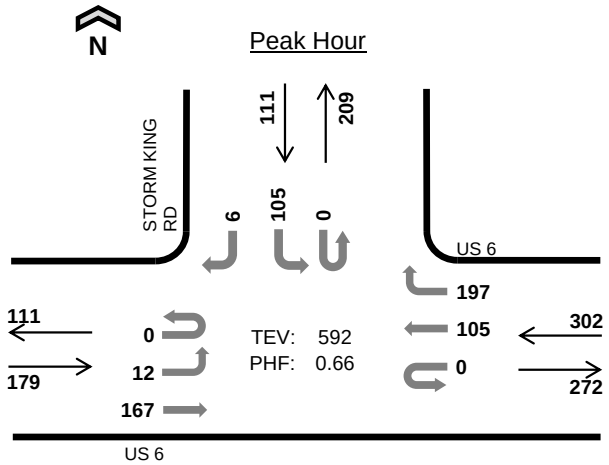
Four-Hour Count Summaries - Bikes

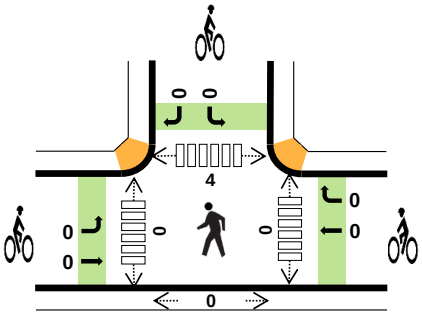
Interval Start	CENTER DR			DRIVEWAY			STORM KING RD			STORM KING RD			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
2:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
2:15 PM	**0**	**0**	**0**	**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.

STORM KING RD
US 6

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	6.7%	0.60
WB	4.3%	0.70
NB	-	-
SB	1.8%	0.66
TOTAL	4.6%	0.66

Two-Hour Count Summaries

Interval Start		US 6 Eastbound				US 6 Westbound				0 Northbound				STORM KING RD Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	1	19	0	0	0	12	13	0	0	0	0	0	9	0	0	54	0
7:15 AM		0	0	10	0	0	0	17	16	0	0	0	0	0	11	0	0	54	0
7:30 AM		**0**	**0**	**31**	**0**	**0**	**0**	**34**	**27**	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**0**	**107**	0
7:45 AM		**0**	**5**	**24**	**0**	**0**	**0**	**27**	**55**	**0**	**0**	**0**	**0**	**0**	**17**	**0**	**0**	**128**	343
8:00 AM		**0**	**4**	**70**	**0**	**0**	**0**	**23**	**85**	**0**	**0**	**0**	**0**	**0**	**41**	**0**	**1**	**224**	513
8:15 AM		**0**	**3**	**42**	**0**	**0**	**0**	**21**	**30**	**0**	**0**	**0**	**0**	**0**	**32**	**0**	**5**	**133**	**592**
8:30 AM		0	2	24	0	0	0	23	23	0	0	0	0	0	15	0	2	89	574
8:45 AM		0	2	33	0	0	0	24	14	0	0	0	0	0	18	0	3	94	540
Count Total		0	17	253	0	0	0	181	263	0	0	0	0	0	158	0	11	883	0
Peak Hour	**All**	**0**	**12**	**167**	**0**	**0**	**0**	**105**	**197**	**0**	**0**	**0**	**0**	**0**	**105**	**0**	**6**	**592**	**0**
	HV	**0**	**0**	**12**	**0**	**0**	**0**	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**27**	**0**
	HV%	**-**	**0%**	**7%**	**-**	**-**	**-**	**10%**	**1%**	**-**	**-**	**-**	**-**	**-**	**1%**	**-**	**17%**	**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	3	0	0	*7*	0	0	0	0	*0*	0	0	4	0	*4*
7:15 AM	3	3	0	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	**4**	**3**	**0**	**0**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**4**	**3**	**0**	**0**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**3**	**3**	**0**	**0**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	*1*
8:15 AM	**1**	**4**	**0**	**2**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**3**	**0**	***3***
8:30 AM	2	4	0	2	*8*	0	0	0	0	*0*	0	0	1	0	*1*
8:45 AM	2	1	0	2	*5*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	23	24	0	6	*53*	0	0	0	0	*0*	0	0	9	0	*9*
Peak Hr	**12**	**13**	**0**	**2**	***27***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**4**	**0**	***4***

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**	**1**	**0**	**1**	**7**	**27**
8:30 AM	0	1	1	0	0	0	2	2	0	0	0	0	0	2	0	0	8	28
8:45 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	2	0	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**

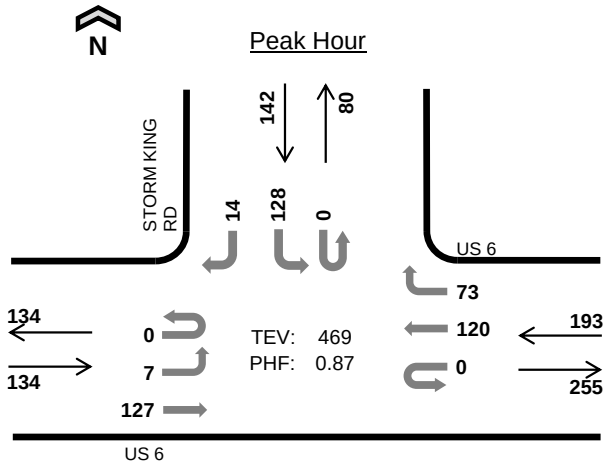
Two-Hour Count Summaries - Bikes

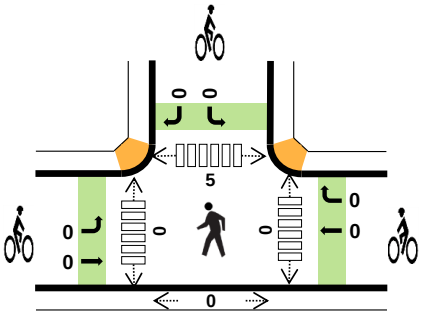
Interval Start	US 6			US 6			0			STORM KING RD			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**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
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 Eastbound				US 6 Westbound				0 Northbound				STORM KING RD Southbound				15-min Total	Rolling One Hour
		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 Eastbound UT	US 6 Eastbound LT	US 6 Eastbound TH	US 6 Eastbound RT	US 6 Westbound UT	US 6 Westbound LT	US 6 Westbound TH	US 6 Westbound RT	0 Northbound UT	0 Northbound LT	0 Northbound TH	0 Northbound RT	STORM KING RD Southbound UT	STORM KING RD Southbound LT	STORM KING RD Southbound TH	STORM KING RD Southbound RT	15-min Total	Rolling One Hour
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**
Peak Hour HV	**0**	**0**	**5**	**0**	**0**	**0**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**19**	**0**
Peak Hour 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 EB	Heavy Vehicle Totals WB	Heavy Vehicle Totals NB	Heavy Vehicle Totals SB	Heavy Vehicle Totals Total	Bicycles EB	Bicycles WB	Bicycles NB	Bicycles SB	Bicycles Total	Pedestrians (Crossing Leg) East	Pedestrians (Crossing Leg) West	Pedestrians (Crossing Leg) North	Pedestrians (Crossing Leg) South	Pedestrians (Crossing Leg) Total
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

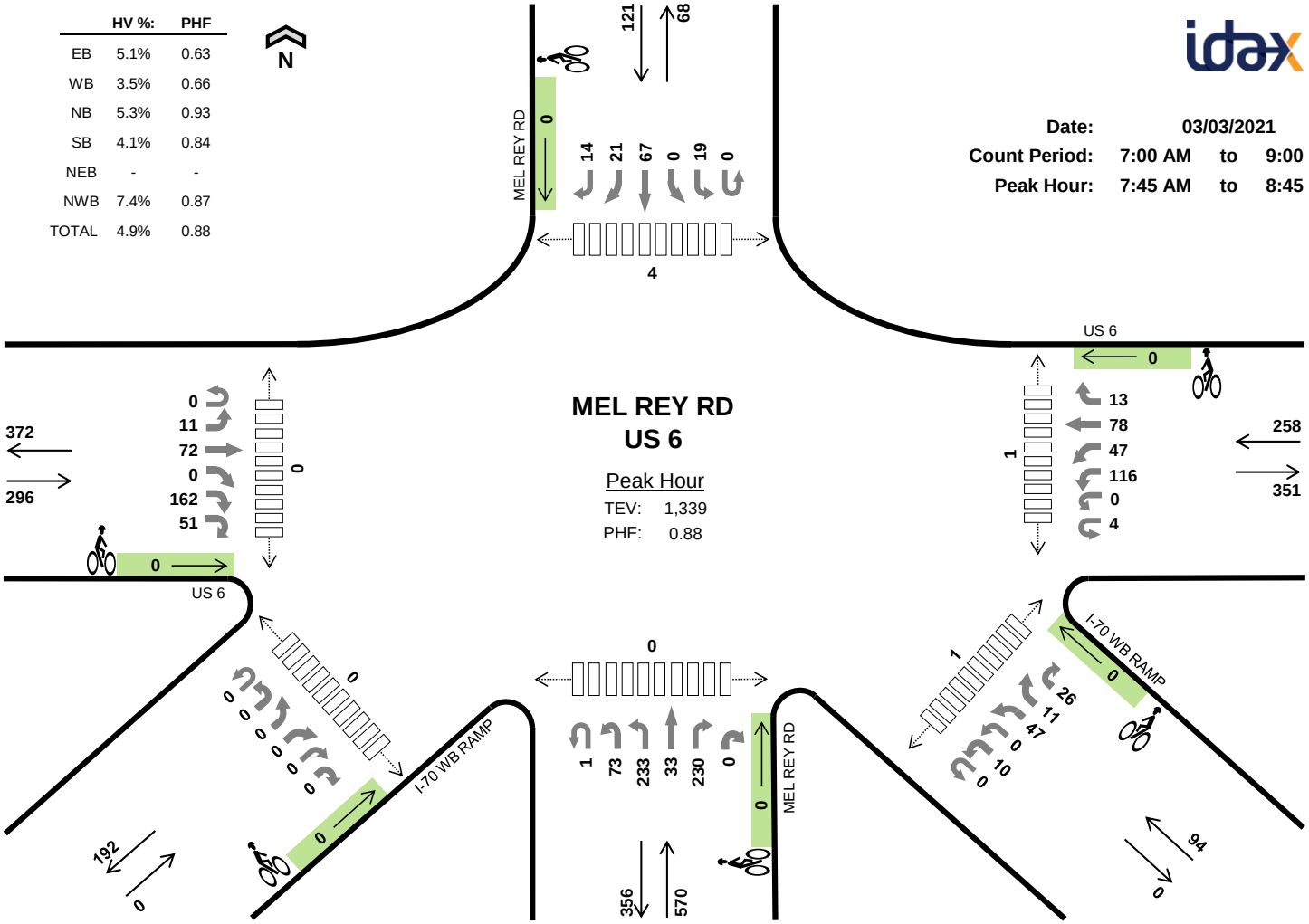
Interval Start	US 6				US 6				0				STORM KING RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	5	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
2:30 PM	0	0	0	0	0	0	0	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
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.

	HV %:	PHF
EB	5.1%	0.63
WB	3.5%	0.66
NB	5.3%	0.93
SB	4.1%	0.84
NEB	-	-
NWB	7.4%	0.87
TOTAL	4.9%	0.88



MEL REY RD
US 6

Peak Hour
TEV: 1,339
PHF: 0.88

Date: 03/03/2021
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM

Two-Hour Count Summaries

Interval Start	US 6 Eastbound						US 6 Westbound						MEL REY RD Northbound						MEL REY RD Southbound						I-70 WB RAMP Northeastbound						I-70 WB RAMP Northwestbound						15-min Total	Rolling One Hour
	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	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	0	0	6	0	4	0	2	181	0
7:15 AM	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	0	0	2	0	3	0	2	168	0
7:30 AM	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	0	0	5	0	13	2	2	248	0
7:45 AM	**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**	**0**	**0**	**5**	**0**	**14**	**2**	**6**	**289**	886
8:00 AM	**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**	**0**	**0**	**4**	**0**	**14**	**5**	**4**	**382**	1,087
8:15 AM	**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**	**0**	**0**	**1**	**0**	**13**	**3**	**9**	**347**	1,266
8:30 AM	**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**	**0**	**0**	**6**	**1**	**7**	**321**	**1,339**
8:45 AM	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	0	0	10	0	16	5	4	276	1,326
Count Total	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	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**	**0**	**0**	**10**	**0**	**47**	**11**	**26**	**1,339**	**0**
Peak Hour 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**	**0**	**0**	**2**	**0**	**2**	**0**	**3**	**66**	**0**
Peak Hour 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 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
7:00 AM	3	0	6	0	0	1	*10*	0	0	0	0	0	0	*0*	1	0	0	1	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***

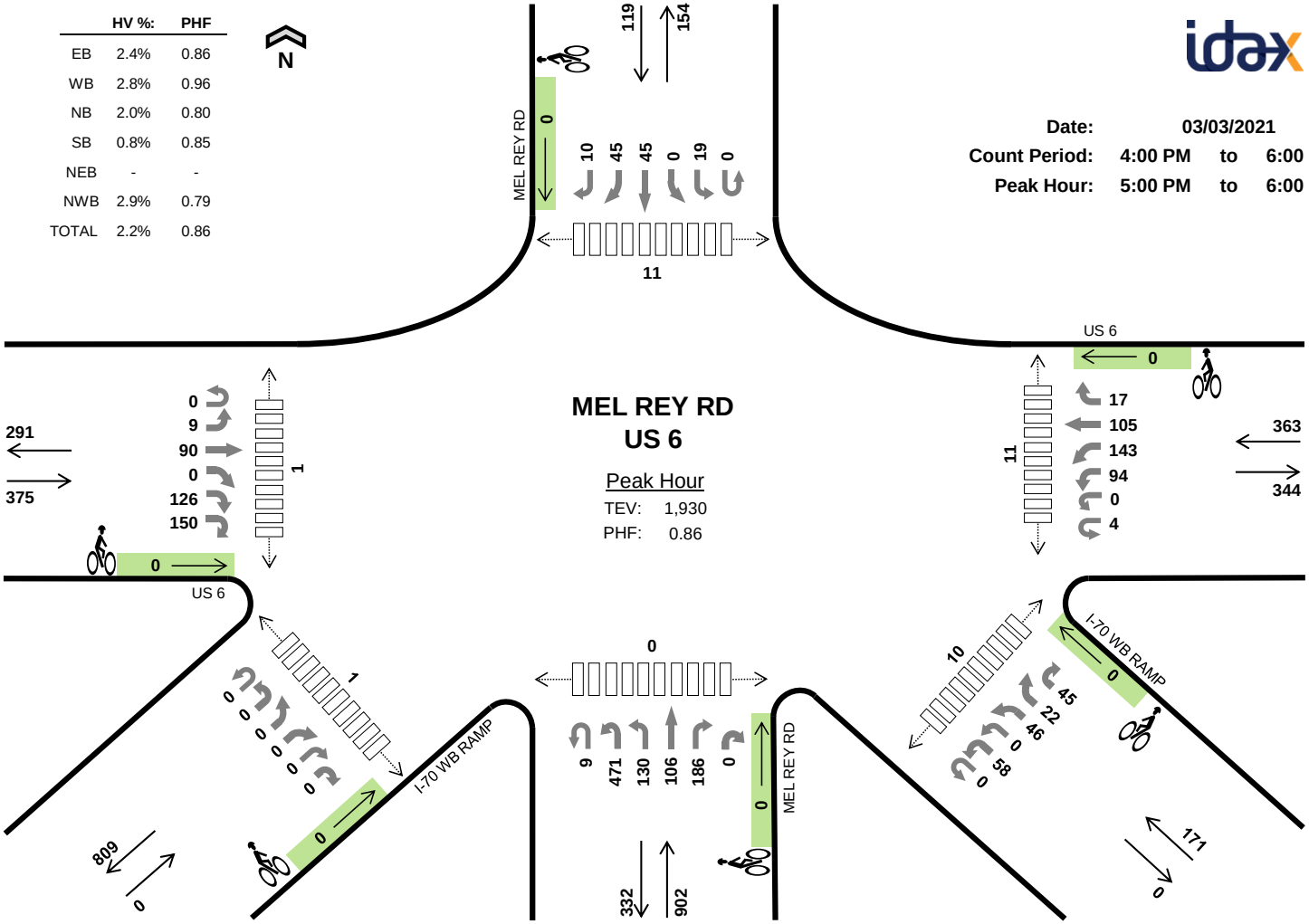
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	US 6 Eastbound						US 6 Westbound						MEL REY RD Northbound						MEL REY RD Southbound						I-70 WB RAMP Northeastbound						I-70 WB RAMP Northwestbound						15-min Total	Rolling One Hour
	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	1	0	0	0	0	10	0
7:15 AM	0	0	1	0	2	0	0	0	1	1	0	0	0	0	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

Interval Start	US 6 Eastbound						US 6 Westbound						MEL REY RD Northbound						MEL REY RD Southbound						I-70 WB RAMP Northeastbound						I-70 WB RAMP Northwestbound						15-min Total	Rolling One Hour
	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	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	0	0	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**	**0**	**0**	**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**	**0**	**0**	**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**	**0**	**0**	**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**	**0**	**0**	**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	0	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	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**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	**0**

	HV %:	PHF
EB	2.4%	0.86
WB	2.8%	0.96
NB	2.0%	0.80
SB	0.8%	0.85
NEB	-	-
NWB	2.9%	0.79
TOTAL	2.2%	0.86



Two-Hour Count Summaries

Interval Start	US 6 Eastbound						US 6 Westbound						MEL REY RD Northbound						MEL REY RD Southbound						I-70 WB RAMP Northeastbound						I-70 WB RAMP Northwestbound						15-min Total	Rolling One Hour
	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		
4:00 PM	0	2	15	0	34	22	0	0	26	35	22	3	1	66	33	15	50	0	0	9	0	8	11	2	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	2	0	12	11	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	1	6	0	14	5	1	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	4	0	18	10	3	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**	**7**	**0**	**8**	**19**	**1**	**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**	**5**	**0**	**10**	**12**	**4**	**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**	**5**	**0**	**17**	**7**	**1**	**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**	**2**	**0**	**10**	**7**	**4**	**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	1	40	0	97	82	16	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**	**19**	**0**	**45**	**45**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**58**	**0**	**46**	**22**	**45**	**1,930**	**0**
Peak Hour HV	**0**	**0**	**3**	**0**	**3**	**3**	**0**	**0**	**2**	**6**	**2**	**0**	**0**	**6**	**8**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**1**	**43**	**0**
Peak Hour 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

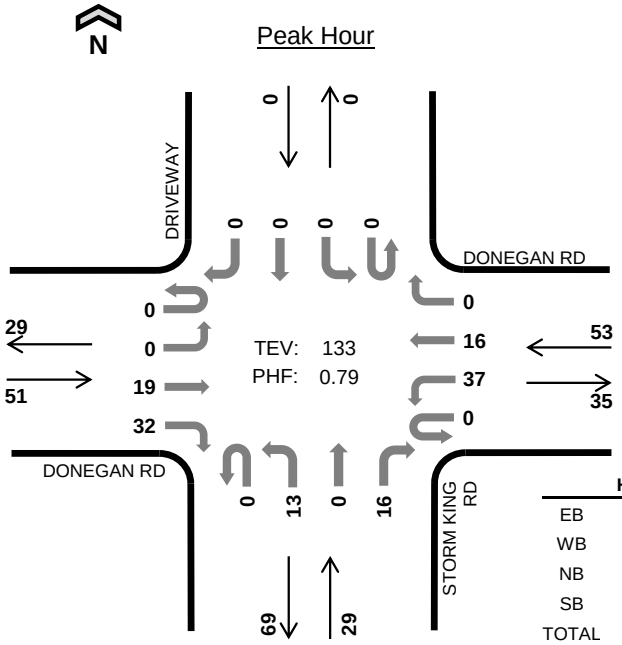
Interval Start	US 6 Eastbound						US 6 Westbound						MEL REY RD Northbound						MEL REY RD Southbound						I-70 WB RAMP Northeastbound						I-70 WB RAMP Northwestbound						15-min Total	Rolling One Hour
	UT	LT	TH	BR	RT	HR	UT	HL	LT	BL	TH	RT	UT	HL	LT	TH	RT	HR	UT	LT	BL	TH	BR	RT	UT	HL	BL	BR	RT	HR	UT	HL	LT	BL	BR	HR		
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	1	0	0	0	1	12	0
4:15 PM	0	0	1	0	4	1	0	0	0	0	2	0	0	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	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	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	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**	**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**	**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**	**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**	**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	0	2	0	3	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**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**1**	43	**0**

Two-Hour Count Summaries - Bikes

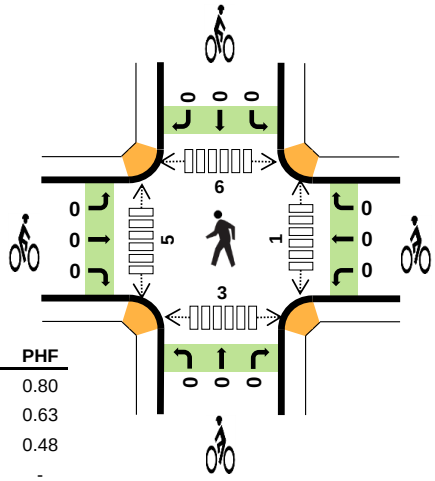
Interval Start	US 6 Eastbound						US 6 Westbound						MEL REY RD Northbound						MEL REY RD Southbound						I-70 WB RAMP Northeastbound						I-70 WB RAMP Northwestbound						15-min Total	Rolling One Hour
	UT	LT	TH	BR	RT	HR	UT	HL	LT	BL	TH	RT	UT	HL	LT	TH	RT	HR	UT	LT	BL	TH	BR	RT	UT	HL	BL	BR	RT	HR	UT	HL	LT	BL	BR	HR		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	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	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**	**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**	**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**	**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**	**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	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**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	**0**

STORM KING RD
DONEGAN RD

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 Eastbound UT	LT	TH	RT	DONEGAN RD Westbound UT	LT	TH	RT	STORM KING RD Northbound UT	LT	TH	RT	DRIVEWAY Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
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 EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) 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**

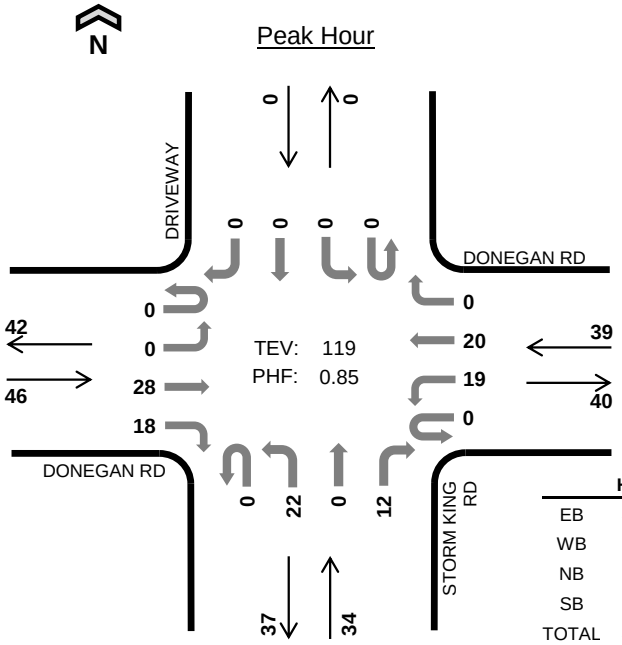
Two-Hour Count Summaries - Bikes

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**

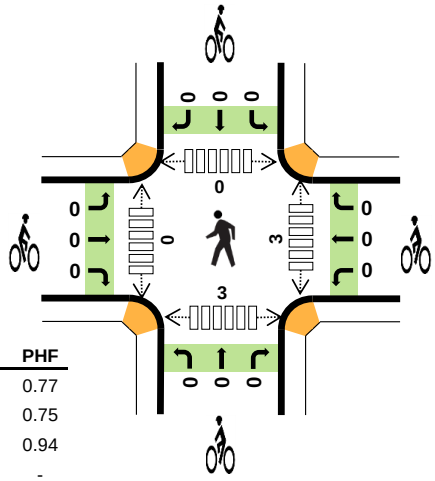
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

STORM KING RD
DONEGAN RD

Date: 03/03/2021
Count Period: 2:00 PM to 6:00 PM
Peak Hour: 3:00 PM to 4:00 PM



	HV %:	PHF
EB	4.3%	0.77
WB	7.7%	0.75
NB	0.0%	0.94
SB	-	-
TOTAL	4.2%	0.85



Four-Hour Count Summaries

Interval Start		DONEGAN RD Eastbound UT	LT	TH	RT	DONEGAN RD Westbound UT	LT	TH	RT	STORM KING RD Northbound UT	LT	TH	RT	DRIVEWAY Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
3:00 PM		0	0	5	8	0	7	6	0	0	7	0	2	0	0	0	0	35	0
3:15 PM		0	0	10	5	0	8	4	0	0	5	0	3	0	0	0	0	35	0
3:30 PM		0	0	8	2	0	1	4	0	0	5	0	4	0	0	0	0	24	0
3:45 PM		0	0	5	3	0	3	6	0	0	5	0	3	0	0	0	0	25	119
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: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
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*
Peak Hour	2	3	0	0	*5*	0	0	0	0	*0*	3	0	0	3	*6*

Four-Hour Count Summaries

Interval Start	DONEGAN RD Eastbound UT	LT	TH	RT	DONEGAN RD Westbound UT	LT	TH	RT	STORM KING RD Northbound UT	LT	TH	RT	DRIVEWAY Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
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**
Peak Hour HV	**0**	**0**	**2**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**
Peak Hour 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 EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
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

Kimley»Horn

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)

Directional Distribution: 23% ent. 77% exit.

Ln(T) = 0.95 Ln(X) - 0.51
Ln(T) = 0.95 * Ln(20.0) - 0.51

T = 10 Average Vehicle Trip Ends
2 entering 8 exiting

2 + 8 = 10

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (Series 200 Page 33)

Directional Distribution: 63% ent. 37% exit.

Ln(T) = 0.89 Ln(X) - 0.02
Ln(T) = 0.89 * Ln(20.0) - 0.02

T = 14 Average Vehicle Trip Ends
9 entering 5 exiting

9 + 5 = 14

Weekday (Series 200 Page 31)

Directional Distribution: 50% ent. 50% exit.

(T) = 7.56*(X) - 40.86
(T) = 7.56 * 20 - 40.86

T = 110 Average Vehicle Trip Ends
55 entering 55 exiting

55 + 55 = 110

Peak Hour of Generator, Saturday (Series 200 Page 37)

Directional Distribution: 50% ent. 50% exit.

(T) = 1.08*(X) - 33.24
(T) = 1.08 * 20 - 33.24

T = -12 Average Vehicle Trip Ends
-6 entering -6 exiting

-6 + -6 = -12

Kimley»Horn

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)

Directional Distribution: 26% ent. 74% exit.

Ln(T) = 0.98 Ln(X) - 0.98
Ln(T) = 0.98 * Ln(340.0) - 0.98

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)

Directional Distribution: 61% ent. 39% exit.

Ln(T) = 0.96 Ln(X) - 0.63
Ln(T) = 0.96 * Ln(340.0) - 0.63

T = 143 Average Vehicle Trip Ends
87 entering 56 exiting

87 + 56 = 143

Weekday (Series 200 Page 73)

Directional Distribution: 50% ent. 50% exit.

(T) = 5.45*(X) - 1.75
(T) = 5.45 * 340 - 1.75

T = 1852 Average Vehicle Trip Ends
926 entering 926 exiting

926 + 926 = 1852

Peak Hour of Generator, Saturday (Series 200 Page 79)

Directional Distribution: 49% ent. 51% exit.

(T) = 0.42*(X) + 6.73
(T) = 0.42 * 340 + 6.73

T = 150 Average Vehicle Trip Ends
72 entering 77 exiting

72 + 77 = not ok

Kimley»Horn

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	EBLn1	WBLn1	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	EBLn1	WBLn1	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 [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed 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 [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed 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 [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
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 [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed 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 [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed 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 [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
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 [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
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 [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
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 [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
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 [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed 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).
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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

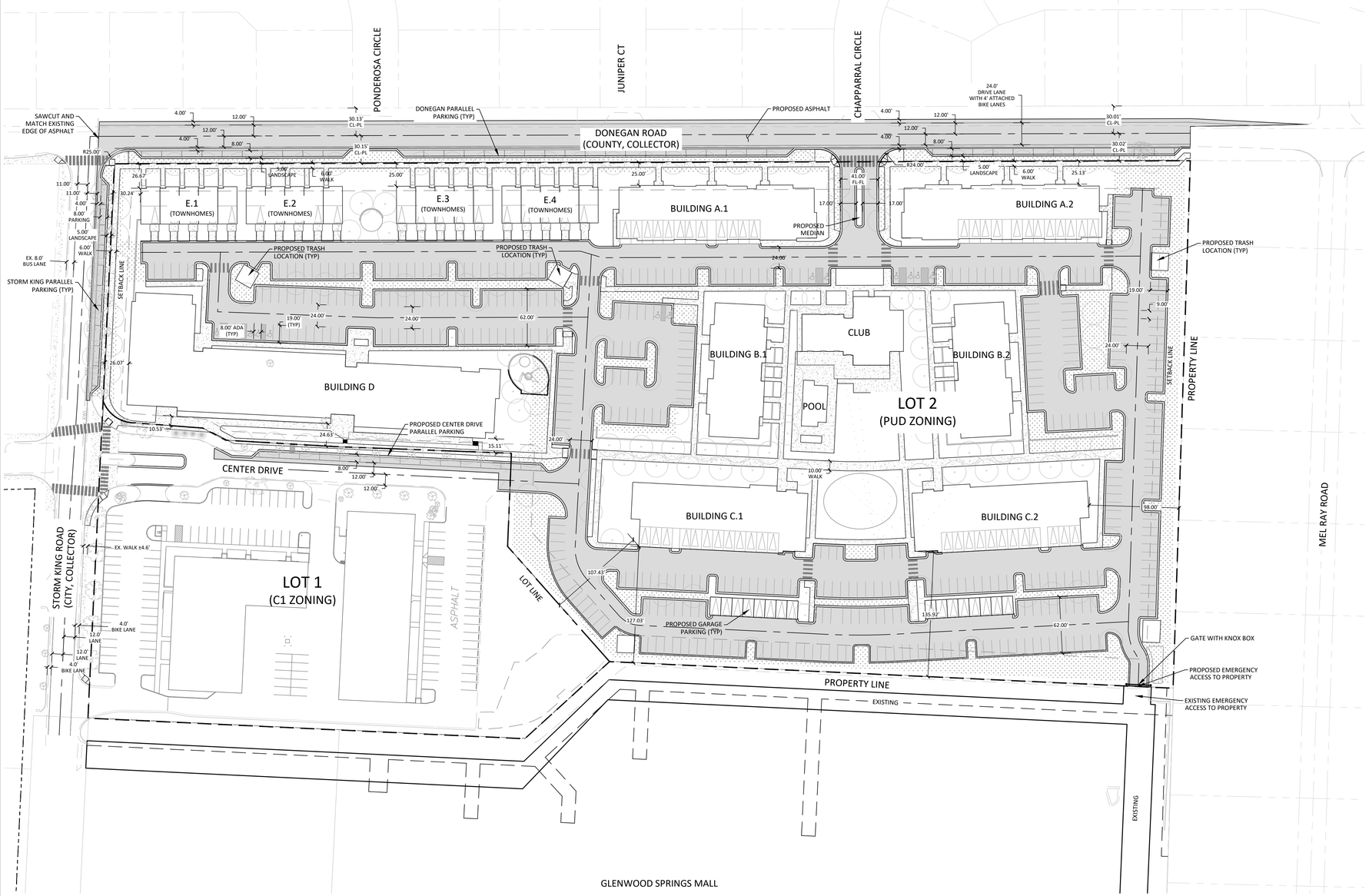
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	137	0	404	111
Stage 1	-	-	-	-	105	-
Stage 2	-	-	-	-	299	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1447	-	603	942
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	-

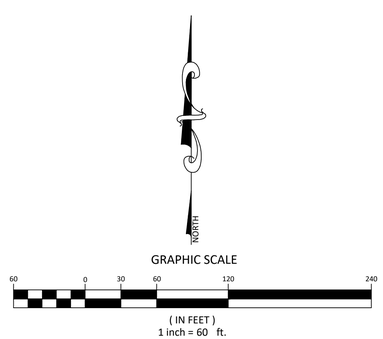
APPENDIX E

Conceptual Site Plan



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:
1. 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.
2. Permitted setback encroachments from public streets include the following:
   a. Front porches, stoops and balconies may encroach six (6) feet into the setback.
   b. 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.
   c. Building roof eaves and other incidental architectural features may encroach 18 inches into setback.
   d. 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:
1. *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[1]**

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:
1. *On-site parking includes 14 accessible parking spaces.*
2. *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

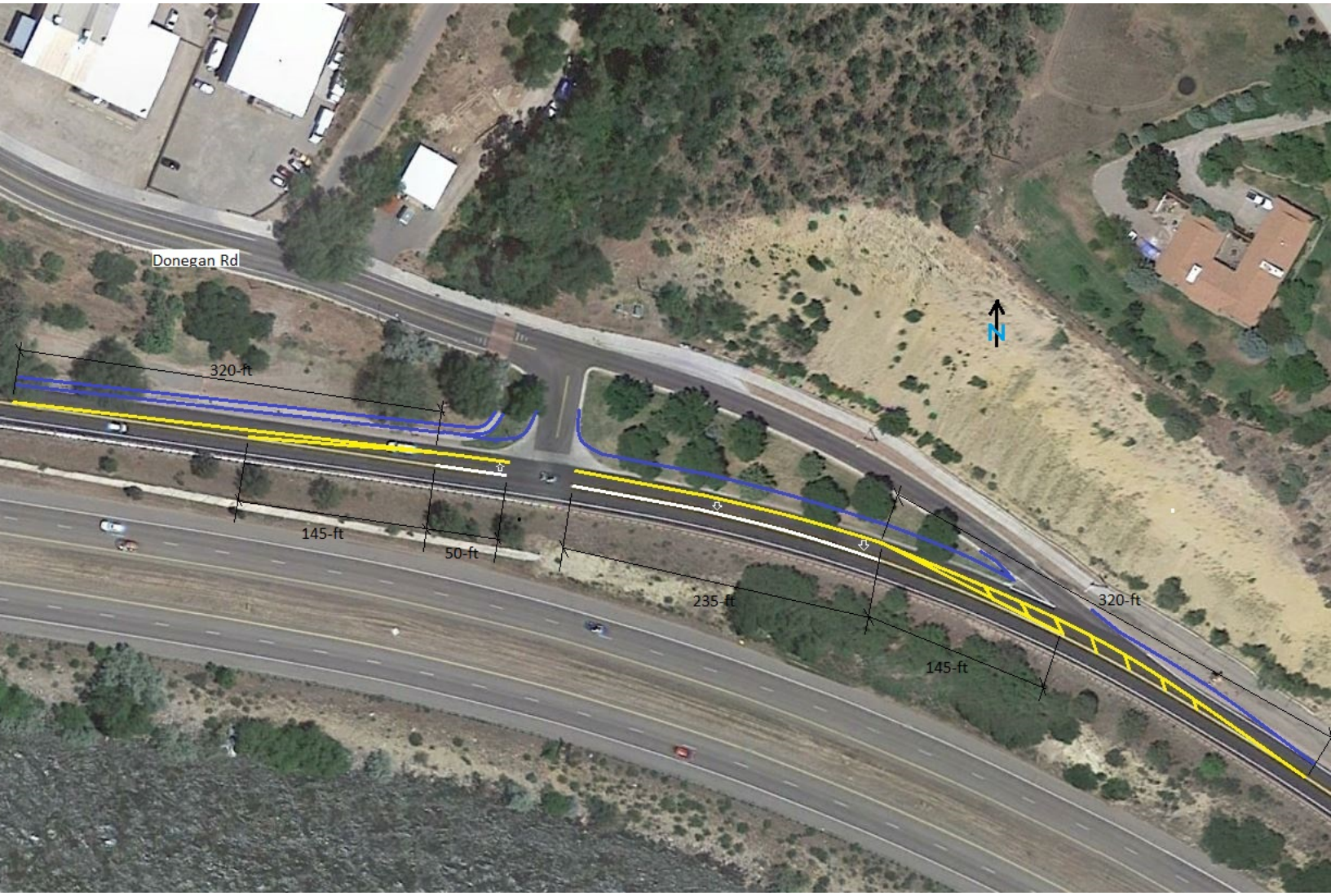
CONCEPT

DATE	REVISION

TITLE
LOT 2
CONCEPTUAL PUD
PLAN

DRAWING NO.
C-1.0

G:\2020\30017\CIVIL\CIVIL DWGS\PLOTS\SHEET SET\30017-SITE PLAN.DWG - Jan 21, 2021 - 2:03pm


Donegan Rd
320-ft
145-ft
50-ft
235-ft
145-ft
320-ft
N

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

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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
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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. <u>Studio units (95 total units)</u>: 5 units restricted to 100% AMI, 6 units restricted to 120% AMI;
b. <u>1-Bedroom multi-family units (110 total units)</u>: 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

January 26, 2021

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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 Chapparal 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 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 1to 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	
Irrigation Area (SF)=	42,170
Irrigation Area (AC)=	0.97
Peak Irrigation depth/day (in) =	0.25
Peak Irrigation depth/day (ft)=	0.0208
Volume (CF/day) =	879
Volume (gpd) =	6,572
Irrigation period (hr)	8
Irr flow rate (gph)	821
Irr flow rate (gpm)	13.69
Assumed irrigation efficiency	75%
Adjusted, Final Irr flow rate (gph)	1,095
Adjusted, Final Irr flow rate (gpm)	18.26

Lot 2 - Irrigation Summary	
Irrigation Area (SF)=	157,000
Irrigation Area (AC)=	3.60
Peak Irrigation depth/day (in) =	0.25
Peak Irrigation depth/day (ft)=	0.0208
Volume (CF/day) =	3,271
Volume (gpd) =	24,467
Irrigation period (hr)	8
Irr flow rate (gph)	3,058
Irr flow rate (gpm)	50.97
Assumed irrigation efficiency	75%
Adjusted, Final Irr flow rate (gph)	4,078
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

WHERESA, 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.

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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.

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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

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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 majure, 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:

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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 exercises their rights under this Section11 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 of 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 herego.

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.

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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

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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

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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

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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.

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EXHIBIT B

PUD Plan

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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.

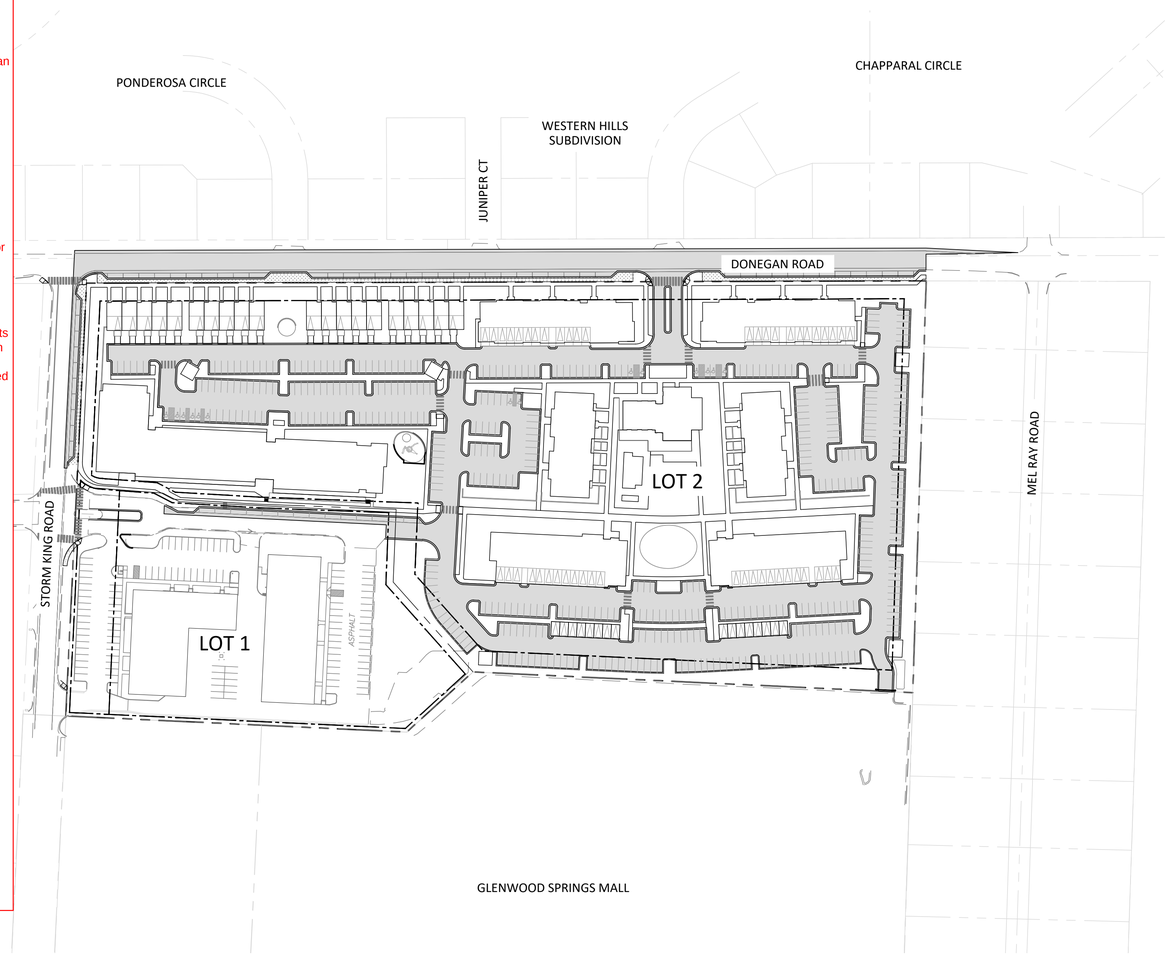
Staff recommends conformance with the requirements as included as part of the annexation process.

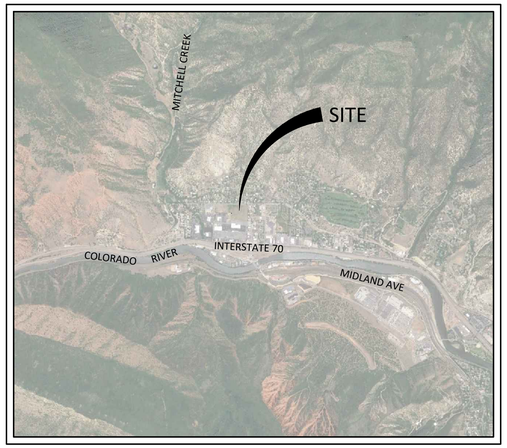
480 DONEGAN

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 incldue the survey as part of the this index and plan set.

GRAPHIC SCALE
100 0 50 100 200 400
(IN FEET)
1 inch = 100ft.

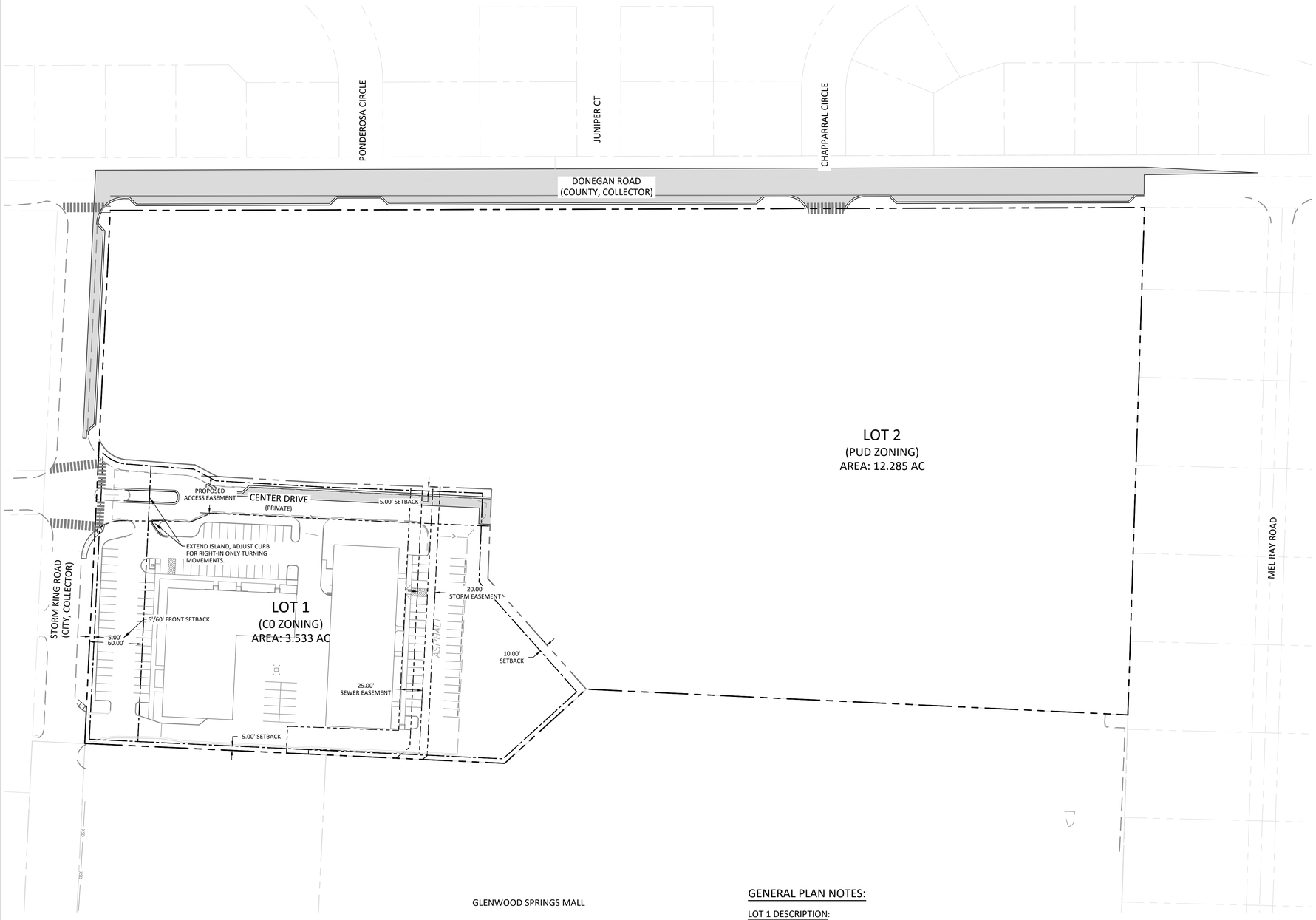
SOPRIS ENGINEERING-LLC
CIVIL CONSULTANTS
502 MAIN STREET, SUITE A3
CARBONDALE, CO 81623
(970) 704-0311

APPLICANT
214 CENTER DRIVE, LLC
PO BOX 9833
CINCINNATI, OH 45209

HORD COPLAN MACH
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

S:\2020\30017\CIVIL\Civil. DWGS\PLOTS\SHEET SET\30017-COVER.DWG - Jan 26, 2021 - 1:09pm



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)	959 SF	1 SP/250 SF	4	Spaces
		Total	*96 Spaces*	

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
Total existing spaces	108 regular spaces, 4 ADA spaces

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 RADUIS 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

Know what's **below.**
Call before you dig.

CALL 3 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

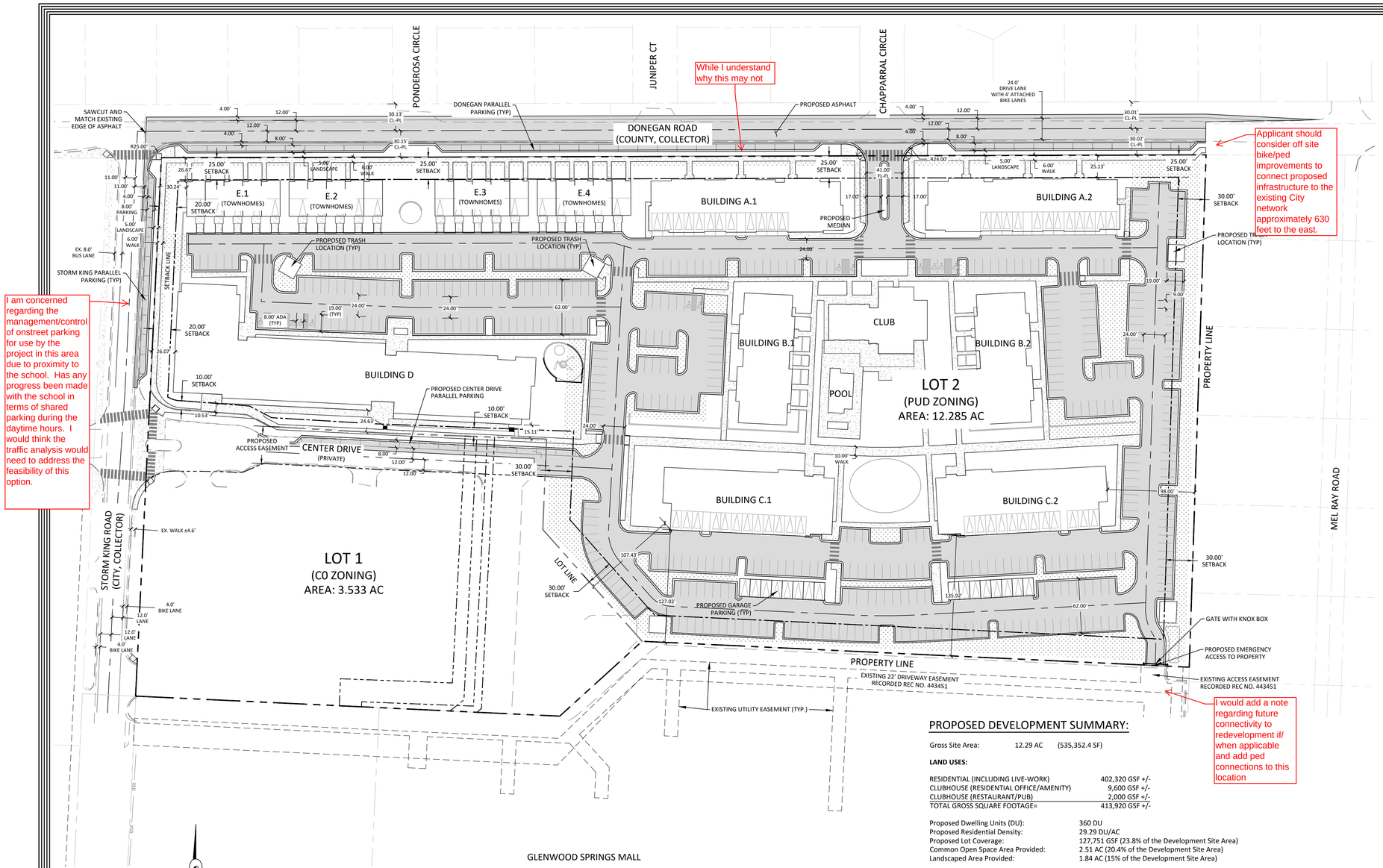
ANNEXATION AND ZONING SUBMISSION

DATE	REVISION

TITLE
LOT 1 PROPOSED ZONING

DRAWING NO.
C-1.1

G:\2020\30017\CIVIL\CIVIL DWGS\PLOT\SHEET SET\30017-SITE PLAN.DWG - Jan 26, 2021 - 1:10pm



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

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 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 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)
Landscaped Area Provided:	1.84 AC (15% of the Development Site Area)

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/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**

1. *Guest Parking applies to Dwelling: Townhouse and Multifamily Uses Only*
2. *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 Spaces[1]
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:
1. On-site parking includes 14 accessible parking spaces.
2. 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.

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 neighboorhood amenity not open to the public.

Is public use of the bar/restaurant anticipated in the traffic report? Please clarify.

LEGEND:

SNOW STORAGE AREA:

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

What else is included in this number other than the clubhouse and restaurant?

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

Are all commercial uses listed here and below aniticipated as being allowed in the live/work units or do you anticipate them someplace else?

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
Landscaped Area:	15% of Development Site Area

Residential districts generally require 20%. Please clarify.

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:
1. 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.
2. Permitted setback encroachments from public streets include the following:
   a. Front porches, stoops and balconies may encroach six (6) feet into the setback.
   b. 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.
   c. Building roof eaves and other incidental architectural features may encroach 18 inches into setback.
   d. 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

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

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 Parking[1]	1.0 SP/5 DU
Non-Residential	
Restaurant	1 SP/200 SF
Office & Amenity	1 SP/1,000 SF

Note:
1. Guest Parking applies to Dwelling: Townhouse and Multifamily Uses Only
2. Off-site parking areas shall not account for more than 10% of total provided parking

OTHER

Snow Storage Areas:

Please call out the acutal areas you believe is available for snow storage

A. 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.
B. 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.
C. 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.

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

ANNEXATION AND ZONING SUBMISSION

DATE	REVISION

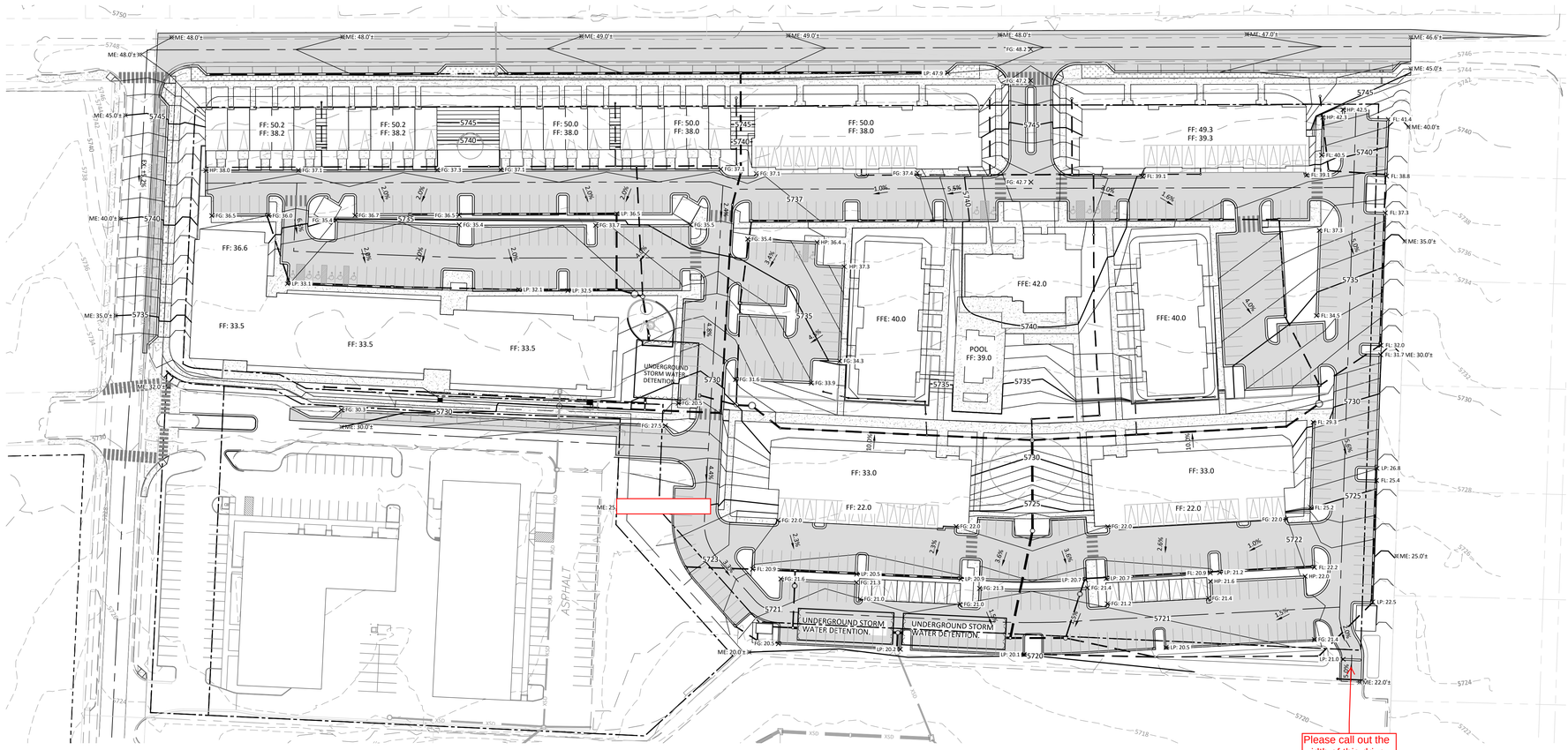
TITLE

LOT 2 PUD PLAN

DRAWING NO.

C-1.2

G:\2020\30017\Civil\CIVIL DWGS\PLOT\ANNEX REZONE SUBM\30017-SITE PLAN.DWG - Jan 26, 2021 - 2:53pm



SPOT ELEVATION LEGEND

BOW = BOTTOM OF WALL
EOA = EDGE OF ASPHALT
EX = EXISTING GRADE
FFE = FINISHED FLOOR ELEVATION
FG = FINISHED GRADE
FL = FLOW LINE
HP = HIGH POINT
LP = LOW POINT
ME = MATCH EXISTING
RIM = RIM ELEVATION
TBC = TOP BACK OF CURB
TOC = TOP OF CONCRETE

PROPOSED LEGEND

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

GRADING LEGEND:

PROPOSED 1' CONTOUR
PROPOSED 5' CONTOUR — 7900
EXISTING CONTOUR
EXISTING CONTOUR INTERVAL — 7900
PROPOSED SLOPE — 2.0%
PROPOSED SPOT ELEVATION — FL: 32.0
PROPOSED STORM SEWER
PROPOSED STORM INLET

GENERAL GRADING NOTES:

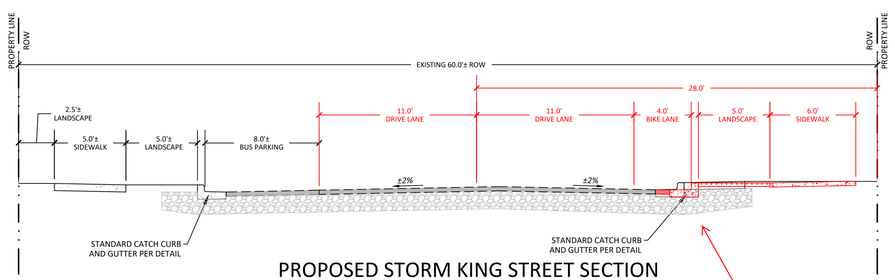
1. THE EXISTING CONTOUR INTERVAL IS TWO (2) FEET. THE DIVIDE CREEK SURVEY DATUM IS NAVD 88. SE HAS LOWERED ALL POINTS 4.09 FEET TO CONVERT ELEVATIONS TO CITY OF GLENWOOD NGVD 29 DATUM.
2. PROPOSED SITE GRADING CONCEPT SHOWN. FINAL GRADING DETAIL WILL BE PROVIDED FOR THE MAJOR SITE PLAN APPROVAL.
3. THE STORM WATER DRAINAGE PLAN CONCEPT IS SHOWN ON SHEET C4.1. STORM WATER RUNOFF WILL FLOW IN LANDSCAPE SWALES AND CURB AND GUTTER TO INLETS AND STORM SEWER PIPES TO UNDERGROUND DETENTION FACILITIES.

NORTH

GRAPHIC SCALE

60 0 30 60 120 240

(IN FEET)
1 inch = 60 ft.



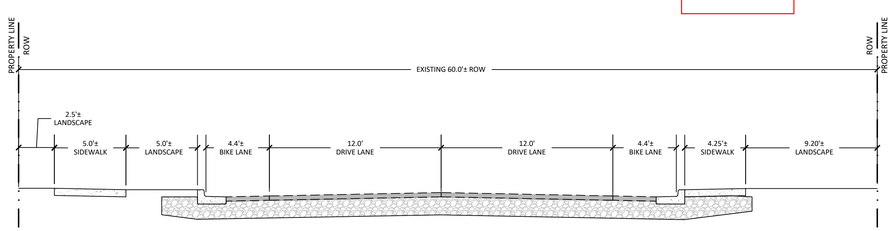
PROPOSED STORM KING STREET SECTION

(NORTH OF CENTER DRIVE)

LOOKING NORTH
N.T.S.

Submittal letter and plan sheets indicate parking along Storm King. Please revise.

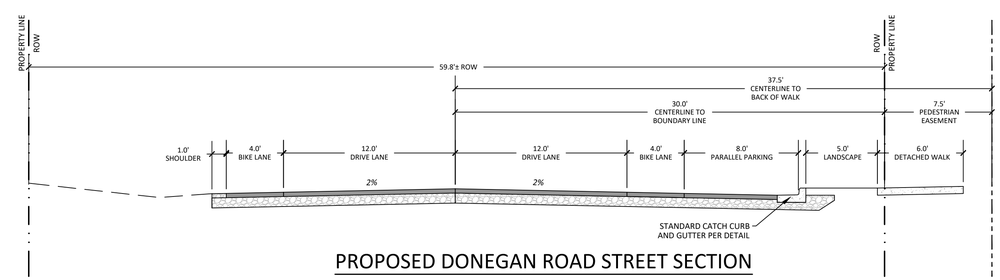
I recommend adding representative landscaping to all of the buffers depicted on the typicals provided.



PROPOSED STORM KING STREET SECTION

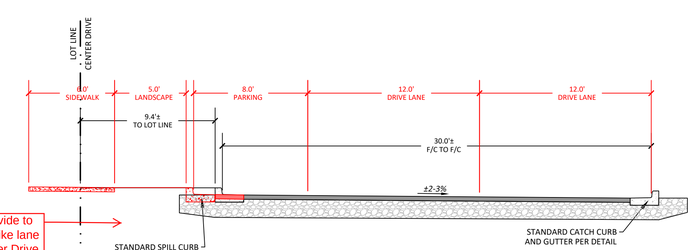
(SOUTH OF CENTER DRIVE)

LOOKING NORTH
N.T.S.



PROPOSED DONEGAN ROAD STREET SECTION

LOOKING EAST
N.T.S.



Do you provide to provide a bike lane along Center Drive consistent with other road sections? Please

PROPOSED CENTER DRIVE STREET SECTION

LOOKING EAST
N.T.S.

811 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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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

DATE	REVISION

TITLE
PRELIMINARY GRADING PLAN

DRAWING NO.
C-3.0

G:\2020\30017\CIVIL\CIVIL DWGS\PLOT\SHEET SET\30017-GRADING.DWG - Jan 26, 2021 - 1:32pm

1 ILLUSTRATIVE CONCEPT PLAN
1" = 60'-0"

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.
2. I would add cross section views which depict mature representations of the various landscaping buffer areas

2 MASSING VIEW LOOKING SOUTH WEST
NTS

3 MASSING VIEW LOOKING NORTH EAST
NTS

NOT FOR CONSTRUCTION

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

ARCHITECTURE / PLANNING
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1800 Wazee Street, Suite 450 Denver, CO 80202
p. 303. 222. 2151

CIVIL ENGINEER
Sopris Engineering, LLC.
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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

no.	date	revision

Project Name
480 DONEGAN

Project Number
22023.00

Date
01/26/2021

Scale
AS NOTED

Drawing
ILLUSTRATIVE CONCEPT PLAN AND SITE MASSING

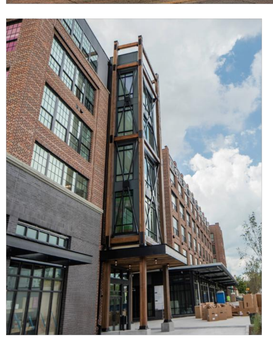
A2.0

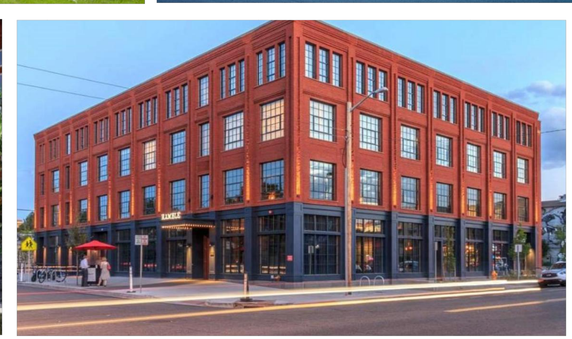
ANNEXATION AND ZONING SUBMISSION

© Hord Coplan Macht, Inc.

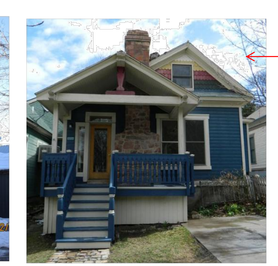
PRECEDENT

Please call out which proposed building each of these pics are





EXISTING PRECEDENT



These residential photos are not representative of west Glenwood.

NOT FOR CONSTRUCTION

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

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Drawing
ARCHITECTURAL PRECEDENT

A1.0

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CONCEPT RENDERING - VIEW LOOKING SOUTHEAST FROM STORM KING RD. AND DONEGAN RD.

CONCEPT RENDERING - VIEW LOOKING NORTHEAST FROM CIRCLE DRIVE

Center Drive

CONCEPT RENDERING - VIEW LOOKING SOUTH FROM DONEGAN RD.

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/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.
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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Date
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Scale
AS NOTED

Drawing
CONCEPT RENDERINGS

A2.0

ANNEXATION AND ZONING SUBMISSION

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CITY OF GLENWOOD SPRINGS

Engineering Department

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 retailors, or Ami's Acres in the County could expand/redevelop. *The city has also recently received a referral for the development of*

101 West 8th Street, Glenwood Springs, CO 81601 (970) 384-6434
jessica.bowser@cogs.us

a new Mobile Home Park past Ami's Acres. Figure 7 is inconsistent with the surrounding growth. How come Hw y6 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…*

<u>Plan Comments:</u>

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 utilizes.
    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 though 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-though 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.

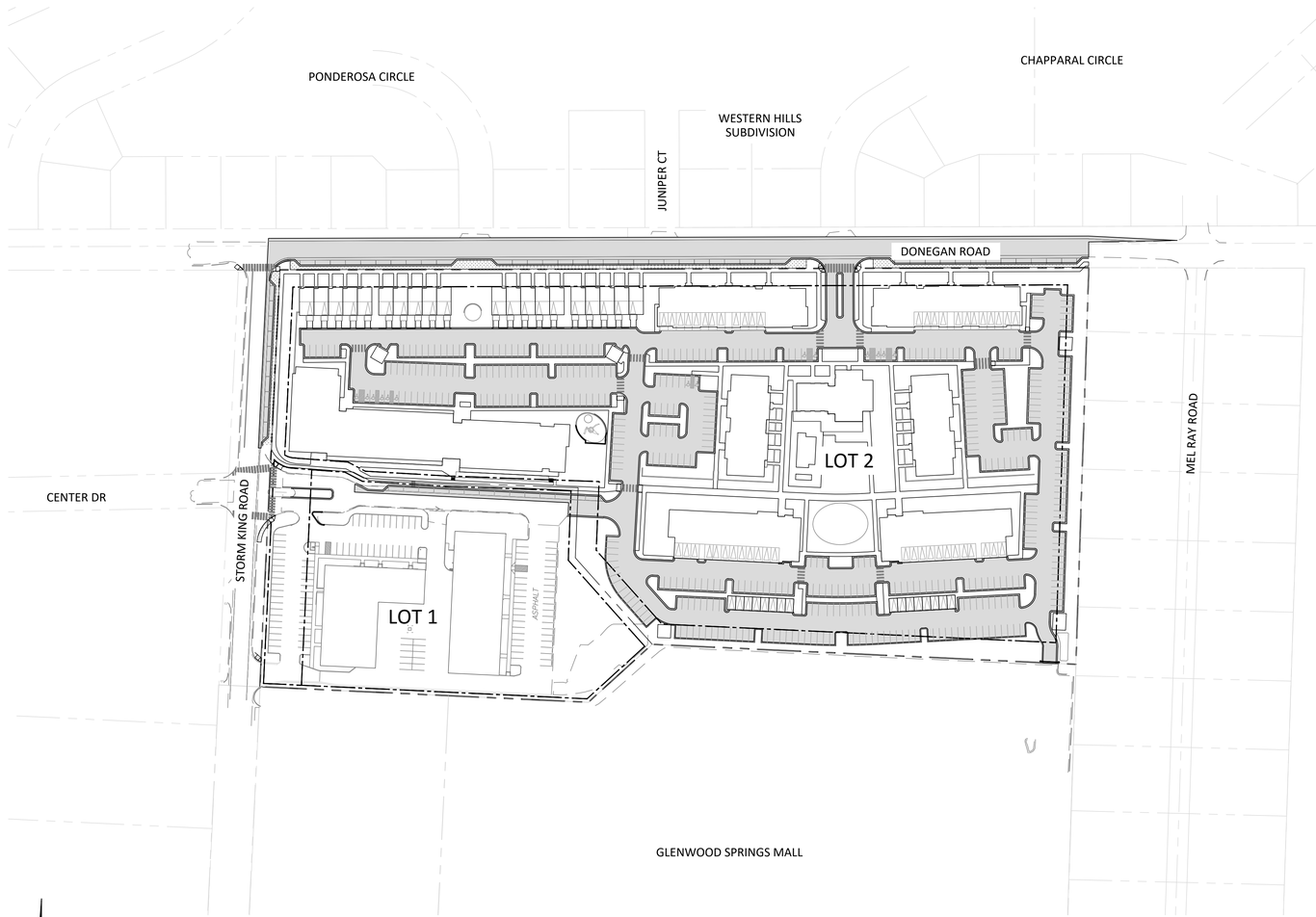
c. Certification Letters can be supplied electronically (PDF).

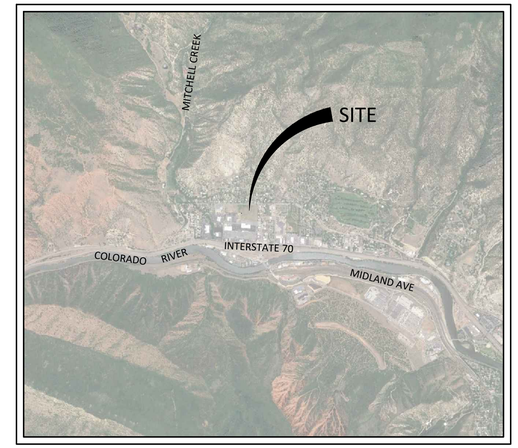
d. All easement dedications shall be completed.

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?

GRAPHIC SCALE

100 0 50 100 200 400

(IN FEET)
1 inch = 100ft.

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

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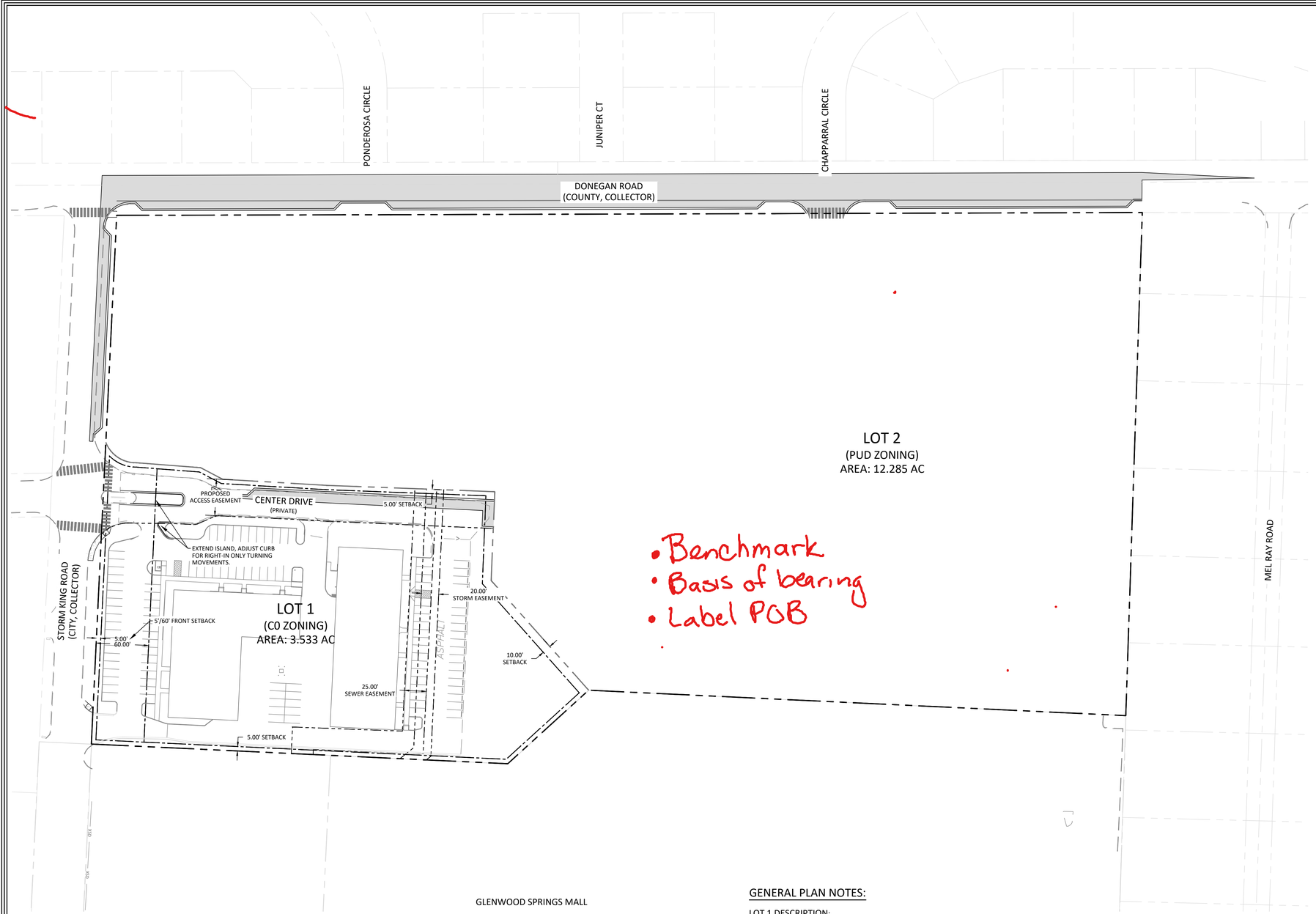

• Benchmark
• Basis of bearing
• Label POB

PROPOSED LEGEND

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

(TYP all sheets)

Typically PR easements are same Lt, just darker.

Generally setback lines are not a CL type

(Typ all sheets)

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
		Total	*96*	*Spaces*

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
Total existing spaces	108 regular spaces, 4 ADA spaces

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 RADUIS 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

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

ANNEXATION AND ZONING SUBMISSION

DATE	REVISION

TITLE
LOT 1 PROPOSED ZONING

DRAWING NO.
C-1.1

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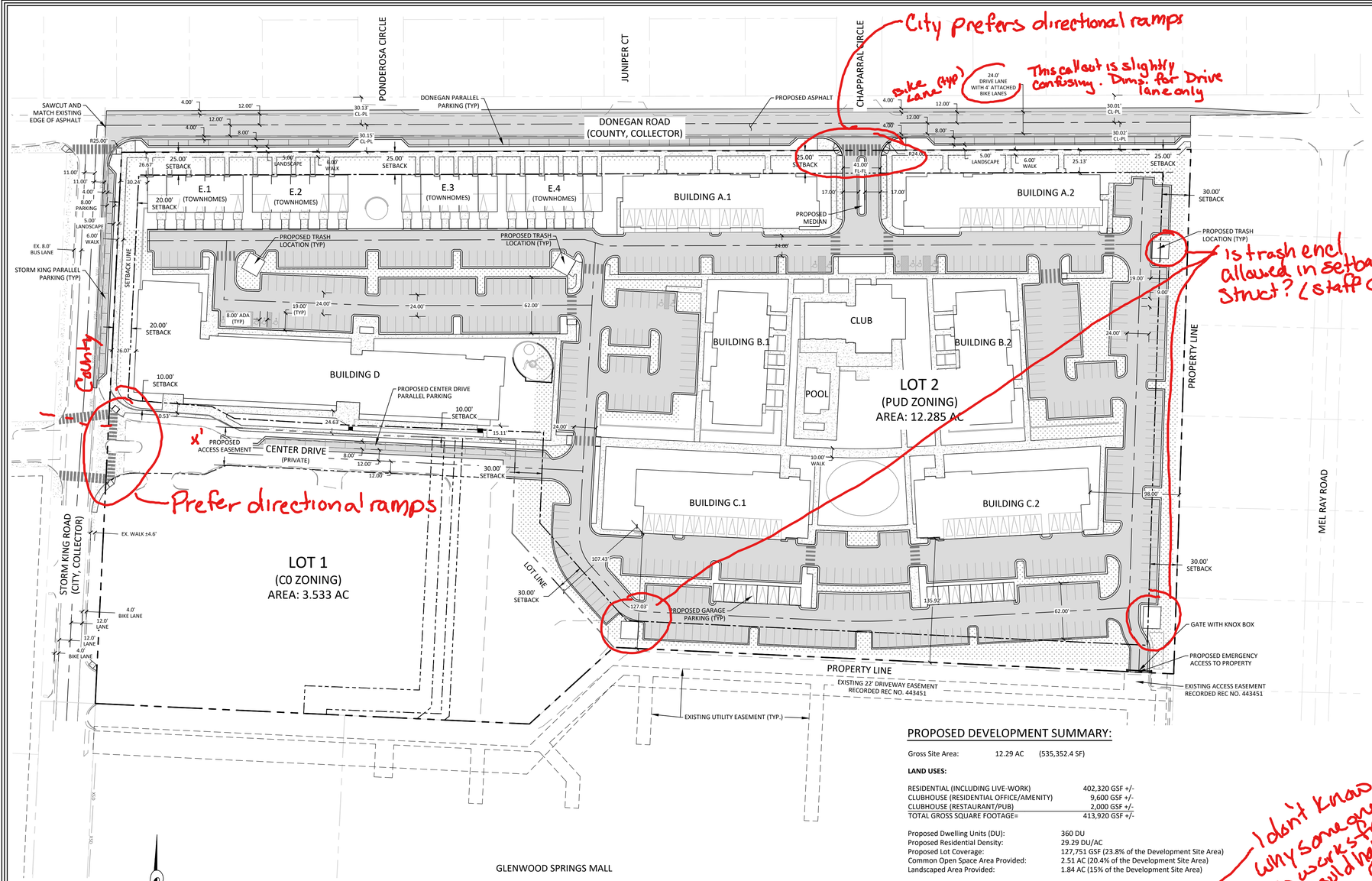


PROPOSED LEGEND

- 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
Landscaped 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:
1. 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.
2. Permitted setback encroachments from public streets include the following:
   a. Front porches, stoops and balconies may encroach six (6) feet into the setback.
   b. 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.
   c. Building roof eaves and other incidental architectural features may encroach 18 inches into setback.
   d. 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 Parking[1] 1.0 SP/5 DU

Non-Residential
Restaurant 1 SP/200 SF
Office & Amenity 1 SP/1,000 SF

Note:
1. *Guest Parking applies to Dwelling: Townhouse and Multifamily Uses Only.*
2. *Off-site parking areas shall not account for more than 10% of total provided parking*

OTHER

Snow Storage Areas:
A. 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.
B. 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.
C. 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.

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)
Landscaped Area Provided: 1.84 AC (15% of the Development Site Area)

Minimum Required Parking:

	Quantity	Note	Required Spaces
Residential			
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**

Note:
1. *Guest Parking applies to Dwelling: Townhouse and Multifamily Uses Only*
2. *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 Spaces[1]
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:
1. On-site parking includes 14 accessible parking spaces.
2. Off-site parking accounts for 8.2% of total parking provided.

I don't know why someone who works from home would have 55 cars w/the school & dealer employees parking w/ them?

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 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.

NORTH

GRAPHIC SCALE
60 0 30 60 120 240
(IN FEET)
1 inch = 60 ft.

LEGEND:

SNOW STORAGE AREA:

811 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\CIVIL DWGS\PLOT\ANNEX REZONE SUBMI\30017-SITE PLAN.DWG - Jan 26, 2021 - 2:53pm

SOPRIS ENGINEERING, LLC.
CIVIL CONSULTANTS
502 MAIN STREET
CARBONDALE, CO 81623
(970) 704-0311
FAX: (970)-704-0313

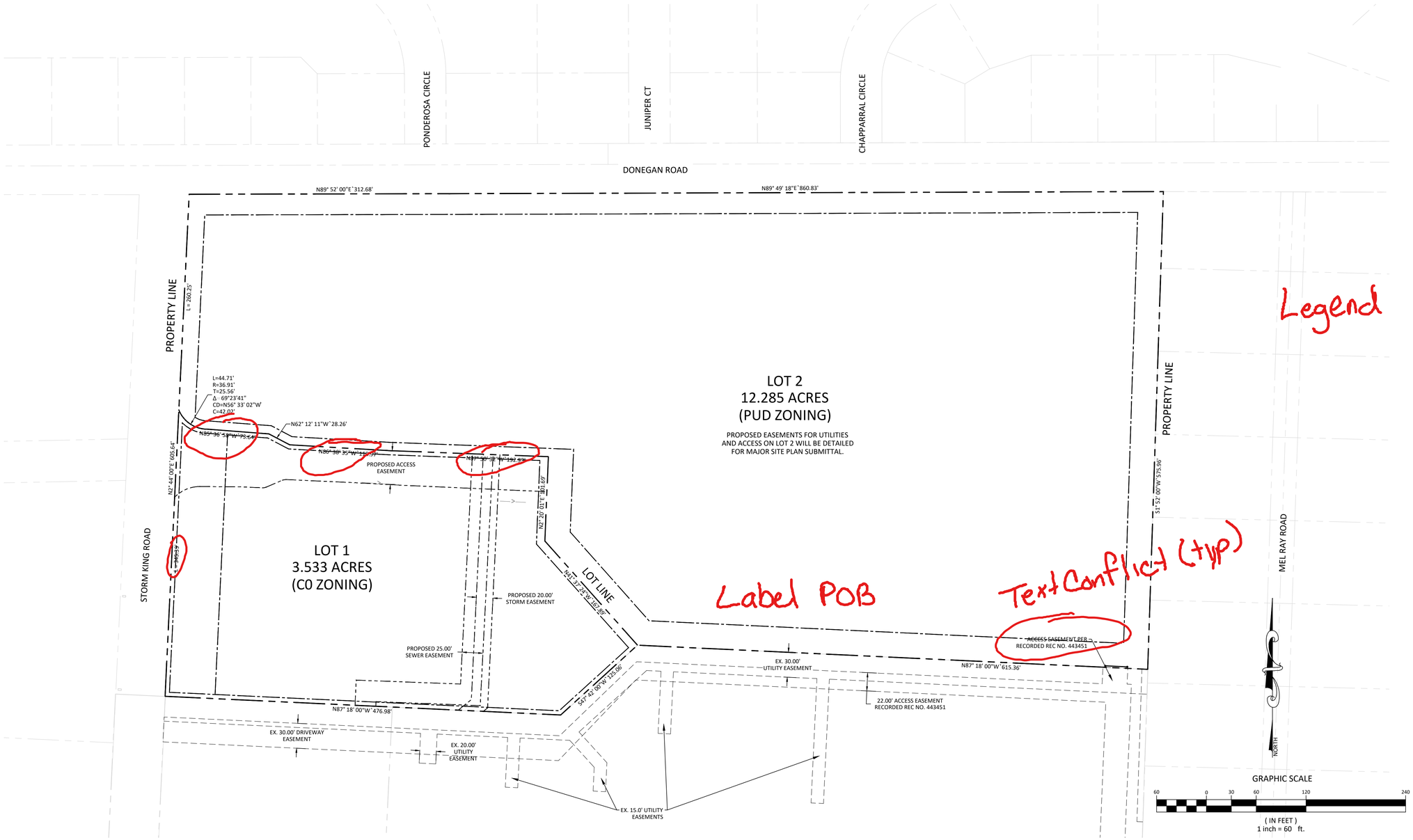
DESIGNED BY	JPP	
DRAWN BY	JPP	
CHECKED BY	YTN	
DATE:	01/26/2021	
JOB NO.	30017	

GLENWOOD APARTMENTS
GLENWOOD SPRINGS, COLORADO
ANNEXATION AND ZONING SUBMISSION

DATE	REVISION

TITLE
LOT 2 PUD PLAN

DRAWING NO.
C-1.2



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:

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 RADUIS 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

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;
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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.

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	

480 DONEGAN
GLENWOOD SPRINGS, COLORADO

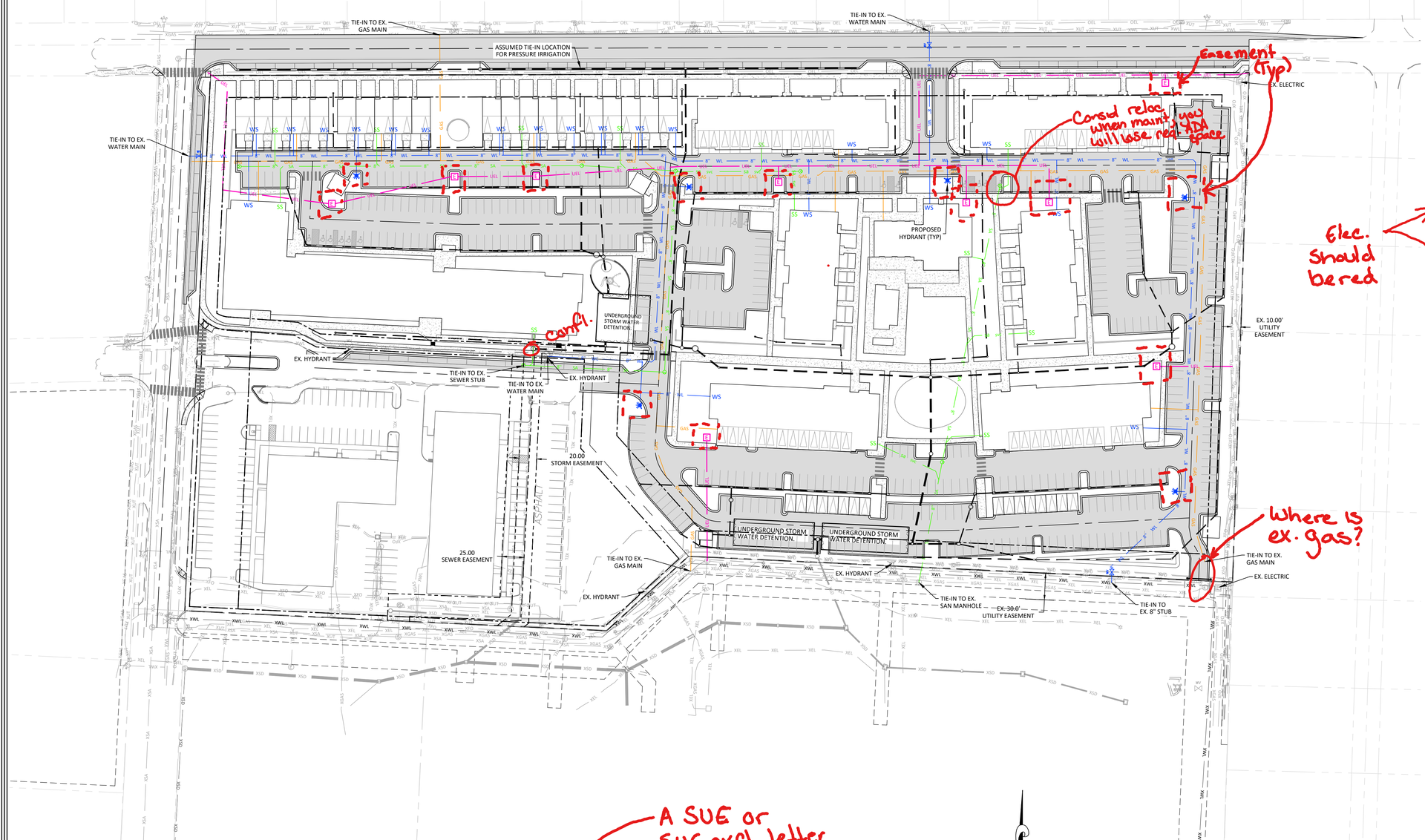
ANNEXATION AND ZONING SUBMISSION

DATE	REVISION

TITLE
CONCEPTUAL PLAT

DRAWING NO.
C-1.3

G:\2020\30017\CIVIL\CIVIL DWGS\PLOT\SHEET SET\30017-EX CONDITIONS.DWG - Jan 26, 2021 - 1:29pm



PROPOSED LEGEND

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

Don't need to show on Util plan

PROPOSED UTILITY LEGEND

- PROPOSED 8" WATER MAIN
- PROPOSED WATER SERVICE
- PROPOSED 8" SANITARY SEWER MAIN
- PROPOSED SANITARY SERVICE
- PROPOSED ELECTRIC
- PROPOSED GAS
- PROPOSED STORM SEWER
- PROPOSED SEWER MANHOLE
- PROPOSED FIRE HYDRANT
- PROPOSED WATER VALVE
- PROPOSED ELECTRIC TRANSFORMER
- PROPOSED STORM INLET

Elec. should be red

EXISTING LEGEND

- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- EXISTING 8" WATER MAIN
- EXISTING 8" SANITARY SEWER MAIN
- EXISTING GAS
- EXISTING TELEPHONE
- EXISTING UNDERGROUND ELECTRIC
- EXISTING OVERHEAD ELECTRIC
- EXISTING CABLE
- EXISTING FIBER OPTIC
- EXISTING IRRIGATION PIPE
- EXISTING SWALE OR DITCH
- EXISTING STORM SEWER
- EXISTING WIRE FENCE
- EXISTING ELECTRIC MANHOLE
- EXISTING DRAINAGE DRY-WELL
- EXISTING SEWER MANHOLE
- EXISTING TELEPHONE MANHOLE
- EXISTING GUY WIRE
- EXISTING POWER POLE
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING GAS METER
- EXISTING ELECTRIC TRANSFORMER
- EXISTING ELECTRIC METER
- EXISTING TELEPHONE PEDESTAL
- EXISTING CATV PEDESTAL
- EXISTING LIGHT POLE
- EXISTING SIGN
- EXISTING STORM INLET

A SUE or SUE excl. letter will be needed

UTILITY NOTES:

1. 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.
2. SHALLOW UTILITY LINEWORK MUST BE COORDINATED WITH THE UTILITY PROVIDER. THE UTILITY PROVIDER IS TO PERFORM ALL UTILITY LINEWORK NECESSARY. CONTRACTOR TO PROVIDE ALL TRENCHING, BEDDING AND BACKFILL NECESSARY FOR LINEWORK.
3. THE SITE SANITARY SEWER SHALL BE CONSTRUCTED ACCORDING TO THE WEST GLENWOOD SPRINGS SANITATION DISTRICT. EXISTING SANITARY SEWER SERVICES SHALL BE ABANDONED AT THE MAIN ACCORDING TO THE DISTRICT STANDARDS USING A WATER-TIGHT PLUG.
4. THE SITE WATER MAIN SHALL BE CONSTRUCTED ACCORDING TO THE CITY OF GLENWOOD SPRINGS STANDARD DETAILS AND SPECIFICATIONS.
5. THE SITE WILL HAVE A PRESSURIZED IRRIGATION SYSTEM THAT WILL BE DETAILED FOR MAJOR SITE PLAN.

Not accurate Util prov will not inst. serv

Information only: IRR/STM/San all considered the same – Must maint separation from Potable water

NORTH

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

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

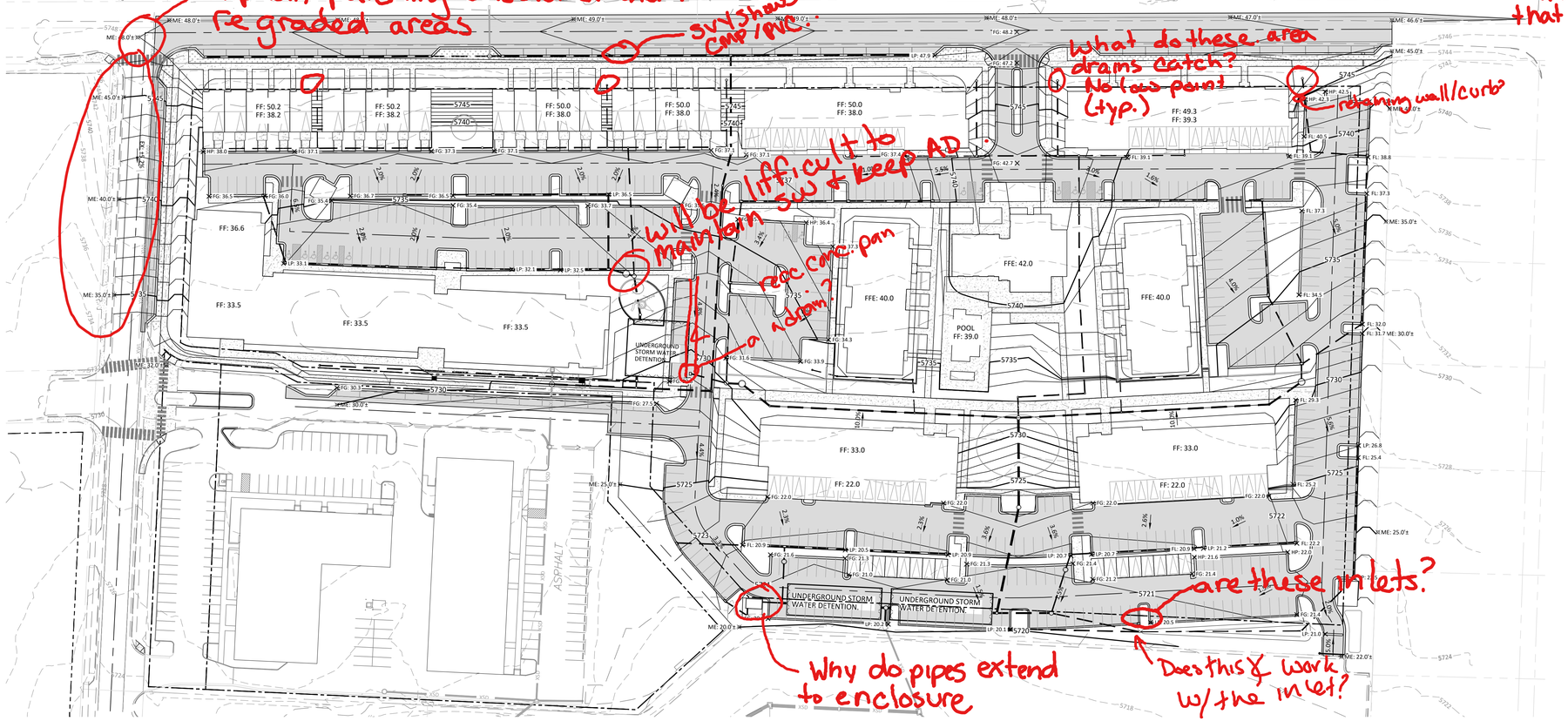
ANNEXATION AND ZONING SUBMISSION

DATE	REVISION

TITLE
CONCEPTUAL UTILITY PLAN

DRAWING NO.
C-2.0

G:\2020\30017\CIVIL\CIVIL DWGS\PLOTS\SHEET SET\30017-UTIL.DWG - Jan 26, 2021 - 1:31pm



Asphalt patching should extend! Regraded areas

SV/Sh nous CMP/PVC?

What do these area drains catch? No low point (typ.)

retaining wall/curb

Will be difficult to maintain SW & keep AD

Proc conc. pan + drain?

Why do pipes extend to enclosure

Does this work w/the inlet?

are these inlets?

General comment: It appears that many area drains/inlets could be replaced by curb cuts/chases.
- Cheaper install
- easier maint

SPOT ELEVATION LEGEND

BOW = BOTTOM OF WALL
EOA = EDGE OF ASPHALT
EX = EXISTING GRADE
FFE = FINISHED FLOOR ELEVATION
FG = FINISHED GRADE
FL = FLOW LINE
HP = HIGH POINT
LP = LOW POINT
ME = MATCH EXISTING
RIM = RIM ELEVATION
TBC = TOP BACK OF CURB
TOC = TOP OF CONCRETE

PROPOSED LEGEND

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

Not necessary to show

GRADING LEGEND:

PROPOSED 1' CONTOUR
PROPOSED 5' CONTOUR — 7900
EXISTING CONTOUR
EXISTING CONTOUR INTERVAL — 7900
PROPOSED SLOPE — 2.0%
PROPOSED SPOT ELEVATION — FL: 32.0
PROPOSED STORM SEWER
PROPOSED STORM INLET

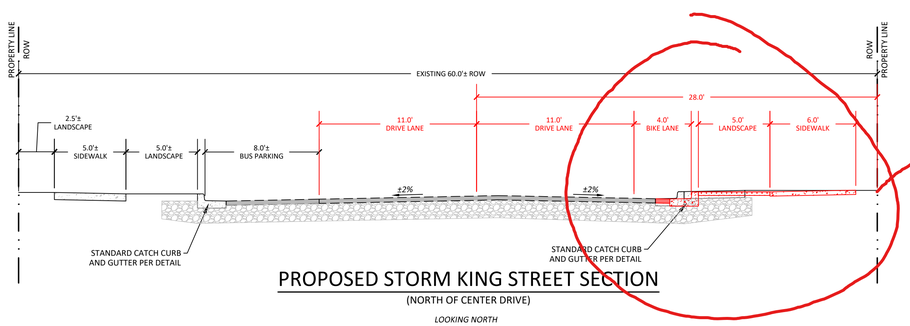
} exist. stm?

GENERAL GRADING NOTES:

1. THE EXISTING CONTOUR INTERVAL IS TWO (2) FEET. THE DIVIDE CREEK SURVEY DATUM IS NAVD 88. SE HAS LOWERED ALL POINTS 4.09 FEET TO CONVERT ELEVATIONS TO CITY OF GLENWOOD NGVD 29 DATUM.
2. PROPOSED SITE GRADING CONCEPT SHOWN. FINAL GRADING DETAIL WILL BE PROVIDED FOR THE MAJOR SITE PLAN APPROVAL.
3. THE STORM WATER DRAINAGE PLAN CONCEPT IS SHOWN ON SHEET C4.1. STORM WATER RUNOFF WILL FLOW IN LANDSCAPE SWALES AND CURB AND GUTTER TO INLETS AND STORM SEWER PIPES TO UNDERGROUND DETENTION FACILITIES.

NORTH

GRAPHIC SCALE
60 0 30 60 120 240
(IN FEET)
1 inch = 60 ft.

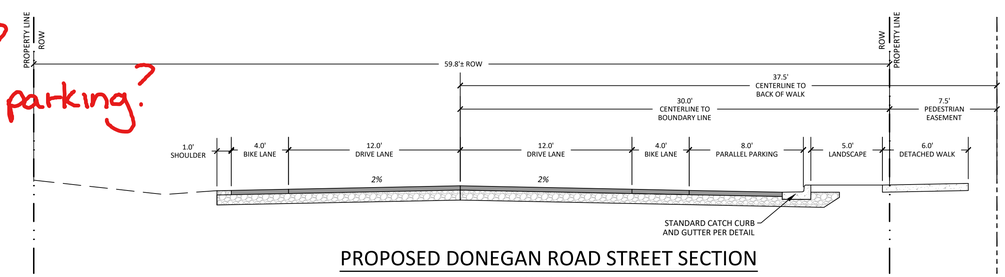


PROPOSED STORM KING STREET SECTION

(NORTH OF CENTER DRIVE)

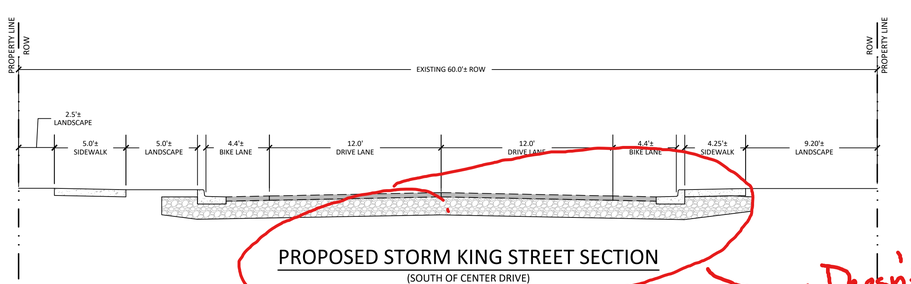
LOOKING NORTH
N.T.S.

Why red? Where is parking?



PROPOSED DONEGAN ROAD STREET SECTION

LOOKING EAST
N.T.S.

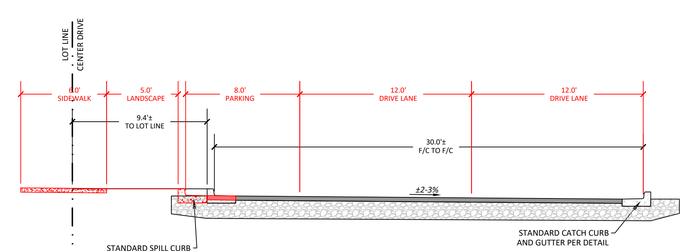


PROPOSED STORM KING STREET SECTION

(SOUTH OF CENTER DRIVE)

LOOKING NORTH
N.T.S.

Doesn't appear to be changing - why shown?



PROPOSED CENTER DRIVE STREET SECTION

LOOKING EAST
N.T.S.

811 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
412 MAIN STREET
GLENWOOD SPRINGS, CO 81601
(970) 704-0311
FAX: (970) 704-0313

DESIGNED BY	JPP	
DRAWN BY		
CHECKED BY	YTN	
DATE:	01/26/2021	
JOB NO.	30017	

GLENWOOD APARTMENTS
GLENWOOD SPRINGS, COLORADO
ANNEXATION AND ZONING SUBMISSION

DATE	REVISION

TITLE
PRELIMINARY GRADING PLAN

DRAWING NO.
C-3.0

G:\2020\30017\CIVIL\CIVIL DWGS\PLOT\SHEET SET\30017-GRADING.DWG - Jan 26, 2021 - 1:32pm

EXISTING LEGEND

- EXISTING CONTOUR
- 7900 EXISTING CONTOUR INTERVAL
- EXISTING FLOW PATH
- EXISTING FLOW ARROW
- EXISTING DRAINAGE BASIN
- DP # DESIGN POINT

NORTH

GRAPHIC SCALE

300 0 150 300 600 1200

(IN FEET)
1 inch = 300 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

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	

480 DONEGAN
GLENWOOD SPRINGS, COLORADO

ANNEXATION & ZONING SUBMISSION

DATE	REVISION

TITLE
OFFSITE DRAINAGE PLAN

DRAWING NO.
C-4.0

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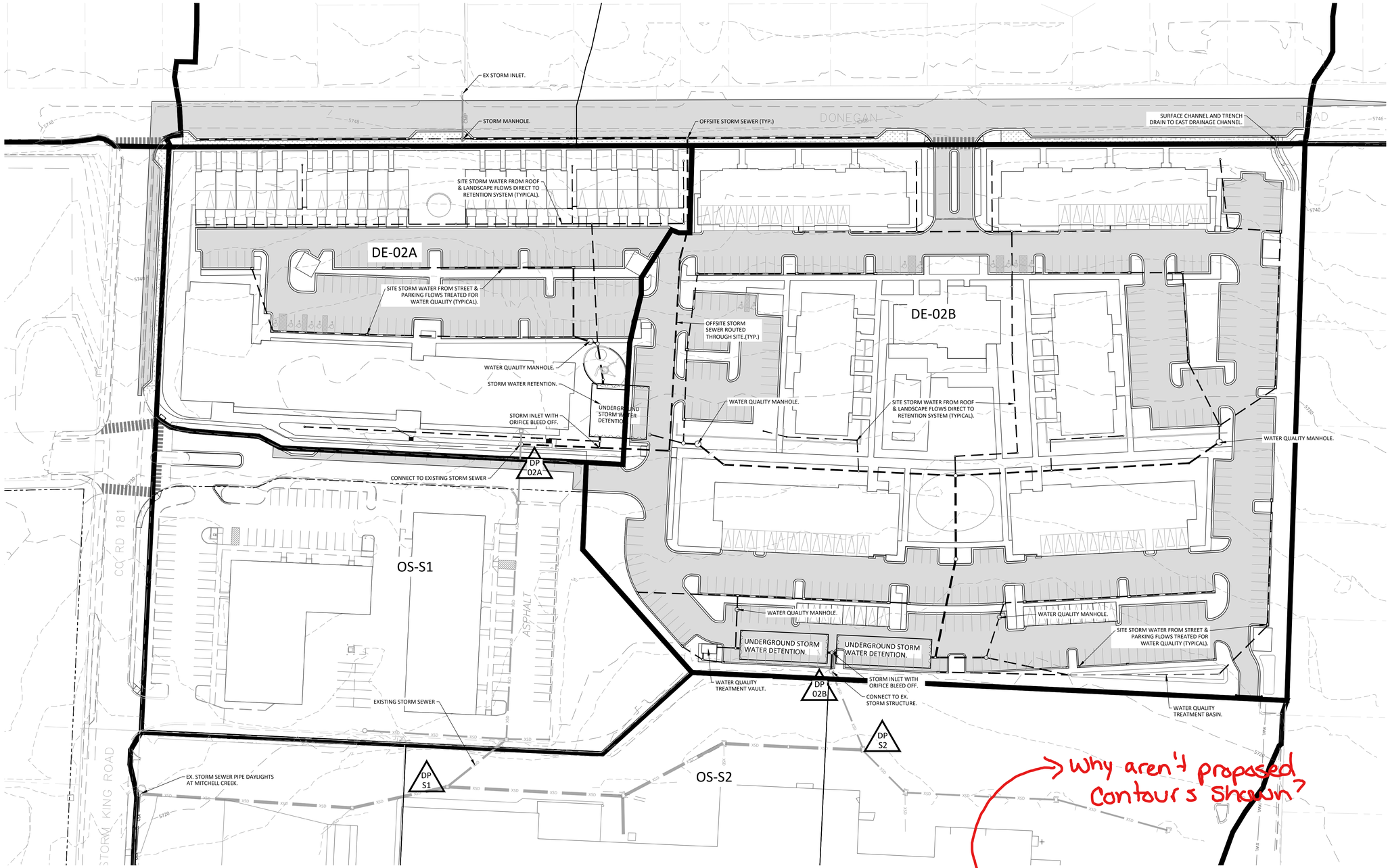

DRAINAGE LEGEND

- EXISTING CONTOUR
- 7900 — EXISTING CONTOUR INTERVAL
- POST DEVELOPMENT DRAINAGE BASIN
- DP # — DESIGN POINT

GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

811 Know what's below. Call before you dig.

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DATE:	01/26/2021	
JOB NO.	30017	

480 DONEGAN
GLENWOOD SPRINGS, COLORADO

ANNEXATION & ZONING SUBMISSION

DATE	REVISION

TITLE
CONCEPTUAL ONSITE DRAINAGE PLAN

DRAWING NO.
C-4.1

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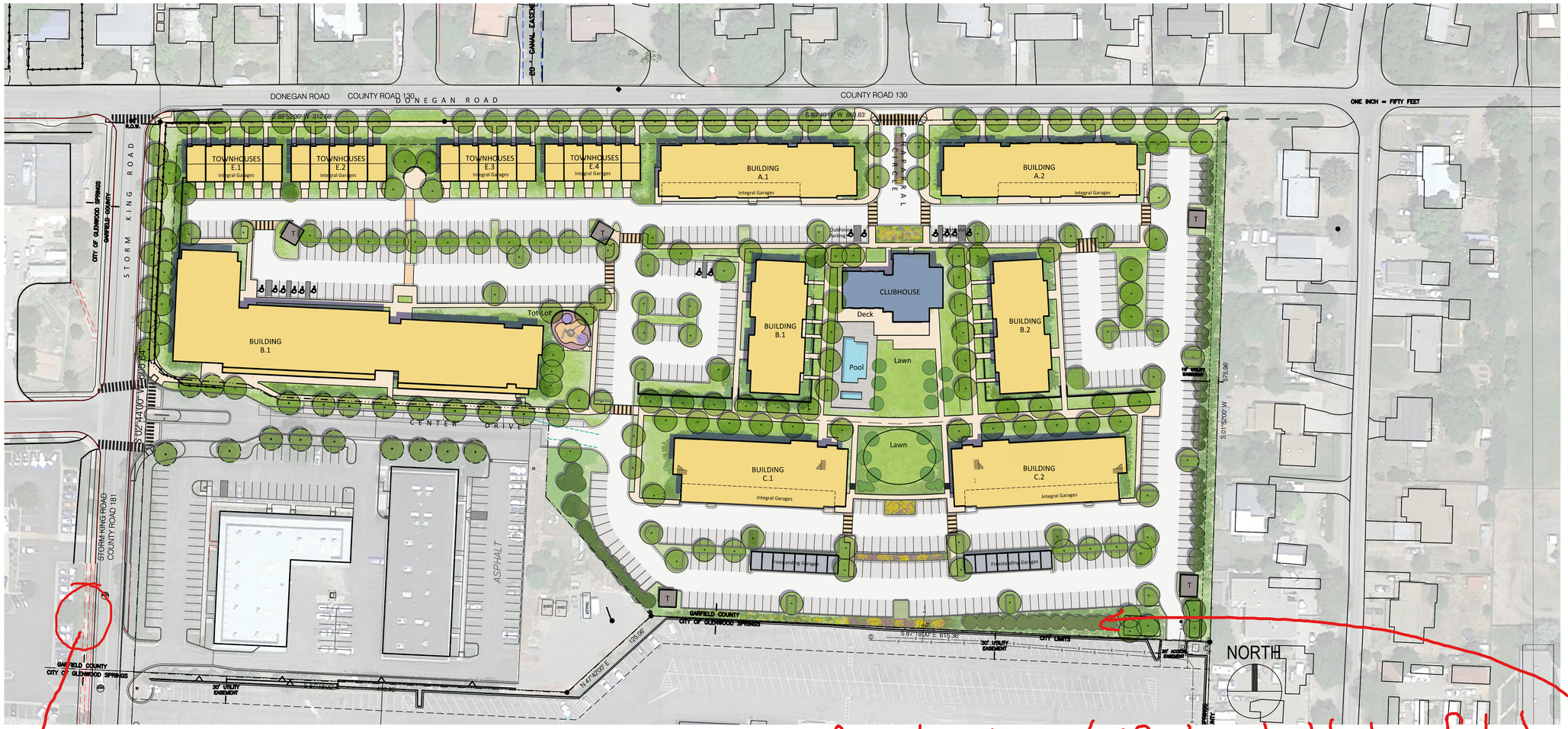

1 ILLUSTRATIVE CONCEPT PLAN
1" = 60'-0"

what is the red?

Information: LSC/IRR plan should show faded back util/drain → Anticipate conflicts such as these tree plantings in detention/wq area

Legend

2 MASSING VIEW LOOKING SOUTH WEST
NTS

3 MASSING VIEW LOOKING NORTH EAST
NTS

NOT FOR CONSTRUCTION

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.
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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

no.	date	revision

Project Name
480 DONEGAN

Project Number
22023.00

Date
01/26/2021

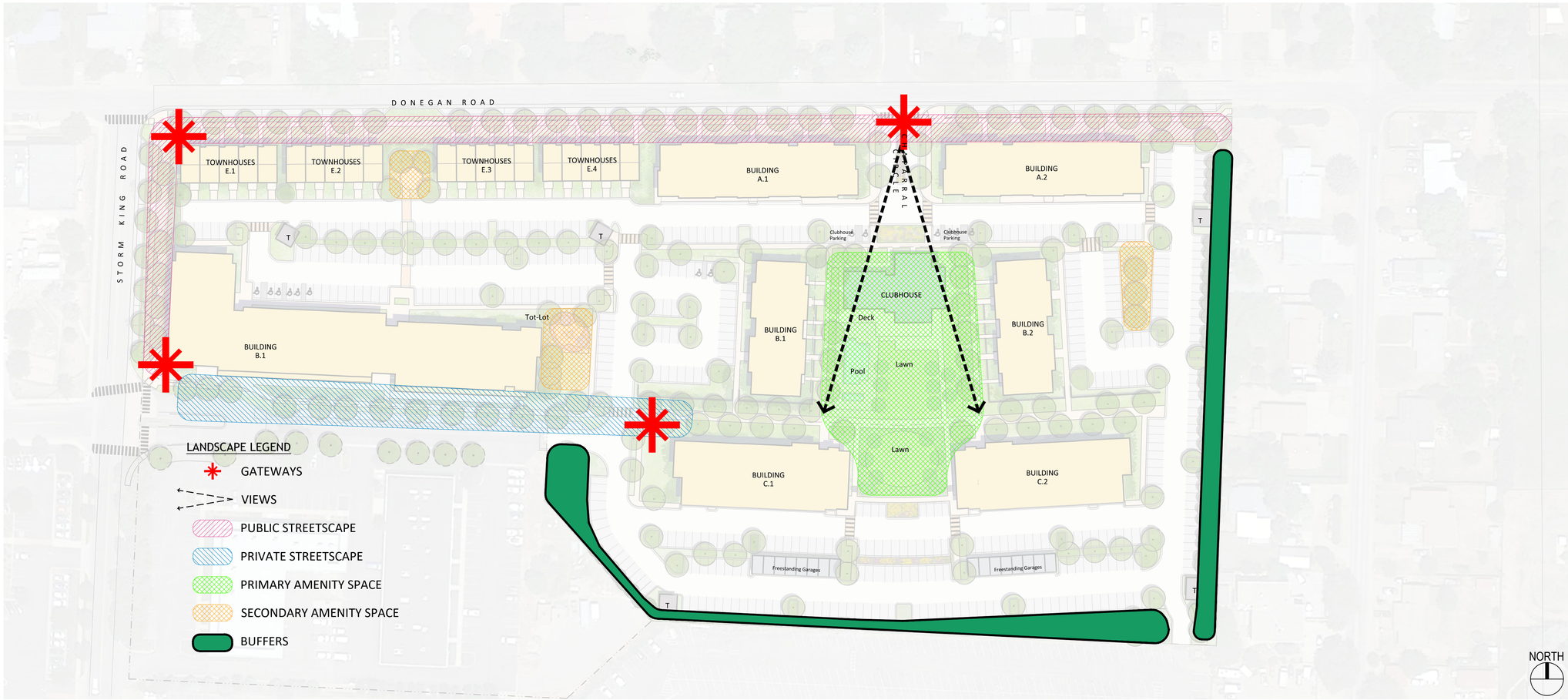
Scale
AS NOTED

Drawing
ILLUSTRATIVE CONCEPT PLAN AND SITE MASSING

A2.0

ANNEXATION AND ZONING SUBMISSION

© Hord Coplan Macht, Inc.

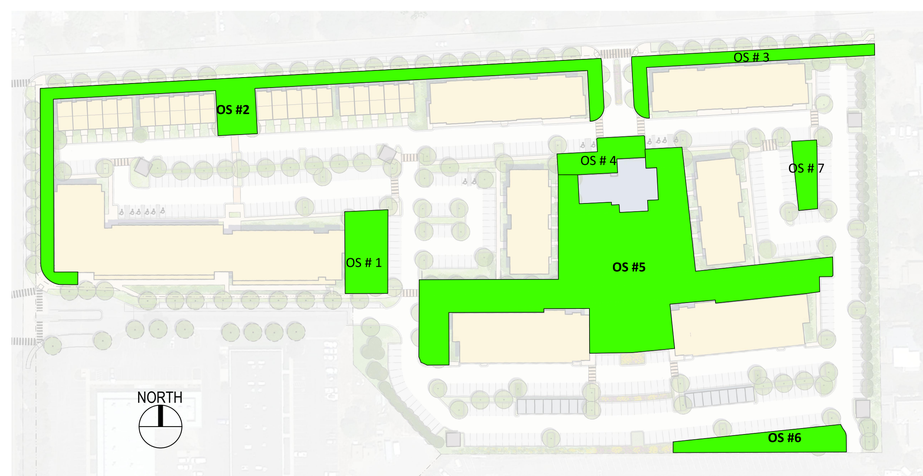


1 LANDSCAPE FRAMEWORK PLAN
1" = 60'-0"

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
1" = 100'-0"

NOT FOR CONSTRUCTION

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

no.	date	revision

Project Name
480 DONEGAN

Project Number
22023.00

Date
01/26/2021

Scale
AS NOTED

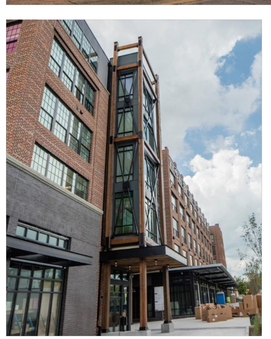
Drawing
OPEN SPACE AND
LANDSCAPE FRAMEWORK PLAN

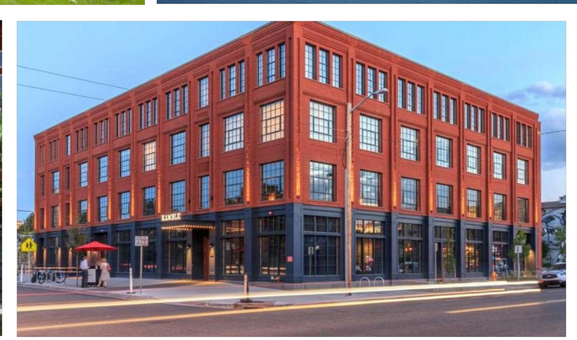
LA2.0

ANNEXATION AND ZONING SUBMISSION

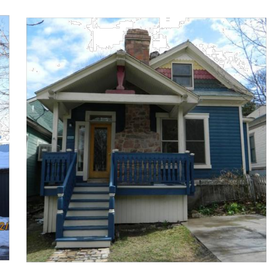
© Hord Coplan Macht, Inc.

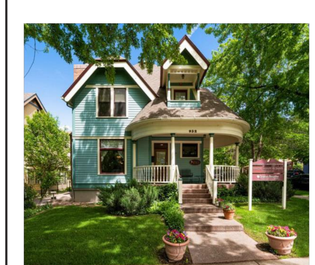
PRECEDENT





EXISTING PRECEDENT





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214 Center Drive, LLC
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480 DONEGAN

GLENWOOD SPRINGS, COLORADO

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ARCHITECTURE

LANDSCAPE ARCHITECTURE

PLANNING

INTERIOR DESIGN

no.	date	revision

Project Name
480 DONEGAN

Project Number
22023.00

Date
01/26/2021

Scale
AS NOTED

Drawing
ARCHITECTURAL PRECEDENT

A1.0

ANNEXATION AND ZONING SUBMISSION

© Hord Coplan Macht, Inc.

CONCEPT RENDERING - VIEW LOOKING SOUTHEAST FROM STORM KING RD. AND DONEGAN RD.

CONCEPT RENDERING - VIEW LOOKING NORTHEAST FROM CIRCLE DRIVE

CONCEPT RENDERING - VIEW LOOKING SOUTH FROM DONEGAN RD.

NOT FOR CONSTRUCTION

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
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CIVIL ENGINEER

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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

no.	date	revision

Project Name
480 DONEGAN

Project Number
22023.00

Date
01/26/2021

Scale
AS NOTED

Drawing
CONCEPT RENDERINGS

A2.0

ANNEXATION AND ZONING SUBMISSION

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Garfield County

Community Development Department

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

Matthew Langhorst DPW
(970) 384-6438 (o)

CITY OF GLENWOOD SPRINGS PUBLIC WORKS

101 West 8th Street
Glenwood Springs, CO 81601

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/privately 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 were 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 in 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 an 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
2	ComDev	Plan C0.0	-	Please add PUD to the title.	SE	Added to Plan
3		Plan C0.0	-	Add survey to sheet index	SE	Added to Plan
4		Plan C0.0	1	Other #1: Add a prelim. geo hazard statement	SE	Added to Plan
5		Plan C0.0	2	#2: Add a FEMA statement	SE	Added to Plan
6		Plan C0.0	3	#3 add Public Facilities Statement	SE	Added to Plan
7		Plan C0.0	4	#4 Affordable housing deed restruction for full 30 years and not subject to market conversion; See also comment regarding complaince 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
8		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
9		Plan C0.0	6	#6 System Improvement Fee and EQRs	480 Donegan	See changes made to Annexation Agreement
10		Plan C1.1	1	Label % of total Site on all areas in summary	SE w/HCM	% of total areas are included in summary.
11		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.
12		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
13		Plan C1.2	3	Please call out the acutal areas you believe is available for snow storage	SE	Area is noted on plan. The snow storage will be detailed for Major Site Plan
14		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.
15		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.
16		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.
17		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.
18		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.
19		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 buildng height along Donegan Road.
20		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 aniticipated 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 accomodate 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 easment 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 clairify 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		2 in part		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				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 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 infracsture, 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 extinquished. 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.

Sincerly,
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 threating 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 form 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 threating! 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 rhe 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 1-70 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

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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

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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:
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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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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

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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 Gelnwood 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 develppment. 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

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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

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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.

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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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."

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 [i]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.

[ii]The 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 [iii]Referral 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, [v]Paradise, 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

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[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=91PAYyyKRVvijM6AoO4l9bX5dg01UL3HFrgMACM0yjk%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,

Cindy Ryman

Cindy Ryman

March 23, 2021

To: City of Glenwood Springs Planning & Zoning Commission
Re.: 214 Center Drive, LLC/ Glenwood Partnership, LLLP- Consideration of an Annexation and the initial zoning/ Rezoning

Good evening,

I am Floyd Diemoz, the managing partner of Glenwood Partnership LLLP, a family-owned partnership. We are located at 214 Center Drive in West Glenwood Springs. My grandparents immigrated from Northern Italy and made the Roaring Fork valley their home in approximately 1900. My wife and I are both natives of Glenwood Springs.

We own approximately 15.8 acres of privately owned and commercially zoned land in West Glenwood Springs, that is not within the city limits. Today we are petitioning for the annexation of that land into the City.

We are under contract to sell approximately 12.3 acres of our vacant land to R2 Partnership, LLC. They propose to develop the land as a multi-family housing project. We know that they have worked diligently in their efforts to follow the vision of the City's Comprehensive Plan for our property, and we believe their project would be a beneficial addition to the City by providing much needed housing.

We are highly impressed with R2 Partnership, LLC, who have a proven track record on similar projects. We believe that they will develop our last remaining vacant land in a responsible manner, as well as be a good neighbor within the community.

We will be retaining from the sale, Glenwood Business Center, which encompasses approximately 3.5 acres and is also under petition for annexation.

Next, my son John will give some background history of our property.

March 23, 2021

Good Evening,

I am John Diemoz, a Glenwood Partnership partner.

- More than 60 years ago, in 1960, my grandparents, Adolph and Edith Diemoz, purchased approximately 30 acres of privately owned land in West Glenwood as an investment property.

  At that time, an easement and right-of-way was established with the neighboring property owners to our west, for joint usage for a future road for development purposes. This future road would extend from Highway 6 and head north to Donegan Road. That road is now known as Storm King Road.

- Subsequently, my grandparents and their children formed Glenwood Partnership. In 1980, they sold approximately 14 acres of land for the Glenwood Springs Mall.

- In 1981, Garfield County issued a special use permit to Glenwood Partnership for a commercial park, with the ability to build 15 buildings on the remaining 15.8 acres of vacant land.

- That same year, construction began on our first phase of our Glenwood Business Center development, which was to include two office/ warehouse buildings of approximately 15,000 SF each, with associated landscaping and parking. In May of 1982, we completed our first building. At that time, we also built Storm King Road located west of our building and north to Donegan Road. The cost for the road's construction, including sidewalks and land, was paid for equally by Glenwood Partnership and the adjacent property owner to our west. The road was then deeded by Glenwood Partnership to Garfield County.

  Additionally, in 1981, water, storm sewer, sanitary sewer, gas, electric and phone lines were installed into our property, primarily at our south property line which adjoins the mall property, to service all of our future development needs.

  For landscape irrigation, Reynolds and Cain Ditch shares are utilized. No domestically treated water is needed for any current or future development on our parcel for landscape purposes.

- Construction on our second building was cancelled in 1982 due to an economic downturn, however in 2007, we built our second office/warehouse building at the Glenwood Business Center, and completed what you now see today.

- Our tenants include- construction contractors who utilize office and warehouse space; an interior design firm; a geotechnical engineering firm; Federal and State Government offices; Smart Start; and a Montessori pre-school. We do not propose any changes with usage on our retained property.

- Some public comments in opposition to this application describe our property as being open space, green space, and a future park and community meeting place; yet our property is privately owned, and has never been under any open space designation, parkland designation or conservation easement.

- The Partnership's buildings, site improvements and remaining undeveloped land have been commercially zoned for decades, as well as taxed at a commercial-not agricultural-rate. In April, we'll issue payment on a $72,000 dollar property tax invoice from Garfield County which reflects the commercial assessment rate.

Thank you for your consideration.

From: joANNE <jomstanley@aol.com>
Sent: Tuesday, March 23, 2021 12:28 AM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: 214 Center Dr. development

Dear Gretchen Ricehill and members of the Planning and Zoning Committee,

I live at 0036 Donegan Rd. I have been lucky enough to call Glenwood Springs my home for over 35 years.
My wife and I have lived there thru; Storm King Fire, Coal Seam Fire, Grizzly Creek Fire and the multiple "smaller" wildfires.
I am writing to voice my concerns regarding the proposed development at 214 Center Dr. in West Glenwood.
I am against such a massive development in this tiny tucked away corner of Glenwood. The reasons are many.
1) years ago an evacuation plan was underway with regards to safely getting the residents that lived here THEN out of harms way. To my knowledge its never been completed.
***This development would add atleast 700 MORE vehicles
2) Traffic on Mitchell Creek and Donegan RD: there are more and more vehicles thinking this is a speedway
Near the elementary school on Storm King Rd. just before 8am is CRAZY, folks zooming in to drop kids off and then to get to work on time. Their buses are now parked in the narrowed roadway so moving traffic cant see past them to the corner in either direction. This is seriously dangerous with the traffic we have right now
** 214 Center Dr is directly across the street from this school
3) the traffic circle is very dangerous even on off hours. There is just too much traffic, moving way too fast
and this is RIGHT NOW during the fires of last summer it was complete and total grid lock trying to exit
** add 700+ MORE vehicles ?? that's very poor planning
the city will end up with the same issues they now have in South Glwd., trying to figure out an evacuation route
Lets PLAN now for THAT and then see what the traffic limits to that are, BEFORE we approve a MEGA development and a tragedy occurs. A tragedy that is completely preventable
4) infrastructure: according to the City Police Chief a few weeks ago they can't fill about 20 open positions now

***add about 1400 more people ???
5) height of the structures proposed 4 STORIES??????????????? that is not in keeping with the neighborhood design
6) and maybe the most important reason to not approve any of this development: WATER we didn't have much before the fires of last summer and according to the City it will be MANY years before THAT amount is restored.

Summary of my thoughts.
Development for the sake of development, only benefits the developer. There is nothing in this plan that benefits any part of our community.
Glenwood has many challenges ahead; Water, Traffic, actual Affordable Housing, and Evacuation Route plans. We need to resolve those, BEFORE adding such a massive additional blow to our city.

Thank You

Joanne M Stanley
36 Donegan Rd
Glenwood Springs, CO 81601
970-948-5680

PS (If the developer wanted to do something FOR the town AND make money he could develop the old mall into a truck stop and add a second grocery store in there too.)

o: 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 have lived in Glenwood Springs since 1973, and have lived in my current home on Donegan Road since 1994. 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 could be blocked from access to a fire or flood area by hundreds of vehicles trying to flee.

Please review the news coverage and photos from the Glenwood Post Independent starting June 9, 2002. There are graphic photos of the evacuation of West Glenwood forced by the Coal Seam Fire, with dense smoke, wind, falling ash, and flames on the hillsides. There was bumper to bumper traffic evacuating through the smoke in 2002, and traffic, homes and businesses have increased dramatically since then. Consider that nightmare scenario when evaluating the total gridlock that occurred on August 3, 2020. There are frightening parallels to the Camp Fire in Paradise, CA, where the town was destroyed and people were burned alive trying to escape the flames. That's what keeps me awake at night.
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. Teachers at Two Rivers School routinely park on the streets near the school. Where will the teachers park when those spots are filled with overflow from the development?

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.

Excessive Building Height:
West Glenwood has long been marketed as "Sunny West Glenwood." Four story, 40 foot tall buildings will create an "urban canyon," robbing residences north of Donegan Road not only of their views of our mountains, but of their access to sunlight, especially in the winter. Existing high rise buildings around Glenwood Springs have been backed up to hillsides, where surrounding neighborhoods have not been severely impacted by their height.

This proposed development is simply incompatible with the surrounding neighborhood at best, and at worst compounds the already existing danger to current residents, and to those hundreds of proposed new residents. The safety and quality of life of residents of Glenwood Springs should not be sacrificed to uncontrolled growth and the profit of an out of state developer. I urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

Marilyn Dorman
Donegan Road

From: mkesselrin@aol.com <mkesselrin@aol.com>
Sent: Monday, March 22, 2021 10:23 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Pasture development in West Glenwood

Dear Ms RiceHill,

I am writing to strongly oppose the large development planned a block from my home. The impact of that many people with so little planning for emergency evacuation could very well prove deadly for me and many of my neighbors. I lived here through Coal Seam and South Canyon fires and the thought of 800 more families trying to escape our quiet community terrifies me. I have one way to I 70, I have run for my life before, I would not have escaped if there were 800 more families between me and the one exit to safety.

I mention our quiet community, this development would ruin that concept for good. The increase in traffic, noise and light pollution would negatively impact our community. Please do not let this happen.

Marsha Kesselring
36 Donegan Rd

From: james conway <jimconway1967@gmail.com>
Sent: Monday, March 22, 2021 6:10 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: West Glenwood development

Dear Ms. Ricehill,
I am a 33 year resident of West Glenwood Springs and I reside on the west end of Donegan Road.I have a few comments I would like to make regarding the proposed development behind the Glenwood Mall.

I am dismayed by all of the Apartment and condominium development in Glenwood the past few years. One of the best aspects of life here is our small town character. I'm afraid this is being lost. We are becoming a bedroom community for upvalley workers and a less rooted/more transient population.We are beginning to look a bit more like Aurora than the small town We love.
This proposal is just too large.

It also is totally out of character with the neighborhood to the north.I realize that current zoning may allow non residential uses but now that We are looking at a residential use, I believe it should be in harmony with the existing neighborhood.

Additionally, the density will result in a large amount of increased traffic.
There are no grocery stores, coffee shops or other amenities within walking distance.

I understand that this parcel will be developed.I am asking you to consider a more appropriate development. Perhaps an area of single family/patio homes would be much less destructive to the surrounding neighborhood and our community as a whole.

Thank you for the opportunity to comment.

James Conway
147 Donegan Road
Glenwood Springs, Co.

From: harlangwen2@aol.com <harlangwen2@aol.com>
Sent: Monday, March 22, 2021 5:44 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Cc: paul.schirmer@cdsg-us.com; wgwspasturedev@googlegroups.com
Subject: Moratorium on development

[note: Text was missing from the original email that was sent.]

f the Roaring Fork Valley. It's growth depends on navigating around rivers, a railroad, an interstate and Highway 82. Flat, buildable land within the city limits is scarce. We need to be mindful of these barriers as we don't have the luxury of expanding the town borders. I feel it's time for you, our leaders, to address carrying capacity as we move forward. As you approve massive apartment complexes in our city, I wonder if any of you consider the concept of carrying capacity? I wonder at what point the city should consider a development moratorium? I'd say the sooner the better.

Currently, there are several large development projects that have been approved (220 units). In the past two years there have been 301 units completed. There are five development projects in the pipeline that will add another 823 units. The above units, when added together, come to 1,344 new living units in Glenwood Springs. Given an average of 2.53 people per unit, Glenwood will have added 2,603 residents in just a few years. In a city of 10,000 souls, that is a population boost of 26%. Add potential projects not yet submitted — 104 units at Vogelaar Park, the airport property, the West Glenwood Mall property, and you should be able to visualize a

municipal implosion. We desperately need restrictions on development.
Given the rapid development in our town, the first breach in our quality of life will be transportation.
CDOT, which controls Grand Avenue, will have little choice but to remove parking on Grand Avenue. They will have to gradually increase the speed limit to 40 miles an hour. We will wait at all crossing streets for several minutes before getting 10 seconds to cross or merge.
Given this inevitability, I would urge city planners to include a bypass easement in the Confluence Plan. Not to do so would be ignoring the thousands of anticipated daily commuters coming in the not-so-distant future.
Long-term impacts of overpopulation include stress on city services, i.e. police, fire and schools. As you may know, residential units pay only 7% in property taxes. They consume more service dollars than they produce. Therefore, additional residential units in Glenwood will only serve to increase taxes.
Glenwood's density of 10,000 people packed into approximately 6 square miles is already adding pollutants into the rivers via storm drains. Pollutants include mag chloride, oil, dust and trash. Air inversions happen from time to time. Adding more houses and people will only hasten a declining environment.
The goal of limiting numbers of new residents should include and focus on the ecology of the systems within Glenwood Springs.
The city owns quite a few buildable acres. Going forward, I believe there will be pressure to develop the property that we citizens own via public/private arrangements. I'm

against using our real estate equity to provide for more people, affordable or otherwise.

California was once one of the most desirable places on earth to live. Through mindless growth and expansion, they are making paradise undesirable in many places. I would hope we are smarter than that. Surely, we can learn from their mistakes and take a proactive approach to growth before we reach the rapidly approaching tipping point. Can any of you state the ideal population for Glenwood?

Recently, the city completed the 2020-25 Strategic Plan. The first paragraph of the plan states the Strategic Vision for Glenwood Springs' future.

It reads: The city of Glenwood Springs desires to maintain its small-town character and to preserve its cultural and natural resources. Implementing a proactive plan that achieves directed and balanced development, social and economic diversity and addresses transportation needs will (sic) move the city forward.

While I appreciate the time and energy spent on affordable housing, I feel we have a classic "forest for the trees" situation. Overpopulation of our precious town may not appear as pressing as some immediate issues, but I assure you the vitality of our town depends on actionable steps to stem the tide. Please consider a development moratorium.

Rob Anderson
Glenwood Springs

From: Heidi Kimmel <kimmelh@hotmail.com>
Sent: Tuesday, March 23, 2021 11:53 AM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Re: Zoning of 214 Center Drive GWS

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.

From: Rosalind Fowler <roz.fowler@msn.com>
Sent: Tuesday, March 23, 2021 3:12 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Cc: Jay Fowler <jay.fowler0806@icloud.com>
Subject: West Glenwood Pasture Development

We are writing to express our opposition to the annexation, rezoning and development of the property at 214 Center Drive. We have lived on Mountain Shadows Drive for over 30 years and my husband and I are Glenwood Springs natives.

We are not against development of this property if a project is presented that fits the spirit of our family oriented, quiet and safe neighborhood. However, we feel strongly that to allow 360 residential units with 1200 tenants and 650 parking spaces does not meet safety, traffic, infrastructure and greenspace priorities.

We have been evacuated from our home three times due to wildfires, and the traffic leading out of our West Glenwood neighborhood has made that a very stressful situation. In addition, we are concerned with water, sanitation, road maintenance and other infrastructure issues. One doesn't have to look far to note that Glenwood Springs hasn't maintained upkeep of current necessities, let alone could they, considering the additional stress and workload a project of this magnitude would present. We have been told by the city that we should expect our water bills to increase 38% next year, with another 5% increase yearly in future years. It is clear that we do not have a water system that can handle the current load, not to mention an increase in usage to the degree that another 1200 tenants would incur.

We urge you to consider the 3500 residents of beautiful West Glenwood and our concern for safety, traffic and lack of infrastructure when considering this development. It is simply not a good fit for our community.

Sincerely,

Roz and Jay Fowler

108 Mountain Shadow Drive

From: Michelle Vogel <chellee1145@gmail.com>
Sent: Tuesday, March 23, 2021 4:17 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: West Glenwood pasture

I have sent one form letter already but wanted to follow up with my own comments. I have now lived in west Glenwood for the past 6 months. I love how peaceful it is.
I love being outside city limits.

It was decided many years ago to remain county and not to annex to the city. By doing so our roads are some of the best maintained.

I lived in south Glenwood for 5 years and lived on 21st street and in all that time never saw them once fill potholes on 21st or Blake Ave past the hospital. Also along 22nd street by Alpine bank.

I have lived here for over 40 years been through 4 major fires. West Glenwood has no way of evacuating the residents now as we witnessed during Glenwood canyon fire as well as Debeque fire last year. We as a small area have seen devastating fires. Storm King fire, Coal Seam, Basalt Fire and Glenwood Canyon to begin with. I have also seen to many mud slides that shut down I-70 as well. Adding more cars,traffic and people is just insane.

Michelle Vogel
355 county road 132
Glenwood springs, Colorado
81601

970-710-9060

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.

This property can and should be used more effectively. When do we as a community say enough is enough and quit prioritizing money and financial gain over quality life. These apartments would damaging to our area. What is being is proposed is significantly more than this small little area can handle and I say shame on our city council members for even considering it.
Let's be more thoughtful about how to develop this precious peice of land.
I love my home and the quietness and peacefulness of where I live. I do not live in a big city. Please keep it this way!
These apartments truely are a bad idea. Please protect my family, children and the beauty that surrounds us.

Heidi Kimmel
33 Gamba Drive Glenwood Springs
81601

Sent from my Verizon, Samsung Galaxy smartphone

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 Glennwood 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 in adequate. 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 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 untill 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 abd 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 exits 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. If 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 untill 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 endangears 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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Neuromovement Practitioner

970.946.8968
jessidh27@gmail.com

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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
..

From:	Krista Kies
To:	Gretchen E Ricehill; paul.schirmer@cdsg-us.com
Subject:	West Glenwood Pasture Developement
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. <u>Safety</u>

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. <u>Impact on Traffic</u>

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. <u>Proximity to Two Rivers School</u>

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. **<u>Green Space</u>**

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@cdsg-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.

SALT CREEK
SEARCH

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

584

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, General Partner

By: _____
Linda L. Diemoz, General Partner

By: _____
Frances Diemoz, General Partner

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30

After recording return to: Schenk, Kerst & deWinter
302 8th St., Ste. 310, Glenwood Springs, CO 81601

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568864 09/06/2000 10:12A B1205 P585 M ALSDORF
2 of 6 R 30.00 D 0.00 GARFIELD COUNTY CO

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 Bussonne
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 Aug 26, 2005

Pilar L Poggio
Notary Public

After recording return to: Schenk, Kerst & deWinter
302 8th St., Ste. 310, Glenwood Springs, CO 81601

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568864 09/06/2000 10:12A B1205 P586 M ALSDORF
3 of 6 R 30.00 D 0.00 GARFIELD COUNTY CO

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 NW¼SE¼ 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:

After recording return to: Schenk Kerst & deWinter
302 8th St., Ste. 310, Glenwood Springs, CO 81601

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 S¼ 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. 150; 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 S¼ 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

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6 of 6 R 30.00 D 0.00 GARFIELD COUNTY CO

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°44'28" E. 833.81 feet; thance N. 02°44'00" E. 605.64 feet to the South right of way line of County Road No. 130; thence S. 89°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°44'00" W. 602.64 feet; thence S. 87°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)

The foregoing Petition for Annexation was subscribed and sworn to before me this 26th 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.

LISA PASSMORE
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID #20034036697
MY COMMISSION EXPIRES OCTOBER 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.

LISA PASSMORE
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID #20034036697
MY COMMISSION EXPIRES OCTOBER 27, 2023

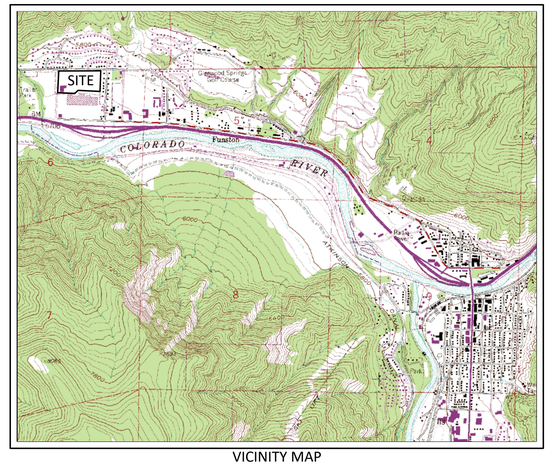
Notary Public

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



VICINITY MAP
SCALE: 1" = 2000'

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:

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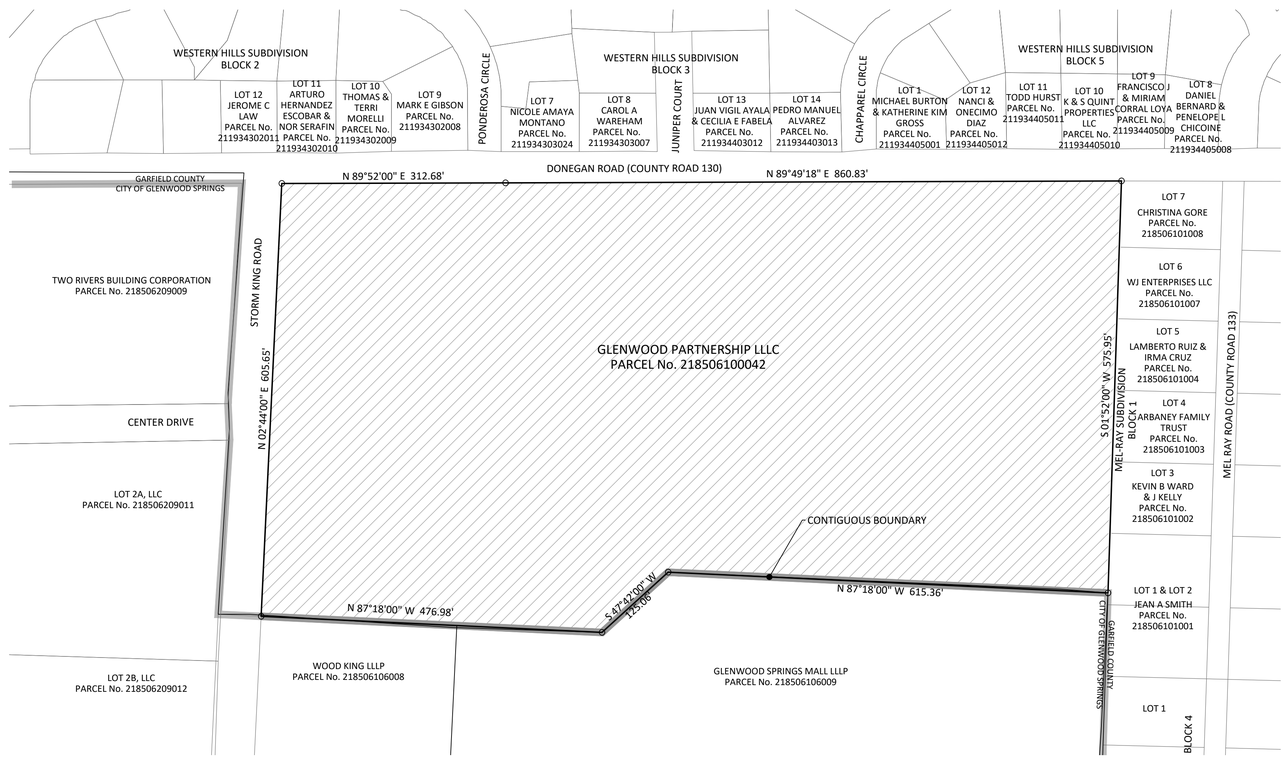
COUNTY OF GARFIELD
STATE OF COLORADO.



CONTIGUOUS BOUNDARY CALCULATION

TOTAL BOUNDARY	3572.51'
1/6TH CONTIGUITY (3572.51 x 1/6)	595.42'
CONTIGUOUS BOUNDARY	1217.40'

GRAPHIC SCALE

100 0 50 100 200 400

(IN FEET)
1 inch = 100 ft.

AREA TO BE ANNEXED

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

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

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.

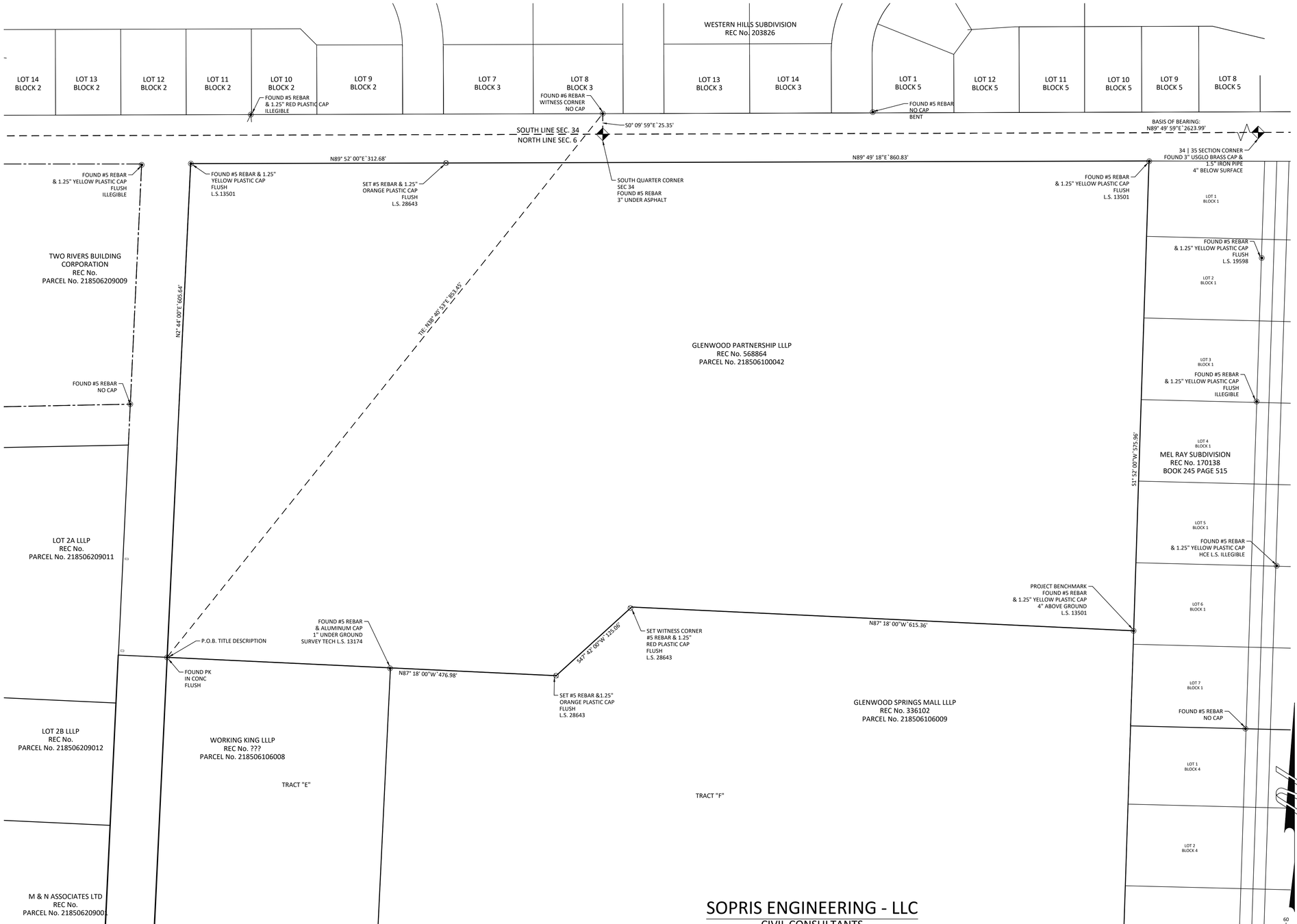
jb 1/25/2021 - 30017 - G:\2020\30017\SURVEY\Survey DWGs\Survey Plots\30017_ANNEX.dwg

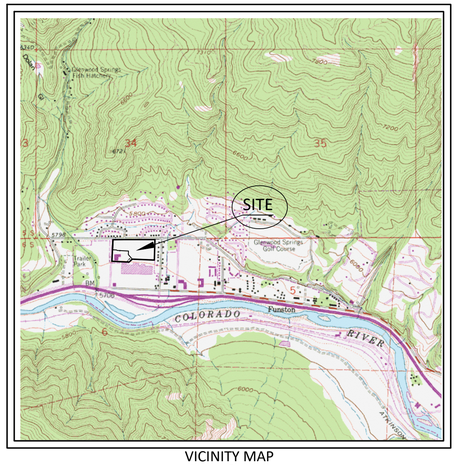
IMPROVEMENT SURVEY PLAT OF

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. ABS63014094-2, 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)

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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. ABS63014094-2, OR OTHER SOURCES AS SPECIFIED ON THE IMPROVEMENT SURVEY PLAT.

COLORADO REGISTERED MARK S. BECKLER 28643 PROFESSIONAL LAND SURVEYOR

MARK S. BECKLER L.S. #28643

GRAPHIC SCALE

60 0 30 60 120 240

(IN U.S. SURVEY FEET)
1 inch = 60 ft.

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

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1/25/2021 - 30017- G:\2020\30017\SURVEY\Survey DWGs\PLAT 2020\30017 PLAT.dwg

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.

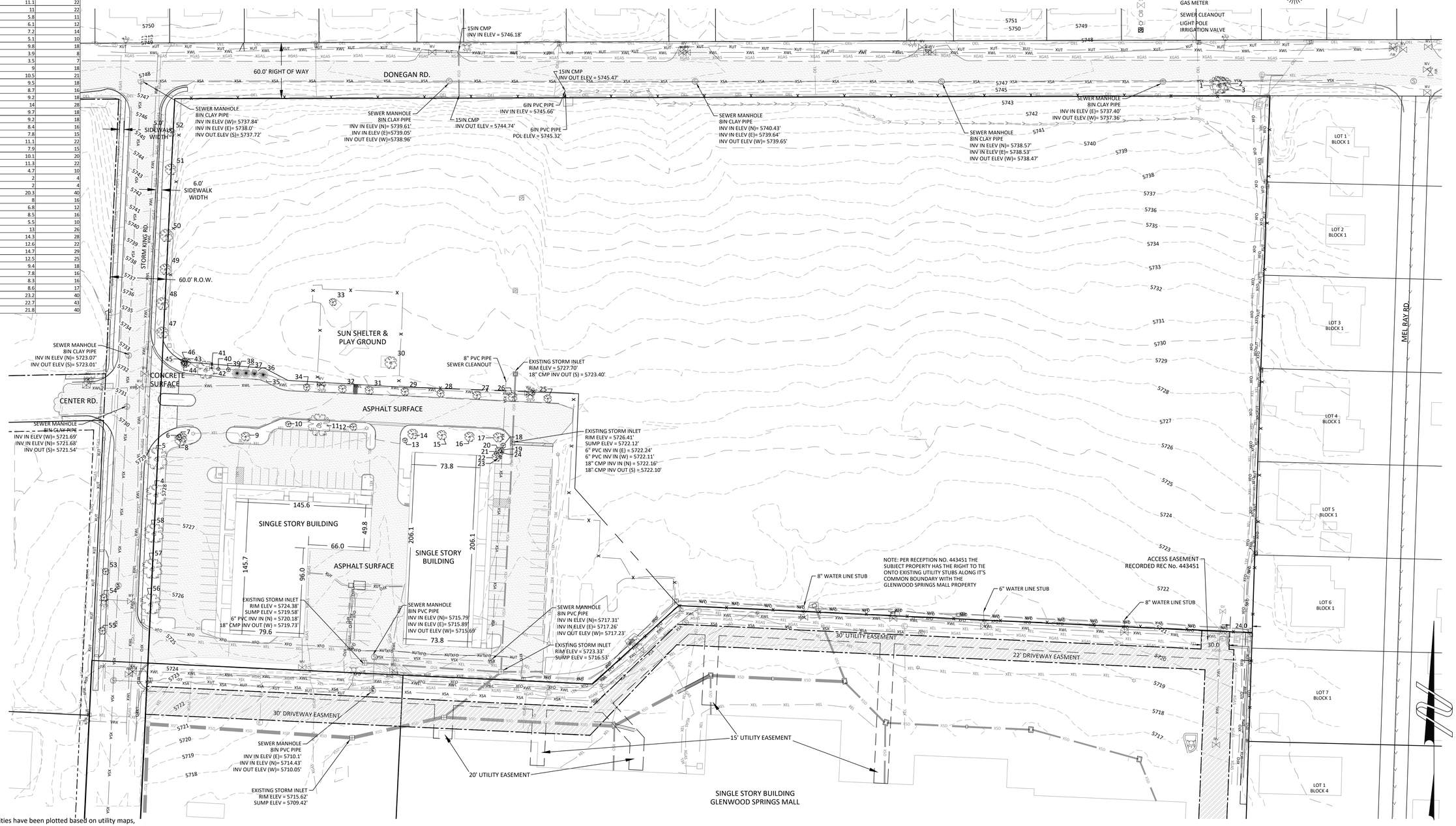
SHEET 2 OF 2

TREE #	ELEVATION	TYPE	TRUNK DIA. (IN)	DRIPLINE DIA. (FT)
1	5746.28	DECIDUOUS	20.5	40
2	5746.31	DECIDUOUS	18.5	36
3	5746.29	DECIDUOUS	15	30
4	5729.23	DECIDUOUS	22.7	45
5	5730.16	DECIDUOUS	25	50
6	5730.28	DECIDUOUS	6.2	12
7	5730.47	DECIDUOUS	11.1	22
8	5730.01	DECIDUOUS	13	26
9	5730.27	DECIDUOUS	10.3	20
10	5730.85	DECIDUOUS	6.7	13
11	5730.96	DECIDUOUS	25.4	51
12	5729.73	DECIDUOUS	8.2	16
13	5728.71	DECIDUOUS	5.8	11
14	5728.67	DECIDUOUS	11.5	23
15	5728.46	DECIDUOUS	10.8	21
16	5728.40	DECIDUOUS	11.1	22
17	5727.55	DECIDUOUS	11	22
18	5727.54	2-DECIDUOUS	5.8	11
19	5727.69	DECIDUOUS	6.1	12
20	5728.01	DECIDUOUS	7.2	14
21	5728.07	2-DECIDUOUS	5.1	10
22	5727.77	DECIDUOUS	9.8	18
23	5727.60	DECIDUOUS	3.9	8
24	5727.75	DECIDUOUS	3.5	7
25	5728.52	DECIDUOUS	9	18
26	5728.32	DECIDUOUS	10.5	21
27	5728.69	DECIDUOUS	9.5	18
28	5729.45	DECIDUOUS	8.7	16
29	5729.99	DECIDUOUS	9.2	18
30	5729.10	DECIDUOUS	14	28
31	5731.07	DECIDUOUS	9.7	18
32	5731.02	DECIDUOUS	9.2	18
33	5729.83	DECIDUOUS	8.4	16
34	5731.50	DECIDUOUS	7.8	15
35	5732.08	CONIFEROUS	11.1	22
36	5731.57	CONIFEROUS	7.9	15
37	5731.62	CONIFEROUS	10.1	20
38	5731.82	CONIFEROUS	11.3	22
39	5731.84	3-DECIDUOUS	4.7	10
40	5731.80	3-DECIDUOUS	2	4
41	5732.03	DECIDUOUS	2	4
42	5732.80	DECIDUOUS	20.3	40
43	5732.75	DECIDUOUS	8	16
44	5732.88	DECIDUOUS	6.8	12
45	5732.63	DECIDUOUS	8.5	16
46	5732.49	3-DECIDUOUS	5.5	10
47	5734.17	DECIDUOUS	13	26
48	5735.96	DECIDUOUS	14.3	28
49	5737.48	DECIDUOUS	12.6	22
50	5739.71	DECIDUOUS	14.7	29
51	5743.39	DECIDUOUS	12.5	25
52	5745.46	DECIDUOUS	9.4	18
53	5726.23	DECIDUOUS	7.8	16
54	5725.47	DECIDUOUS	8.3	16
55	5724.79	DECIDUOUS	8.6	17
56	5726.93	DECIDUOUS	23.2	40
57	5727.91	DECIDUOUS	22.7	43
58	5728.67	DECIDUOUS	21.8	40

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 UNDERGROUND 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.

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CARBONDALE, COLORADO 81623
(970) 704-0311 SOPRISENG@SOPRISENG.COM

GRAPHIC SCALE

50 0 25 50 100 200

(IN U.S. SURVEY FEET)
1 inch = 50 ft.

1/25/2021 - 30017 - G:\2020\30017\SURVEY\Survey DWGs\PLAT 2020\30017 PLAT.dwg

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	Cincinnaiti, 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	218506100042
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 property 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

Paul Schi	1/26/2021
Applicant	Date
Lloyd Gerson	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 and Zoning Commission Report

Date: April 27, 2021
To: Planning and Zoning Commission
From: Gretchen Ricehill
Subject: #08-21- Amendment of a Development Agreement – Caverns Village

REQUEST	Consideration of an amendment to a development agreement for a mixed-use building that included ground floor offices and 19 multifamily apartment units. The Amendment requests conversion of 4 apartment units into 4 hotel units.
APPLICANT	Doug Pratte, The Land Studio
OWNER	Caverns Village, LLC
ZONE	RE-Resort
LOCATION:	280 Centennial Street L1, B2 North Glenwood Center Parcel 2185-092-02-001
SURROUNDING LAND USES	North: Interstate Highway 70 South: Commercial/Office; outside storage (CDOT); city park East: Interstate Highway 70; Commercial; Hotel West: Commercial; Hot Springs
LOT SIZE	42,722 square feet, 0.98 acres

ACTION ITEMS

Action 1:

Consideration of an amendment to a Development Agreement for a mixed-use building to allow the conversion of four apartment units into four hotel units.

Staff recommends **approval** with suggested findings and conditions on page 3 and 4, and suggested conditions on page 4 of this report.

Background & Project Description

In 2020, the Planning and Zoning Commission conditionally approved the construction of Caverns Village, a three story, mixed use building that included 9,000 square feet of ground floor office space and 19 multifamily apartment units. The Commission also approved the condominiumization of the building into 2 units: the first unit is ground floor offices which will be owned by the Colorado Department of Transportation, and the second unit is 19 multifamily apartments on the upper floors which will be owned by Caverns Village.

On April 23, 2020, Steve Beckley, manager of Caverns Village, LLC and the City of Glenwood Springs entered into a Development Agreement to memorialize actions taken by the Planning and Zoning Commission. The agreement is attached to this report.

On August 20, 2020, Mr. Beckley entered into a Master Deed Restriction agreement in which he voluntarily agreed to rent 15 of the 19 apartments to qualified residents and to charge no more

than the maximum established by the Colorado Housing and Finance Authority for 120% of the Garfield County area median income (AMI). The average rent for the 15 units in the master deed restriction program cannot exceed 100% of the Garfield County AMI.

As indicated in the application materials at the time, and verbal representations made at the hearing, the remaining 4 apartments were to be free market rent apartment units.

Mr. Beckley requests an amendment allowing him to convert the 4 free market residential units into 4 hotel units.

<u>Hotel Versus Short-term Rental</u>
The Caverns Village is located in the Resort (RE) zoning district where hotels and short-term rentals are permitted uses.

Hotel, Motel, Hostel, or Lodge is defined as:
A building or group of buildings where transient lodging is offered in bedrooms, sleeping rooms, and dwelling units. The building or buildings may include accessory facilities such as parking, restaurants, meeting rooms, on-site check in lobbies, recreation areas or similar facilities commonly associated with lodging. The term hotel/motel does not include Bed and Breakfast, Short-Term Rental, or an Accessory Tourist Rental.

Short-Term Rental is defined as:
The rental of an entire dwelling unit for monetary consideration for a period of time less than 30 consecutive days, not including a bed and breakfast, residency unit, boarding or rooming house, or hotel, motel, hostel, or lodge. This definition does not include offering the use of one's property where no fee is charged or collected.

Further, Section 070.030.030(e)(9) includes the following use-specific requirements and standards for short-term rentals which apply to any residential unit within the city:

- In a multifamily building under single ownership, no more than 10% but at least one unit may be permitted as a short-term rental.
- A short-term rental unit shall be located a minimum of 250 feet from any other short-term rental unit. Note: this 250 foot limitation does not apply to multifamily buildings under single ownership.

Staff determined that as a mixed use, condominiumized building in what will be two separate ownerships, Caverns Village does not meet the short-term rental definition or its use-specific restrictions regarding multifamily buildings.

Review Process
According to section 070.060.030(i)(4)-Post-Decision Actions and Limitations, any modification of an approved plan, permit, or condition of approval requires a new application submitted and reviewed in accordance with the full procedure applicable to the original application. In this case, Caverns Village originally was a Minor Site Architectural Plan application which was reviewed and decided upon by the Planning and Zoning Commission. Therefore, the Commission will be the deciding body regarding the requested Amendment. City Council will hear this item only if there is an appeal.

Analysis

The Amendment alters the approved uses noted in the site/architectural plan application therefore staff analyzed how the proposed conversion of 4 apartments into hotel units conformed to the following site/architectural criteria:

- **The requested site/architectural plan amendment is consistent with the general purpose and intent of this Code.**
  - The proposed hotel use is allowed in the Resort zoning district and is therefore consistent with the general purpose and intent of the Code.
- **The site/architectural plan amendment is consistent with the dimensional, design, development, and all other standards of this Code.**
  - The hotel use does not affect the exterior building design, or other dimensional, design and development standards of the Code.
- **The site/architectural plan amendment is consistent with any previously approved plat, PUD, or any other precedent land use approval.**
  - The owner is requesting an amendment of the Caverns Village Development Agreement pursuant to the formal review process outlined in Section 070.060.030(i)(4).
- **The site/architectural plan is consistent with the Comprehensive plan and other adopted City policies and plans.**
  - According to the Comprehensive Plan Future Land Use Map, the Caverns Village property is designated as Commercial which provides for a wide range of general retail goods and services for both regional and local markets, in attached and freestanding structures. Hotel uses are consistent with this classification.

COMMENTS

Because this application did not involve construction or modifications to approved floor plans, it was not referred to the City's Engineering, Building, Fire, or Public Works departments for comment.

The Amendment was noticed as required in section 070.060.030(f). No public comments were received as of the writing of this report.

ACTION ITEMS AND STAFF RECOMMENDATIONS

Section 070.060.030(g)(1)d outlines the review and decision procedures for applications being considered by the Planning and Zoning Commission and/or City Council. The Commission may approve, approve with conditions, or deny the application based on the applicable approval criteria listed in the application-specific procedures. The Commission may also continue the hearing to with a request for specific additional information.

Action 1:

Consideration of an amendment to a Development Agreement for a mixed-use building to allow the conversion of four apartment units into four hotel units.

Staff recommends **approval** with suggested findings on page 3 and 4, and suggested conditions on page 4 of this report.

Suggested Findings

1. The Amendment is consistent with the general purpose and intent of this Code;

2. The Amendment is consistent with the dimensional, design, development, and all other standards of this Code;
3. Following Planning and Zoning Commission approval, the Amendment will not conflict with precedent land use approvals; and
4. The Amendment is consistent with the Comprehensive Plan and other adopted City policies and plans.

Recommended Conditions

1. The applicant/owner shall comply with all verbal representations made in the public hearing, as outlined in all application materials, and/or as revised per conditions herein and approved by the Planning and Zoning Commission or the Community Development Director.
2. The owner shall enter into an amended Development Agreement to memorialize the approved change of use. The terms and conditions of the current Development Agreement, recorded at Reception #950360, shall remain in full force and effect.

Caverns Village

Request for Amendment of existing Development Agreement.

The Caverns Village project was developed primarily to provide a more affordable housing options for our workforce at Iron Mountain Hot Springs, Glenwood Caverns Adventure Park, and Colorado Department of Transportation. The project was initially scoped to have (15) deed restricted ‘affordable’ housing units and (4) short-term rental units. The economics of the project predicated this mix, which was supported by the previous housing code where 25% of the residence could be short-term rentals. With the recent change in policy reducing the short-term rental percentage to 10% the economics of the project are unsustainable. We are requesting to convert (4) of the units to hotel units to allow for short term rentals and to maintain the economics of the project.

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	✓	Amendment

Applicant/Property Owner Information:

Applicant		Owner	
Caverns Village LLC/Steve Beckley		Caverns Village LLC/Steve Beckley	
Relationship to Owner		Owner	
Applicant Address		Owner Address	
281 Centennial Street	Glenwood Springs, Co	same	
Phone (970)618-7127	Email Address sbeckley@glenwoodcaverns.com	Phone same	Email Address same

Property Information:

Address	Parcel Number
280 Centennial Street	218509202001
Subdivision	Lot and Block Number
North Glenwood Center	Block 2, Lot 1
Zone District (RE) Resort	Existing Land Use Multi-Family and CDOT offices

General Project Description:

Conversion of 4 multi-family units to hotel units to allow for short term rentals for economic reasons.

Signatures:

The owner or applicant must be present at the hearing. All public hearings must be property 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

Applicant	3-2-21 Date
Owner	3-2-21 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	3-2-21 Date

Reception#: 950360
02/12/2021 04:25:48 PM Jean Alberico
1 of 13 Rec Fee:$73.00 Doc Fee:0.00 GARFIELD COUNTY CO

DEVELOPMENT AGREEMENT BY AND BETWEEN THE CITY OF GLENWOOD SPRINGS AND CAVERNS VILLAGE, LLC REGARDING THE DEVELOPMENT OF PROPERTY KNOWN AS PARCEL NUMBER 2185-092-02-001

THIS DEVELOPMENT AGREEMENT ("Agreement") is entered into as of this 23 day of April, 2020 by and between the CITY OF GLENWOOD SPRINGS, a Colorado home rule city ("City"), and Caverns Village, LLC, a Colorado limited liability company ("Developer").

RECITALS

WHEREAS, Developer has a legal interest in certain real property located in Glenwood Springs, Colorado ("Property"), as more particularly described on Exhibit A and known as Parcel Number 2185-092-02-001; and

WHEREAS, Developer intends to construct a mixed use 27,000 square foot building which will be condominumized into two units, including one unit consisting of 9,000 square feet of ground floor office space and a second unit consisting of 19 multi-family residential units (the "Development"); and

WHEREAS, on January 28, 2020, after a duly-noticed public hearing, the City of Glenwood Springs Planning and Zoning Commission approved a minor subdivision application to adjust the lot boundaries pursuant to Glenwood Springs Municipal Code § 070.060.060(a)(3)c subject to the "Conditions of Approval" herein described; and

WHEREAS, on January 28, 2020, after a duly-noticed public hearing, the City of Glenwood Springs Planning and Zoning Commission approved a Minor Site/Architectural Plan for the Development subject to the "Conditions of Approval" herein described; and

WHEREAS, on January 28, 2020, after a duly-noticed public hearing, the Planning and Zoning Commission also approved the condominiumization of 2 units subject to the "Conditions of Approval" herein described; and

WHEREAS, the foregoing approvals shall hereafter be referred to as "Current Approvals"; and

WHEREAS, the City and Developer desire to set forth their rights and obligations with respect to the Development in this Agreement.

NOW, THEREFORE, for and in consideration of the mutual promises and covenants contained herein, the parties hereto agree as follows:

TERMS

1. Recitals. The foregoing recitals are incorporated herein as material representations and acknowledgments of the Parties.

2. Purposes. The purpose of this Agreement is to set forth the terms and conditions to be met by the Developer; to set forth the fees to be paid by the Developer upon development of the Property; and to provide for the dedication of access easements, and all public improvements made on the Property. All terms and conditions contained herein are in addition to all requirements of the Glenwood Springs Municipal Code, including Title 070 providing for the development and use of lands, as well as state and federal statutes, and are not intended to supersede any requirements contained therein, except where specifically provided in this Agreement. The Developer agrees to bear all costs and responsibility for completion of the improvements servicing the Property as provided in this Agreement. This Agreement is not executed for the benefit of materialmen, laborers, or others providing work, services, or materials to the Property, or for the benefit of future lot Developers or occupants of the Property. The Developer agrees to comply with all terms and conditions contained in this Agreement.

3. Obligations of Developer. The Developer agrees to satisfy the following obligations with respect to the Development.

3.1 The Development shall comply with the requirements of the Municipal Code except where specific variances have been granted. Developer shall comply with all applications and materials submitted to the City and verbal and written representations made by Developer or its representatives to the City in connection with the Development. The conditions of approval of the Minor Site/Architectural Plan, the condominiumization of the proposed 2 units, and the minor subdivision shall be considered "Conditions of Approval" with which Developer shall comply. In the event of conflict between this Agreement and representations made during public hearings, the more specific term shall apply.

3.2 Developer shall submit any proposed future physical changes or improvements to the Property or modifications of the approvals or Conditions of Approval to the Community Development Director for review and approval. Modifications may require a new application or amendment of the approved plans per Section 070.060.030(i)(4) of the Municipal Code.

3.3 Developer shall obtain and abide by all necessary access permits required for the project from the Colorado Department of Transportation.

3.4 Prior to issuance of a building permit, the Developer shall:

3.4.1 Comply with all requirements of the Municipal Code, other sections of this Agreement and any requirements imposed by state, federal or local law;

3.4.2 Submit for review and approval an engineer's estimate of public improvements in accordance with Engineering Standards;

3.4.3 Pay to the City of Glenwood Springs all improvement and development fees that are due, unless specific waivers have been granted by City Council. These fees include but may not be limited to water and wastewater connection and service impact fees, fire and emergency service impact fees, school land dedication fees, park land dedication fees and building plan review and building permit fees. Developer will receive a credit against the park land

dedication fees for 5,777 square feet of public access bike path and 7,600 square feet of public access sidewalk.
An exact accounting of the fees due will be itemized on the building permit application.

3.5 Prior to issuance of a certificate of occupancy, the Developer shall:

3.5.1 Comply with all requirements of the Municipal Code and state and federal law;

3.5.2 Submit a shared parking agreement between Developer and Colorado Department of Transportation (CDOT) to be recorded with the County Clerk and Recorder's office. If such agreement is revoked by any party, then Developer shall provide the required off-street parking spaces pursuant to the Code.

3.5.3 Submit all easements allowing cross access to and from properties served by a vehicular cross-access agreement between Developer and CDOT, along with agreements defining maintenance responsibilities of Developer and CDOT, to be recorded with the County Clerk and Recorder's Office.

3.5.4 Provide recorded documentation of shared access easements.

3.5.5 Provide recorded documentation of public access easement on private sidewalk connection to bike path occurring on Lot 1 and Parcel 3 as indicated on the subdivision plat.

3.5.6 Design and construct a minimum 8' wide sidewalk along the eastern edge of Centennial Street for public access and provide recorded public access easement if occurring on private property.

3.5.7 Design and construct a minimum 8' wide sidewalk from the south east corner of the proposed office/residential parcel to the intersection of Centennial Street, along the west side of the shared access. The sidewalk shall connect the proposed sidewalk on the residential/office parcel to the proposed sidewalk along Centennial Street.

3.5.8 In coordination with the City, design and estimate the cost of a trail connection from the north east corner of Devereux Road and Centennial Street to the existing pedestrian bridge (along the western edge of Two Rivers Park) and commit to funding 50% of the trail construction at the time of construction. Developer's contribution to the trail construction shall not exceed $300,000 including a credit for accrued engineering costs.

3.5.9 Construct all pedestrian improvements required by the State Access Permit.

3.5.10 Prepare and provide as-built drawings of the installed Public Improvements in accordance with Engineering Standards.

3.6 Developer shall submit a written description of a program for off-site snow removal to be approved by the Director.

3.7 Prior to recording the Condominium Plat and related Declarations, Developer shall:

3.7.1 Provide necessary utility easements.

3.7.2 Provide a plat of individual condominium units showing the demising walls.

3.7.3 Submit a draft of the Condominium Plat and Condominium Declarations for Community Development and Public Works Departments' review and approval.

3.7.4 Provide the Community Development Department with two signed copies of the Condominium Declarations.

3.7.5 Provide the Community Development Department with two copies of the final, approved Condominium Plat on 24 x 36 inch mylar paper.

3.7.6 Record the Condominium Plat and Declarations with the Garfield County Clerk and Recorder and pay all associated recording costs.

3.7.7 Following recording of the plat, the owner shall request that the City assign addresses to each of the units.

4. Public Improvements.

4.1 Security for Public Improvements. Developer shall post sufficient security to guarantee the installation, performance, or maintenance of any required Public Improvements in accordance with the Engineering Standards. The total amount of required security for Public Improvements for the Development shall be 125% of the amount specified on Exhibit B, attached hereto and incorporated by this reference. The Parties agree that the amount on Exhibit B does not necessarily reflect the City Engineer's estimate of what the actual cost to the City would be if the City were required to fund construction of all the Public Improvements. In the event the costs of the Public Improvements exceed the security posted, Developer shall be solely responsible for and agrees to pay the actual costs of the Public Improvements. As Improvements are completed, Developer may apply to the City Manager for release for all or part of the security, which release shall be approved by the City Engineer or the City Attorney.

4.2 Certification. Developer shall retain, at its sole expense, a licensed professional engineer for on-site construction inspections to ensure that all Public Improvements installed by Developer are installed as required pursuant to City standards, specifications and any Conditions of Approval. The engineer shall certify to the City Engineer in writing that the Improvements were installed in compliance with City standards, approvals, plans, specifications, Conditions of Approval

and this Agreement.

4.3 Acceptance. Acceptance of Public Improvements shall be requested by the Developer of the City Manager and shall be granted only after the City approves the as-built drawings referenced in section 3.5.10 and the certification described in section 4.2 above. Developer shall be responsible for the maintenance of Public Improvements until the Public Improvements are accepted by the City. Prior to said acceptance, Developer shall post a bond or other security in an amount determined by the City Manager to cover the cost of maintenance of Improvements before acceptance by the City. Within 30 days of the acceptance date, Developer shall dedicate or convey to the City all rights-of-way and easements required for the operation, maintenance, repair and replacement of the Public Improvements free and clear of all liens and encumbrances that might adversely affect the use of the Public Improvements for their intended purpose. Developer shall also execute a bill of sale conveying the Public Improvements which are to be conveyed to the City pursuant to this Agreement free and clear of all liens and encumbrances.

4.4 Warranty. All Public Improvements accepted and conveyed to the City shall be guaranteed for two years from the date of the City's acceptance (the "Warranty Period"). Developer shall provide to the City a bond or sufficient warranty for any and all Public Improvements conveyed to the City pursuant for the Warranty Period in accordance with Engineering Standards. Specifically, but not by way of limitation, the Developer shall warrant that:

(a) The title conveyed shall be good and its transfer rightful;

(b) The Public Improvements conveyed shall be free from any security interest or other lien or encumbrance; and

(c) The Public Improvements so conveyed shall be free of any defects in materials or workmanship for a period of two years, as stated above.

4.5 Title Policy. Developer shall provide the City a commitment for a title insurance policy indicating that the Property is free and clear of all encumbrances whatsoever which would impair the use of the Property for the approved Development. Further, said title commitment or an additional title commitment shall show that any property to be dedicated to the City is free and clear of all encumbrances which would make Public Improvements and dedications unacceptable as the City in its sole discretion determines. At the time the building permit is issued, the title insurance policy(s) shall be provided to the City, and the premium(s) for the title insurance shall be paid by the Developer. In the event the title commitment(s) reflect encumbrances which would impair the use of the Property as proposed or which would make the public dedications unacceptable, the City shall notify the Developer, who shall cure or otherwise remove or subordinate said encumbrances to the satisfaction of the City.

5. Vested Rights. Developer shall have the vested right to develop the Development pursuant to the Current Approvals and in accordance with and subject to the provisions of C.R.S. §24-68-101 et seq., provided however that Developer shall have three (3) years to complete the improvements. This Agreement shall not preclude the application to Developer of changes in laws, regulations, plans, or policies, to the extent that such changes are specifically mandated and required by changes in state or federal laws or regulations. In the event changes in the law prevent or preclude

compliance with one or more provisions of this Agreement, such provisions of the Agreement shall be modified or suspended, or performance thereof delayed, as may be necessary to comply with the law and according to the City's terms. In the event of a change of law, the Developer and City shall take action as may be reasonably required in good faith to meet the intent of this Agreement.

6. Permitted Uses. The permitted uses of the Development and the density and intensity of use of the Development, the maximum height, bulk and size of proposed building, provisions for reservation or dedication of land for public purposes and the location of public improvements and public utilities, and other terms and conditions of development applicable to the Development shall be as set forth in the Current Approvals.

7. Inspection. The City may enter and inspect any portion of the Development to determine whether the Developer is in compliance with the obligations set forth in this Agreement. If the City determines that any improvements as set forth in this Agreement have not been constructed and installed as required, the City shall furnish the Developer with a list of specific deficiencies. The City shall not be required to issue a building permit or certificate of occupancy so long as the listed deficiencies remain. If the City determines the Developer has not cured the deficiencies within thirty (30) days after presentation of the list to the Developer, the City may, but need not, cause such additional work to be done as it deems necessary to complete any public improvements or to cure any listed deficiencies. Developer shall be liable to the City for the entire cost of such additional work, whether performed by the City's employees or by others at the direction of the City. If the Developer does not pay the City the cost of such additional work including, as may be appropriate, the cost the City expended for materials, for services of those not employed by the City, and for the apportioned cost of wages and benefits paid for by the City for hours of the City employees, then the City may, upon ten (10) days' notice to the Developer, have a lien against all or any part of the Property. The City may certify the amount of such lien to the Garfield County Treasurer for collection, enforcement and remittance of general property taxes or assessments. In addition, if attorney's fees are incurred by the City to enforce this Agreement, they shall be paid by the Developer.

8. Utility and Drainage Easements. All utility and drainage easements shall be accessible to the City at all times. In the event any structure is constructed which obstructs partially or wholly City access to said easements, the City retains the right to remove such obstruction at the sole cost of the Developer. The City shall not be responsible for any costs associated with the replacement of said obstructions. The easements shown on the Plat shall be modified to show the actual "as built" placement of utilities.

9. Default; Termination. Any failure by either party to perform any term or provision of this Agreement, which failure continues uncured for a period of thirty (30) days following written notice of such failure from the other party, unless such period is extended by written mutual consent, shall constitute a default under this Agreement. Any notice given pursuant to the preceding sentence shall specify the nature of the alleged failure and, where appropriate, the manner in which said failure satisfactorily may be cured. If the nature of the alleged failure is such that it cannot reasonably be cured within such thirty (30) day period, then the commencement of the cure within such time period, and the diligent prosecution to completion of the cure thereafter, shall be deemed to be a cure within such thirty (30) day period. Upon the occurrence of a default under this Agreement, the non-defaulting party may take action pursuant to the Code or institute legal proceedings to enforce the

terms of this Agreement. If the default is cured, then no default shall exist and the noticing Party shall take no further action.

Notwithstanding anything to the contrary contained herein, neither Party shall be deemed to be in default where delays in performance or failures to perform are due to, and a necessary outcome of war, insurrection, strikes or other labor disturbances, walk-outs, riots, floods, earthquakes, fires, casualties, acts of God, restrictions imposed or mandated by other governmental entities, enactment of conflicting state or federal laws or regulations, new or supplemental environmental regulations, or similar basis for excused performance which is not within the reasonable control of the Party to be excused. Upon the request of either Party hereto, an extension of time, including an extension of applicable contract dates, for such cause shall be granted in writing for the period of the enforced delay, or longer as may be mutually agreed upon.

10. Defense and Indemnity.

10.1. Developer's Actions. Developer shall hold harmless and indemnify City and its elected and appointed officers, agents, employees, and representatives from claims, costs, and liabilities for any personal injury, death, or physical damage (including inverse condemnation) which arises directly or indirectly, as a result of the construction of the Development, or of operations performed under this Agreement, by Developer or by Developer's contractors, subcontractors, agents or employees, whether such operations were performed by Developer or any of Developer's contractors, subcontractors, or any one or more persons directly or indirectly employed by, or acting as agent for, Developer or any of Developer's contractors or subcontractors.

10.2. City's Actions. Nothing in this section shall be construed to mean that Developer shall indemnify or hold the City or its elected and appointed representatives, officers, agents and employees harmless from any claims of personal injury, death or property damage arising from, or alleged to arise from any act or omission of the City with regard to improvements that have been offered for dedication and accepted by City for maintenance. Nothing contained herein is intended to nor shall be construed as a waiver of the City's governmental immunity under state or federal law.

11. No Agency, Joint Venture or Partnership. It is specifically understood and agreed to by and between the parties that: (1) the subject Development is a private development; (2) the City has no interest or responsibilities for, or due to, third parties concerning any improvements until such time, and only until such time, that the City accepts the same pursuant to the provisions of this Agreement or in connection with the Current Approvals; (3) Developer shall have full power over and exclusive control of construction of the Development on the Property herein described, subject only to the limitations and obligations of Developer under the Current Approvals; and (4) the City and Developer hereby renounce the existence of any form of agency relationship, joint venture or partnership between City and Developer and agree that nothing contained herein or in any document executed in connection herewith shall be construed as creating any such relationship between City and Developer.

12. Miscellaneous Provisions.

12.1 Assignment. This Agreement may not be assigned by the Developer without the prior written consent of the City, which consent shall not be unreasonably withheld, conditioned or

delayed. In the event the Developer desires to assign its rights and obligations herein, it shall so notify the City in writing together with the proposed assignee's written agreement to be bound by the terms and conditions contained herein.

12.2 Waiver of Defects. In executing this Agreement, the Developer waives all objections it may have concerning defects, if any, in the formalities whereby it is executed, or concerning the power of the City to impose conditions on the Developer as set forth herein, and concerning the procedure, substance, and form of the ordinances or resolutions adopting this Agreement.

12.3 Amendments. This Agreement shall not be amended, except by subsequent written agreement of the Parties.

12.4 Release of Liability. It is expressly understood that the City cannot be legally bound by the representations of any of its officers or agents or their designees except in accordance with the City of Glenwood Springs Municipal Code and Ordinances and the laws of the State of Colorado, and that the Developer, when dealing with the City, acts at its own risk as to any representation or undertaking by the City officers or agents or their designees which is subsequently held unlawful by a court of law.

12.5 Captions. The captions in this Agreement are inserted only for the purpose of convenient reference and in no way defines, limits, or prescribes the scope or intent of this Agreement or any part hereof.

12.6 Binding Effect. This Agreement shall be binding upon and inure to the benefit of the Parties and their respective heirs, successors, and assigns.

12.7 Invalid Provision. If any provisions of this Agreement shall be determined to be void by any 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 which renders it valid.

12.8 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.

12.9 Attorneys' Fees; Survival. Should this Agreement become the subject of litigation, the substantially prevailing Party shall be entitled to, and the failing Party shall pay, all reasonable attorneys' fees, expenses, and court costs. All rights concerning remedies and/or attorneys shall survive any termination of this Agreement.

12.10 Authority. Each person signing this Agreement represents and warrants that he is fully authorized to enter into and execute this Agreement, and to bind the Party it represents to the terms and conditions hereof.

12.11 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.

12.12 Notice. All notices required under this Agreement shall be in writing and shall be hand-delivered or sent by registered or certified mail, return receipt requested, postage prepaid, to the addresses of the parties herein set forth. All notices so given shall be considered effective 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 shall be sent.

Notice to City:	City of Glenwood Springs 101 W. 8th Street Glenwood Springs, CO 81601
With copy to:	Karp Neu Hanlon, P.C. P. O. Drawer 2030 Glenwood Springs, CO 81602
Notice to Developer:	Steve Beckley Caverns Village LLC 51000 Two Rivers Plaza Road Glenwood Springs, CO 81601

12.13 Construction. Each reference in this Agreement to any of the Current Approvals shall be deemed to refer to the Current Approval as it may be amended from time to time pursuant to the provisions of this Agreement, whether or not the particular reference refers to such possible amendment.

12.14 Covenants Running with the Land. All of the provisions contained in this Agreement constitute covenants running with the land. Each covenant herein to act or refrain from acting is for the benefit of or a burden upon the Property.

IN WITNESS WHEREOF, this Agreement has been entered into by and between the City and Developer as of the date and year first above written.

CITY OF GLENWOOD SPRINGS

Jon Godes

Jonathan Godes, Mayor

Catherine Fletcher

Catherine Mythen, City Clerk

Caverns Village, LLC

By: _____

Name: STEVE BECKLEY

Title: MANAGER

APPROVED AS TO FORM:

Karl J. Hanlon, City Attorney

STATE OF COLORADO)
) ss.
COUNTY OF GARFIELD)

The foregoing Development Agreement was acknowledged by Steve Beckley as Manager of Caverns Village, LLC, in the State of Colorado, on the 23rd day of April 2020, who appeared before me by real-time audio-video communication in accordance with the authority of Executive Order D 2020-019 signed by the Honorable Jared Polis, Governor of the State of Colorado, on March 27, 2020. Witness my hand and official seal.

My commission expires: 1/24/2023.

Notary Public

ANGELIQUE PETTERSON
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20114003802
MY COMMISSION EXPIRES JAN. 24, 2023

File No. 1307020-3

Reception#: 950360
02/12/2021 04:25:48 PM Jean Alberico
11 of 13 Rec Fee:$73.00 Doc Fee:0.00 GARFIELD COUNTY CO

EXHIBIT "A"

Parcel No. 1:

Lot 2
Block 1
North Glenwood Center
In the City of Glenwood Springs

Parcel No. 2:

Lot 1
Block 2
North Glenwood Center
In the City of Glenwood Springs

Parcel No. 3:

Tract 1) That part of Parcel No. 35-A of the State Department of Highways, Division of Highways, State of Colorado, Project No. I 70-1(8)113 Sec. 2, in the NW1/4NW1/4, Section 9, and Lot 8 Section 4, Township 6 South, Range 89 West of the 6th P.M., described as follows:

Beginning at a point on the South line of Section 4, Township 6 South, Range 89 West, from which point the SW corner of Section 4 bears N. 88°21' W. 727.5 feet;
thence S. 88°21' E., along the South line of Section 4, 41.4 feet;
thence along the arc of a curve to the right, having a radius of 5829.6 feet, 174.4 feet (the chord of this arc bears N. 36°02'30" W. 174.4 feet);
thence S. 23°38'30" E. 152.6 feet, more or less, to the point of beginning.

Tract 2) That part of said Parcel No. 35-A described as follows:

Beginning at a point on the North line of Section 9, Township 6 South, Range 89 West, from which point the NW corner of Section 9 bears N. 88°21' W. 727.5 feet;
thence S. 23°38'30" E., along the Southerly right-of-way line of the Denver & Rio Grande Western Railroad, 561.9 feet to a concrete monument, being that monument described in Book 340 at Page 565, of the Garfield County records;
thence N. 39°06'30" E. 186.2 feet;
thence along the arc of a curve to the right, having a radius of 5829.6 feet, 476.6 feet (the chord of this arc bears N. 39°14' W. 476.4 feet) to the North line of Section 9;
thence N. 88°21' W., along the North line of Section 9, 41.4 feet, more or less, to the point of beginning.

EXCEPTING all that portion of said Parcels 1) and 2) above described as follows, to-wit:

Beginning at the concrete monument referred to in the description of Tract 2) above, being that monument as described in Book 340 at Page 565, of the Garfield County records;
thence N. 39°06'30" E. 186.21 feet;
thence along the arc of a curve to the right having a radius of 5829.6 feet, 137.64 feet (the chord of this arc bears N. 40°53'57" W. 137.64 feet);
thence S. 42°31'33" W. 48.80 feet;
thence S. 85°00' W. 84.50 feet;
thence S. 23°38'30: E. 224.00 feet, more or less, to the point of beginning.

Tract 3) A tract of land in the SW1/4SW1/4 Section 4 and the NW1/4NW1/4 Section 9, Township 6 South, Range 89 West of the 6th P.M., described as follows:

Beginning at a point whence the common corner to Sections 4, 5, 8 and 9, Township 6 South, Range 89 West of the 6th P.M., bears N. 88°21' W. 727.5 feet;
thence S. 23°38'30" E. 561.9 feet;
thence S. 39°06'30" W. 217.5 feet;
thence N. 20°55'30 W, 239.3 feet;
thence S. 46°38'30" W. 435.4 feet;
thence N. 05°33'10" W. 1340.4 feet;
thence S. 41°17'30" E. 579.5 feet;
thence S. 23°38'30" E. 152.6 feet, more or less, to the point of beginning.

Parcel No. 4:

A tract or parcel of land No. E-35 of the State Department of Highways, State of Colorado, Project No. I 70-1(8)113 Sec. 2, in Lot 8 of Section 4, Township 6 South, Range 89 West of the 6th Principal Meridian, in Garfield County, Colorado, said tract or parcel being more particularly described as follows:

Beginning at a point from which the SW corner of Section 4, Township 6 South, Range 89 West of the 6th P.M., bears S. 79°52'30" W., a distance of 676.5 feet;

1. Thence N. 29°47'30" W., a distance of 336.3 feet;
2. Thence N. 72°07 W., a distance of 130.8 feet;
3. Thence S. 41°17'30"E., a distance of 441.9 feet, more or less to the point of beginning.

Reception#: 950360
02/12/2021 04:25:48 PM Jean Alberico
13 of 13 Rec Fee:$73.00 Doc Fee:0.00 GARFIELD COUNTY CO

Exhibit B

Caverns Village Public Improvement
Engineer's Estimate of Probable Cost - 3/12/2020

Item No.	Description	Estimated Cost			
	Demolition	Units	Quantity	Unit Cost	Cost
D1	Utility Locates	Day	1	$ 350.00	$ 350.00
D2	Removal of Culverts	LF	56	$ 25.00	$ 1,400.00
D3	Removal of Concrete - Roads & Drives	SY	18	$ 51.00	$ 925.56
D4	Removal of Concrete Curb	LF	68	$ 19.00	$ 1,292.00
D5	Removal of Asphalt - Roads & Trail	SY	947	$ 7.00	$ 6,626.67
	Water				
W1	Connect to Ex. Water Main (Wet Tap)	Each	1	$ 4,000.00	$ 4,000.00
W2	8"Ø Water Main	LF	320	$ 180.00	$ 57,600.00
W3	8"Ø Gate Valve	Each	3	$ 1,900.00	$ 5,700.00
W4	Fire Hydrant Assembly (tee to hydrant, inc. valve)	Each	1	$ 8,250.00	$ 8,250.00
W5	Temp. 3/4"Ø Water Saddle for Testing & Plug	Each	1	$ 975.00	$ 975.00
W6	Pipe Insulation	LF	20	$ 25.00	$ 500.00
W7	Water Joint Protection @ Sewer Crossing	Each	1	$ 400.00	$ 400.00
	Drainage & Storm Sewer				
D1	Inlet Type-16	Each	3	$ 3,200.00	$ 9,600.00
D2	Inlet Type-13	Each	1	$ 3,000.00	$ 3,000.00
D3	Inlet Type-D	Each	1	$ 3,000.00	$ 3,000.00
D4	Stormwater Outlet Control Structure	Each	1	$ 3,500.00	$ 3,500.00
D4	12"Ø ADS N-12-WT	LF	52	$ 65.00	$ 3,380.00
D5	15"Ø ADS N-12-WT	LF	115	$ 72.00	$ 8,280.00
D6	18"Ø ADS N-12-WT	LF	15	$ 80.00	$ 1,200.00
D7	FES-15"Ø	Each	1	$ 350.00	$ 350.00
D8	9"Ø d50 Riprap - Storm Outlet	CY	3	$ 90.00	$ 270.00
	Sanitary Sewer				
S1	Core Ex. Manhole	Each	1	$ 2,400.00	$ 2,400.00
S2	8"Ø Sewer Main	LF	208	$ 220.00	$ 45,760.00
S3	Sewer Manhole	Each	2	$ 4,200.00	$ 8,400.00
	Utility Improvements				
U1	Gas Main-Trenching	LF	132	$ 30.00	$ 3,960.00
U2	Electric/Fiber-Trenching & Conduit	LF	198	$ 40.00	$ 7,920.00
U3	Electric Manhole	Each	1	$ 3,600.00	$ 3,600.00
U4	Street Light	Each	3	$ 4,200.00	$ 12,600.00
U5	Electric Box-At Grade	Each	1	$ 400.00	$ 400.00
U6	Relocated Telephone Pedestal	Each	1	$ 1,800.00	$ 1,800.00
	Roadways				
R1	8" Aggregate Base Course (Class 6, incl. shoulders)	CY	157	$ 86.00	$ 13,459.00
R2	4" Hot Mix Asphalt (Grading SX) (75) (PG 64-28)	SY	704	$ 25.00	$ 17,600.00
R3	Asphalt T-Top	LF	69	$ 25.00	$ 1,725.00
R4	Concrete Sidewalk (4")	SF	840	$ 7.50	$ 6,300.00
R5	Concrete Sidewalk (6")-Trail/Accessible Ramps	SF	6162	$ 8.75	$ 53,917.50
R6	Concrete Cross Pan & Aprons (6")	SF	543	$ 8.75	$ 4,751.25
R7	Curb Type-IB/IIB	LF	483	$ 28.50	$ 13,765.50
R8	Detectable Warning Plates	SF	113	$ 62.00	$ 7,006.00
R9	New Ground Sign (Street Signs)	Each	1	$ 90.00	$ 90.00
R10	Sign Panel (Class 1, Stop)	Each	3	$ 105.00	$ 315.00
R11	Sign Post (Round, Black)	Each	3	$ 410.00	$ 1,230.00
R12	Preformed Thermoplastic Pavement Markings (Inlaid)	SF	344	$ 22.00	$ 7,568.00
R13	Retaining Wall & Geogrid-Boulder (Face Area)	SF	765	$ 45.00	$ 34,425.00
R14	Delineators	Each	2	$ 140.00	$ 280.00
	Other Site Improvements				
O1	Revegetation (6' Behind Curbed Walks	SY	322	$ 6.50	$ 2,093.00
O2	Border Rocks (12"Ø-18"Ø)	LF	28	$ 20.00	$ 560.00
O3	Erosion Control	L.S.	1.00	$ 2,000.00	$ 2,000.00
	General				
G1	Mobilization, Demobilization & Incidentals (5%)	L.S.	1	$ 18,726.30	$ 18,726.30
G2	Bonds (2%)	L.S.	1	$ 7,490.50	$ 7,490.50
G3	Surveying-Construction & Asbuilts	HRS	40	$ 130.00	$ 5,200.00
G4	Construction Traffic Control (20% of Project Site Const.)	Days	90	$ 96.00	$ 8,640.00
				Subtotal:	$414,582.00
				Contingency (10%):	$41,459.00
				Total:	**$456,050.00**