



AGENDA
CITY OF GLENWOOD SPRINGS
Planning and Zoning Commission
Regular Meeting
MAY 25, 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: May 25, 2021 06:00 PM Mountain Time (US and Canada)

Topic: 2021/05/25 Planning and Zoning Commission Meeting

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/83155407507>

Or One tap mobile :

US: +12532158782,,83155407507# or +13462487799,,83155407507#

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

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

Webinar ID: 831 5540 7507

International numbers available: <https://us02web.zoom.us/j/83155407507>

2 Roll Call

3 Receipt of the Minutes

A. Minutes - August 13, 2020

B. Minutes April 27, 2021

4 Comments from citizens appearing for items not on the agenda

5 Continued Items

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.

- A. Planning File 12-21-Consideration of an Appeal of a Community Development Director Decision to not accept/process a Major Site/Architectural Plan Review application and a Minor Subdivision application due to the proposal exceeding the maximum number of multi-family residential apartment units allowed by the Glenwood Meadows Annexation and Development Agreement and Zoning and Development Plan (GMADAZDP), as filed with the Garfield County Clerk & Recorder's office at reception #616083 and subsequent amendments thereto. The Appeal is filed pursuant to Municipal Code section 070.060.070(c). The subject property related to the Appeal is Lots 11 C-B (PIN: 2185-041-41-003) and 11 C-C (PIN: 2185-041-41-002) of the Glenwood Meadows Subdivision No. 6. and is zoned Residential High-Density (RH) District (R/3 per the GMADAZDP) (Continued from May 10, 2021)

6 New Items

- A. Planning File 09-21-Consideration of a Minor Site/Architectural Plan review for the addition of eleven multifamily units in a building that is currently vacant. The application includes consideration of an administratively reviewed Right-of-Way Encroachment License for building cornices that overhang the public right-of-way.
- B. Planning File 16-21 - Consideration of a Variance from Article 070.040.110(g)(4)a4 and 070.040.110(i)(3) to allow the installation of two signs in the RM-1 Residential Medium Density zoning district that exceed the maximum 10 square foot sign area allowed and to illuminate one of the two signs
- C. Consideration of Planning and Zoning Commission by-laws.

7 Commissioner Comments

8 Director Comments

9 Adjournment



MINUTES
City of Glenwood Springs
Planning and Zoning Commission
Regular Meeting
August 13, 2020
Zoom
6:00PM

1. Roll Call

Present at roll call were Commissioners: Marco Dehm, Amber Wissing, Sumner Schachter, George Shaver, Ben West, Carolyn Cipperly, Dean Kinkel

Absent at roll call were Commissioners: None

Also present were: Asst. City Manager Jenn Ooton, Asst. Community/Economic Dev. Director Gretchen Ricehill, Senior Planner Trent Hyatt, City Attorney Karl Hanlon, Alissa Owsley, IT Director, Catherine Fletcher, City Clerk.

2. Seating of Alternate Commissioner

Commissioner Schachter made a motion to seat Alternate Commissioners West & Kinkel. Commissioner Wissing seconded the motion. Commissioner Dehm called the item to question.

Motion passed unanimously.

3. Public Comments

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

4. New Items

- a. Planning File 48-20: Consideration of an Appeal of a Community Development Director's decision that retail marijuana establishments are a prohibited use in Glenwood Meadows based on the Glenwood Meadows Annexation and Development Agreement and Zoning and Development Plan land use table filled with the Garfield County Clerk & Recorder's office at reception #616083.

Gretchen Ricehill, Assistant Community Development Director provided the Commission with a presentation on the planning file application.

Applicant Ben Johnston, 818 Grand, representing Glenwood Meadows LLC, owner of property provided a short presentation on the application. Johnston summarized that the intent of the appeal was to address the contract between the City and Glenwood Meadows, LLC., how the contract is interpreted, and how it was interpreted in the past. He indicated that retail is a listed use in the Annexation and Development Agreement (ADA) but marijuana is not. Where uses are not listed the Glenwood Springs zoning ordinance applies. Mr. Johnston provided two examples where the city allowed uses that were not covered in the ADA including the Community Garden and two electric charging stations. The city did not take the position that since these uses were not listed they were prohibited. Johnston requested the Commission reverse the decision to not allow a Special Use Permit application for retail marijuana.

Applicant Robert MacGregor, 3925 County Road 154, representing Glenwood Meadows LLC provided additional comments on the item. Macgregor stated that the use table in the Glenwood Meadows agreement was not prescriptive and that the agreement would allow retail marijuana pending approval of a Special Use Permit.

Applicant Chris Hawkins, Alpine Planning thanked Commission for its time and reiterated the previous points of applicants Macgregor and Johnston.

Commissioner Dehm opened the item to public comment.

Matt Bennett, 796 Castle Valley Blvd, New Castle commented in support of approving the appeal and allowing a Special Use Permit application.

Commissioner Dehm closed the item to public comment.

Commissioner Schachter asked for staff to confirm the instances that prescriptive uses applied to uses in the Meadows as referenced by Applicant Ben Johnston. Ricehill stated that the decision to deny the appeal was consistent with policy going back to the adoption of marijuana ordinances by the City. Ricehill also stated that electric car charging stations were not a separate land use. Schachter asked how the City had treated previous applications for marijuana retail in the Meadows and Ricehill explained that all previous store requests were not processed as they were not allowed.

Commissioner Dehm asked if electric charging stations were not a separate land use and just part of the parking lot, which staff confirmed. Dehm also asked about the approval of the Community Garden, and Ricehill did not have additional information on the approval process for

the Community Garden. Dehm also asked if there had been any other instances where a use was approved based on municipal code rather than the Meadows development agreement. Staff did not have information on that specific question. Dehm also asked if all landowners in the Meadows were required to agree to amend the ADA.

Karl Hanlon, City Attorney explained that the nature of the amendment determined the process of amendment and if all owners would need to approve. Hanlon also stated using the Municipal Code to permit uses in the Meadows, then future zoning changes could have a significant effect on the uses allowed in the Meadows as compared to the original development agreement. Hanlon also stated that some uses were disallowed by pre-existing private covenants for the development.

Commissioner Dehm asked to confirm that between the two sets of regulations, City and Meadows, if the more restrictive regulations were applied. Staff confirmed that the more restrictive regulations were applied.

Applicant Mike Maple stated the original zoning change was made with intent to open a store. Maple also stated that, as a partner in Glenwood Meadows, they had not had any previous agreements with anyone looking to apply for a marijuana store in the Meadows. Maple also opined that the electric charging stations were not an allowed use per the Meadow agreement yet they were allowed by the City.

Applicant Robert MacGregor stated that no previous applicants had permission of the Meadows to apply for a retail marijuana license. MacGregor stated that the silence on the issue of retail marijuana in the agreement did not constitute prohibition.

Chad Lee, Balcomb & Green, stated that the language of the development agreement seemed to indicate that silence on the issue of retail marijuana in the agreement meant that the permitted uses per the City zoning district should apply, which would allow a Special Use Permit application.

Applicant Ben Johnston stated that it seemed that Municipal Code was more restrictive in that it separates marijuana retail from general retail, while the Meadows agreement lists retail as a broad category.

City Attorney Karl Hanlon explained that the Planning & Zoning Commission's decision would set a precedent for these types of decisions. Hanlon explained that future staff interpretation of this type of issue would follow Planning & Zoning Commission's decision on this issue.

Commissioner Dehm asked if staff could confirm the exact number of marijuana establishments that had been denied. Ricehill explained that staff could only provide the number of approved establishments. Ricehill also explained that medical marijuana was formerly a permitted use and did not require a Special Use Permit and even then, there were no stores in the Meadows.

Applicant Mike Maple stated that, previous to this applicant, the Meadows had not received any inquiries as to opening a marijuana store in the Meadows.

Applicant Robert MacGregor stated that this decision should be made keeping in mind flexibility for the future and rather not so focused on solely the retail marijuana use.

Applicant Ben Johnston stated that the ADA agreement seemed clear that municipal code applies.

Applicant Chris Hawkins stated that there is no mention of the Meadows agreement in the land use portions of the municipal code yet there is reference to it in design standards.

Commissioner Dehm asked Applicant Chris Hawkins if he was a part of the zoning change and if a potential use was specified as part of that decision. Hawkins confirmed that future uses were not specified during that process.

City Attorney Karl Hanlon requested interpretation from the owner of the authority section of the agreement. Applicant Ben Johnston explained that the Meadow's interpretation is that specified uses prohibited in the agreement supersedes Municipal Code and that if there is silence in the agreement, then Municipal Code is applied.

Commissioner Cipperly made a motion to reject the Director's decision that retail marijuana establishments are a prohibited use in Glenwood Meadows based on the Glenwood Meadows Annexation and Development Agreement and Zoning and Development Plan.

Commissioner Shaver seconded the motion.

Commissioner Schachter asked if the motion to reject the decision would allow a Special Use Permit application for retail marijuana. Schachter also cited that Meadow's original agreement seemed to have been designed with future flexibility in mind rather than being brought into the City as a PUD.

Commissioner Cipperly acknowledged this would set a precedent and stated other uses not prohibited seemed to have been allowed, citing electric charging stations and the community garden.

Commissioner Dehm asked if a proposed store here would still be required for review of a Special Use Permit, which was confirmed by Karl Hanlon.

Commissioner Wissing asked to specify voting options.

Commissioner Dehm called the item to question.

Motion passed unanimously.

5. Commissioner Comments

Commission Wissing thanked staff for their time.

Commissioner Cipperly asked if the recycle center would be reviewed by Planning & Zoning.

Commissioner Schachter reminded the Commission of the upcoming joint work session between Housing Commission and City Council.

Commissioner Kinkel thanked staff for their time.

6. Director Comments

Director Jenn Oton stated that a joint meeting between Planning & Zoning Commission and City Council was being planned.

7. Adjournment

Meeting was adjourned at 7:36 PM.

DRAFT



MINUTES
City of Glenwood Springs
Planning and Zoning Commission
Regular Meeting
April 27, 2021
Zoom
6:00PM

1. Roll Call

Present at roll call were Commissioners: Marco Dehm, Amber Wissing, Joy White, Pete Waller, Carolyn Cipperly

Absent at roll call were Commissioners: Sumner Schachter, George Shaver, Ben West

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, City Engineer Terri Partch, Public Works Director Matt Langhorst, Fire Chief Gary Tillotson,

2. Seating of Alternate Commissioner

Commissioner Cipperly made a motion to seat Alternate Commissioner Waller. Commissioner Wissing seconded the motion. Commissioner Dehm called the item to question.

Motion passed unanimously.

3. Receipt of the Minutes

Commissioner Waller made a motion to accept the minutes from the March 23, 2021 meeting. Commissioner Wissing seconded the motion. Commissioner Dehm called the item to question.

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 64-20: Consideration of a Minor Site Architectural Plan to add five new dwelling units at 405 Laurel Street, a property with five existing units. (PIN #2185-091-00-008) Continued from March 23 & April 6, 2021 meeting.

Assistant Community Director Gretchen Ricehill provided Commission with a short presentation on the item, continued from the March 23, 2021 meeting. Due to an error in creating the Zoom link, this item was not discussed at a scheduled meeting on April 6th and continued to April 27th.

Commissioner Waller had questions on the number of parking spaces provided. Waller also asked about the parking limits per lease for one-bedroom units. Applicant Romeo Baylosis provided more information on how the traffic generations counts were calculated.

Commissioner Cipperly had questions about the proposed sidewalk layout on the property. Applicant Romeo Baylosis provided more information on the design and layout of parking on the site.

Commissioner Dehm also had questions about the layout of parking on site, stating preference for adding another onsite parking space on the west side of the parking area. Applicant Romeo Baylosis explained that adding the extra space on the west could be possible.

Applicant Leah Mayer stated that the required change in design due to Code requirements for building transition would be difficult to achieve and that the likely result would be the loss of onsite parking.

Commissioner Waller asked about the status of the new designs and elevations. Applicant Leah Mayer stated that they had submitted new designs to the Community Development Department.

Ricehill provided more information on Code requirements for building transitions.

Commissioner White had questions about the differences in zoning and parking requirements. Staff explained the parking requirements for this property as compared to downtown.

Commissioner Dehm asked staff if additional public comment had been received. Staff confirmed that no additional comments had been received.

Commissioner Cipperly made a motion to continue the item to the next scheduled meeting citing concerns over revised designs and its effects on provided parking.

Commissioner Waller seconded the motion.

Commissioner Cipperly had questions on roof design and plate height.

Commissioner Waller had questions on the building transition requirements.

Commissioner Dehm expressed reluctance to further continue the item.

Commissioner Wissing expressed support to approve the item, acknowledging staff and applicant would continue to work on the design.

Commissioner White also expressed support to approve.

Commissioner Cipperly withdrew the motion to continue. Commissioner Waller withdrew the second.

Commissioner White made a motion to approve the item citing findings and conditions on page 9 and 10 of the staff report.

Commissioner Wissing seconded the motion.

Commissioner Waller proposed another parking space be added as a condition. Staff confirmed that this could be included in amended conditions.

Commissioner White amended the original motion to combine conditions C & D and amend them to add a parking spot to the existing 5 spaces. Commissioner Wissing amended the second.

Commissioner Dehm called the item to question.

Motion passed unanimously.

- b. Planning File 09-20: Consideration of an annexation and the initial/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 March 23, 2021 meeting.

Commissioner West joined the meeting.

Senior Planner Trent Hyatt introduced the application, continued from the March 23rd, 2021 meeting. Hyatt indicated that the applicant had provided more information addressing feedback received at the March 23rd meeting. Hyatt also indicated additional public comment had been received.

Commissioner White requested staff to provide explanation about cost and benefits to annexation. Hyatt explained the process of annexation and how any future development on the site would have to go through the major site plan review process. Hyatt also explained potential development scenarios if the property remained in Garfield County.

Commissioner Waller had questions how the project related to the Comp Plan, particularly small town character. Waller also asked when and how the PUD regulations would be implemented.

Hyatt explained that the annexation would create a PUD as part of it becoming part of the City. Waller also expressed concern over timing of the traffic study. City Engineer Terri Partch explained that staff had confidence in the traffic counts, and stated applicant had taken traffic counts at multiple locations, including capturing school traffic. Commissioner Waller also asked about comments from Fire and Police Departments. Hyatt stated that no specific comments from Fire and Police were in the packet.

Commissioner White asked if there was a stipulation that proposed amenities in the design would be a part of the PUD. Hyatt explained that the design of any proposed development would be determined during the site review process following annexation.

Commissioner Dehm asked if a higher density were possible without a PUD. Hyatt explained the PUD was intended to give more flexibility in design and amenities. Dehm also asked about the open space requirement. Hyatt confirmed that the proposed development met code requirements for open space requirements. Hyatt also explained the PUD would be restricted to 360 units and that alternate densities under other zonings would require more analysis.

Commissioner Waller asked for more details on how this development would affect water demand. Public Works Director Matt Langhorst explained that this property had water rights to the Reynolds Ditch and that some of those water rights would be used for irrigation. Langhorst explained that this would reduce the amount of water consumed by the proposed development. Langhorst explained that the City would have capacity to serve the proposed development.

Commissioner Cipperly asked how the sprinkler system in this development could affect water capacity city wide. Langhorst explained that even prior to this proposal the City was looking at adding another water tank in North Glenwood to provide additional water capacity.

Applicant Barry Rosenberg provided the Commission with a presentation with responses to community concerns about growth, emergency evacuation, traffic, affordable housing, water, height, and overall infrastructure demands of the proposed project.

Applicant Curtis Rowe, Traffic Engineer with Kimley-Horn provided further explanation on the traffic study conducted for this proposal. Rowe stated that counts were conducted in March 2021 and summer of 2020. The second count was completed to incorporate school traffic. Rowe also explained that these traffic numbers were compared to previous counts and accounted for future re-development of the mall to create the traffic estimates. Rowe described proposed improvements to nearby streets and intersections.

Applicant Matthew Fitzsimmons, Architect with Hord Coplan Macht presented on the site design, included cross sections and elevations of the proposed development. Fitzsimmons explained how the grading of the site would affect perspective of the elevations as seen from the north.

Commissioner Wissing requested a recess. Commissioner Dehm called for a five minute recess.

Meeting resumed.

Commissioner Wissing asked staff how a PUD could be amended. Trent Hyatt explained a PUD would require approval by Planning & Zoning Commission and City Council.

Commissioner White asked the applicant if they had rent ranges for proposed units. White also asked if there had been proposed improvements to West Glenwood Fire Station. Applicant Barry Rosenberg explained that the goal for rents was to be \$1200-1400 for studios. Fire Chief Gary Tillotson stated that there had been no direct conversation regarding this development and a possible new station in West Glenwood. Tillotson stated that the existing station was obsolete and undersized. Tillotson also stated they were working with Garfield County and CDOT to minimize traffic gridlock associated with wildfire events.

Commissioner West asked if any domestic water would be used for irrigation. Hyatt confirmed that irrigation would come from the Reynolds ditch and that the systems would be separate. West also asked if the traffic study had included the 6th Street roundabout. Applicant Curtis Rowe explained that roundabout was beyond the scale of the study in relation to the size of the proposed development. West also asked about the proposed road improvements.

Applicant Yancy Nichol, Sopris Engineering clarified that the streets would be widened to provide additional space for bicycle routes and parking.

Commissioner Waller asked how much would be added to the width of the road. Nichol confirmed the street would have 10-11' additional space for travel lanes, 8' for parking, and additional space for landscaping.

Commissioner West asked for more information on the full development of the mall in use for traffic study. Applicant Curtis Rowe explained this was calculated as if the mall were at full retail capacity. West also had questions on height and asked about height restrictions. Hyatt explained that some zones allowed for building heights of 60'. West also asked how this development could affect the water capacity to support future developments. Matt Langhorst provided further explanation regarding system improvement fees and how those are utilized.

Commissioner Cipperly had questions about the proposed road improvements. Hyatt explained the improved roads would likely be annexed with this property. Cipperly also asked about traffic counts at the Mel Ray roundabout. Applicant Curtis Rowe explained 80% of traffic in the study was assigned to the roundabout.

Commissioner Wissing had questions on the traffic study as well.

Commissioner Waller had questions about which fire evacuation measures the City would take in relation to this development and the development's role in those measures. Hyatt explained this process would be driven by the City rather than this individual developer. City Engineer also stated that the process would be City driven. Fire Chief Gary Tillotson also expressed hope that these plans would be in place before this potential development would be completed. Waller also asked about the transition from the single family north of Donegan to the proposed development and the height of the buildings. Applicant Matthew Fitzsimmons provided more information to Waller's questions.

Commissioner Wissing asked who the anticipated residents of the development would be. Applicant Barry Rosenberg explained that it could be comparable to Six Canyons and the Lofts, with residents coming from a variety of sources. Hyatt explained that in speaking to developers, recent developments have been filled by approximately 1/3 existing Glenwood residents, 1/3 local resident relocating to Glenwood, and 1/3 coming from elsewhere.

Commissioner White asked when the Bell-Rippy project would be completed. Hyatt confirmed Bell Rippy would have 100 units and was starting construction in June 2021. White asked if they had considered home ownership options within the development. Rosenberg explained that was not a traditional part of their company's management model but could be considered.

Commissioner Wissing asked if some of the amenities such as the park would be accessible to the public. Rosenberg explained amenities were typically only available to residents. Rosenberg stated they were looking at working with Two Rivers School for a traffic management plan.

Commissioner Cipperly expressed concerns about how the proposed development would impede the view of the mountains from current Donegan residents. Cipperly requested a rendering made from ground level on Donegan Road.

Commissioner Dehm asked if this was the lowest density possible to make the project work. Applicant Barry Rosenberg explained that this project was designed at the lowest density to make the project feasible. Commissioner Dehm also asked if the developer had considered meeting the 20% resident restricted and 10% affordable restricted units. Rosenberg stated that the project was already providing the 10% affordable restricted units and could look into meeting the 20% resident restricted units.

Commissioner Dehm opened the item to public comment. Commissioner Dehm confirmed that public comments had been received and included in the packet for this item. Dehm requested that only members of the public that had not previously submitted comment present.

Mark Gibson, supported denial of the item, citing building height, traffic, and parking.

Todd Hurst, supported denial of the item, citing traffic, utility capacity, open space, lack of single family ownership options, among other concerns.

Joanne Stanley, supported denial of the item, citing wildfire concerns, management of site, density, affordability, and water concerns.

Sean Jeung, expressed concerns about lack of parkland, density, and size of development.

Anne Stephens, expressed concerns regarding the development citing density, size of development, wildfire concerns, and traffic.

Michael Hoban supported denial of the item, citing incompatibility of the project with existing neighborhood, traffic, and wildfire concerns.

Carlene Clark, supported denial of the item citing wildfire concerns and traffic.

Commissioner Dehm closed the item to public comment.

Applicant Barry Rosenberg stated that the property would limit the number of vehicles per lease and regulate use of outdoor patio space. Rosenberg also commented on the housing study, parking, traffic, and local population growth.

Applicant Curtis Rowe, Kimley & Horn provided additional information on the traffic generation calculations. Rowe also provided information on the daily trips currently generated on nearby streets.

Applicant Barry Rosenberg also described how the proposed project seemed to match the vision for this area as described in the 2011 Comprehensive Plan.

Commissioner Cipperly asked for confirmation for the Planning Item. Commissioner Cipperly asked to continue the item based on findings and conditions of March 23rd staff report. Cipperly cited the need for more information.

Commissioner Waller seconded the motion.

Commissioner Cipperly requested the developer provide more information on the project such as: developer provide heights to peaks of rooves and tops of parapets, rendering perspective from Donegan including Red Mountain, verification that the Reynolds Ditch runs and that no municipal water will be used for irrigation, fire protection details, can-and-will serve letter from West Glenwood Sanitation District, completed wildfire and evacuation plan, formal agreement with emergency services for evacuation routes, flood and mudslide debris flow routes, traffic study, pedestrian safety at Mel Ray, and dedication of parkland instead of fee-in lieu fees for parks.

Commissioner Waller also stated would like to see there be potential home ownership opportunities in this development.

Commissioner Wissing requested more information on the potential partnership with Two Rivers School and potential traffic effects.

Commissioner Waller had questions on density of the project and if this project could be lower density.

Commissioner Dehm expressed concerns over the need for an evacuation plan for the area as well as fire protection. Dehm also discussed the Housing Commission recommendations on page 138 and 139 of the staff report. Dehm also expressed the desire to see another connection to Highway 6. Dehm also asked the applicant how long the applicant would need to continue the meeting.

Commissioner Cipperly amended the original motion to continue the item to the next scheduled regular meeting at the end of May.

Commissioner Waller amended the previous second.

Commissioner Dehm called the item to question to continue the item.

Motion passed unanimously.

6. New Items

- a. Planning File 08-21: *Consideration of an amendment to a Development Agreement for a Minor Site/Architectural Plan review for Caverns Village*

Assistant Community Development Director Gretchen Ricehill provided the Commission with a presentation on the proposed project. Ricehill explained that the amendment was to convert 4 of the units in the building into hotel units.

Ricehill stated that staff recommended approval of the item citing finding and conditions on page 3 & 4 of the staff report.

Commissioner Waller asked for clarification on the differences in lodging as defined by Code. Staff provided more information on the differences between hotels and short-term rentals as defined by Code.

Commissioner Cipperly asked a question on the language of the original Development Agreement and the language on the four free market units.

Commissioner Dehm asked staff for more information on the Resort Zoning District.

Applicant Steve Beckley, Iron Mountain Hot Springs briefly discussed the project and how this request to amend the Development Agreement was developed.

Commissioner Dehm opened the item to public comment.

No members of the public presented.

Commissioner Dehm closed the item.

Commissioner Waller made a motion to approve the item citing finding and conditions on page 3 and 4 of the staff report.

Commissioner Wissing seconded the motion.

Community Development Director Jenn Ooton and City Attorney Karl Hanlon mentioned that Planning & Zoning Commission has been taking two meetings to decide on items.

Commissioner Waller amended the original motion to continue to the May 10th special meeting.

Commissioner Wissing amended the second.

Commissioner Dehm called the item to question.

Motion passed unanimously.

7. Commissioner Comments

Commissioners thanked staff and applicants for their time.

8. Director Comments

Director Jenn Ooton reminded the Commission of an upcoming CDOT meeting.

Ricehill also provided the Commission on an update for the next month's regular meeting.

9. Adjournment

Meeting was adjourned at 10:08 PM.



Planning and Zoning Commission Report

Date: May 25, 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, where the Commission received additional information from the applicant and comments from the public. All information/materials previously provided are attached for your review.

Additional issues and concerns regarding the proposal were raised by the Commission at the April 27, 2021 meeting. Consideration of the proposal was continued to allow staff and the applicant to address the items outlined below.

1. Provide proposed maximum heights of all buildings to the peaks of sloped roof and tops of parapets of all buildings.
2. Perspectives from points of view homes along Donegan Road with heights of proposed buildings with an overlay of Red Mountain depicting impacts of view.
3. Verification that Reynolds Cain ditch runs the full irrigation season confirming the lack of need for City water
4. City water availability meets all firefighting needs.

5. City fire services/equipment can be provided for the density and building heights proposed and/or where they are lacking.
6. Can and will serve letter from West Glenwood Sanitation District.
7. Completed wildfire assessment and evacuation plan (similar to plan completed South Bridge/Four Mile).
8. Formal agreement from emergency services related to evacuation routes and the developers financial contribution.
9. Confirm any flood, mud slides and/or debris flow path routes on the property.
10. Traffic analysis should include impact of proposed development at Ami Acres.
11. Pedestrian safety through crossing at roundabout at Mel Ray.
12. Line of sight at both exits along Donegan and Storm King.
13. Further consideration of park land dedication as opposed to fee in lieu.
14. Potential for future condominiumization of townhomes.
15. Financial feasibility of project compared to the density proposed and related infrastructure costs balance.
16. More information regarding partnership with Two Rivers Community School.
17. Grand Avenue bridge roundabout impacts.
18. Understanding of apartment units approved in the City to date since housing study.
19. Vehicle access through the mall site.
20. Housing Commission recommendations met.

Either staff or the applicant has addressed these matters via attached responses or updated drawings. Additional public comments received since the April 27 meeting are also attached for your consideration.

PROJECT SUMMARY

Please see the attached March 23, 2021 staff report and April 27, 2021 staff report memo for additional information.

REVIEW CRITERIA AND STAFF ANALYSIS

Please see the attached March 23, 2021 staff report and April 27, 2021 staff report memo for additional information.

REVIEWING AGENCY COMMENTS

Please see various attachments and/or the attached March 23, 2021 staff report and April 27, 2021 staff report memo for additional information.

ACTION ITEMS & STAFF RECOMMENDATIONS

Please see the attached March 23, 2021 staff report and April 27, 2021 staff report memo for additional information.

Suggested Findings:

Please see the attached March 23, 2021 staff report and April 27, 2021 staff report memo for additional information.

From: [Gretchen E Ricehill](#)
To: [Trent Hyatt](#)
Subject: FW: Annexation and Rezoning of 214 Center Drive, Glenwood Springs, and Development by R2 Partnership
Date: Monday, May 24, 2021 8:01:53 AM

From: Elizabeth Phillips <ejp5@hotmail.com>
Sent: Saturday, May 22, 2021 5:41 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Annexation and Rezoning of 214 Center Drive, Glenwood Springs, and Development by R2 Partnership

Hello, Gretchen,
Please forward this letter to the Planning and Zoning Commission and others as appropriate.
Thank you.

I am writing to add my voice to those of the many fellow residents of West Glenwood Springs who have expressed their deep concerns about, and opposition to, the annexation and rezoning of the pasture property at 214 Center Drive by R2 Partnership. As a long-time home-owner in West Glenwood Springs who plans to live here many more years, I implore the Planning and Zoning Commission to thoroughly consider the following critical issues:

1. Evacuation routes. The recurring and seemingly inevitable wildland fires that continue to threaten our area require that we have effective evacuation routes to protect us. Recent history has shown that such routes do not exist. What is the plan to take into account the 500-1,000 additional vehicles that this 360-unit complex will add to currently inadequate evacuation routes?

2. Traffic. Recurring closures of I-70 because of mud/rock slides, traffic accidents, other emergencies continue to cause massive, lengthy back-ups of traffic in West Glenwood. These closures and gridlocks prevent medical and police services from reaching homes in this area of 3,500 residents, more than one third of the population of the city.

What is the plan to address the issue of access into and out of West Glenwood

during such closures, when approximately 900 (25 percent) more residents are added?

3. Benefit to the City. What would be the economic benefit to the City of allowing this development to proceed? At a prior meeting of the Commission, this question was asked of City Attorney Karl Hanlon. He answered that historically a city does not enjoy an economic benefit overall from adding residential rental units; in fact, it often results in a negative economic impact. Why would the City allow this development to proceed if it likely will have negative economic consequences?

For these reasons, plus the many others already elaborated by my neighbors, I respectfully request the Planning and Zoning Commission to protect the safety, well-being, and quality of life of the 3,500 residents of West Glenwood by rejecting the application of R2 Partnership to annex, rezone, and develop this property.

Elizabeth J. Phillips
120 Rockledge Drive
Glenwood Springs
Colorado 81601

From: [Gretchen E Ricehill](#)
To: [Trent Hyatt](#)
Subject: FW: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership
Date: Monday, May 24, 2021 8:02:56 AM

From: fourkward <fourkward@gmail.com>
Sent: Sunday, May 23, 2021 11:02 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

Sent from my Verizon, Samsung Galaxy smartphone

To: City of Glenwood Springs Planning & Zoning Commission

We have several issues with the big development.

First would be fire safety. Our roads do not support evacuations. Evacuations have occurred in West Glenwood and have ended up in total chaos, it is extremely dangerous and life threatening. Adding that many more people, and their vehicles, would be a step in the wrong direction for human safety. The Fire Dept is not staffed or equipped to support such a project. Last year when south canyon closed due to wildfire, all roads in west glenwood were jammed up with vehicles so bad emergency services could not navigate through to respond to any other emergency calls if needed. They would have had to walk to respond to any calls carrying their equipment. This is really scary to think about if it was any worse than it was.

Our house, located on the west side of Mel Rey, will border the project, along with our business. The proposed project will take away views from us that we have enjoyed for 20 years, not to mention the night light pollution, which would increase 100 times more with this proposed project. Three story buildings are just way too tall and parking lots require a certain amount of lighting per lot and with the proposed development plans the building and landscape would take away from our property values.

They have shown plans behind our back yard fence for a parking lot. With us being in the Towing & Recovery business for 40 years, I know personally, I would want more protection then a wooden fence, because people can't be trusted with their driving abilities! We would request a safety wall

be built for our safety of our property, our house & most importantly my family. The proposed parking lot is way too close to my house.

Another concern would be the traffic study. We feel the traffic study is inaccurate. Living on Mel Rey for at least 20+ years as well as our trucking/ towing & diesel repair business 40+ years. There is significant truck traffic due to the designated truck route on Mel Rey, Donegan & Stormking Rd. Last year to this year, Mel Rey has been way calm due covid business & school restrictions, there was way less traffic then normal. After the old Post office on Stormking Rd. turned into a school, it has been hard to use the designated truck route because the school already lacks parking and has to park the school buses on the street. That is another issue all in itself but has been manageable with towing tractor-trailers with our heavy wrecker (tow truck). Now with the proposed development of adding thousands of people plus their vehicles, the proposed sidewalks will make it almost, if not impassable. We are not the only large trucks in this area that will have an issue trying to navigate the narrowing road with the proposed sidewalks on Melrey & Donegan. In all reality, the sidewalk should be built on the proposed property project and not on the designated truck route.

Our issue with the proposed sidewalks on Mel Rey is a big concern for us. Mel Rey Rd. is NOT wide enough to handle sidewalks. We for one cannot afford to lose any parking to our business, this would destroy my location of our business with my truck parking & the parking for our large vehicle customers. Semi's (tractor - trailers), dumptrucks, heavy equipment & various passenger vehicles. We would not even be able to park a normal sized pickup truck in our designated parking area let alone our heavy equipment. We are not the only business this would affect, it would hurt every business on the west side of Mel Rey with their customer/ employee parking. Parking is already an issue around Glenwood and this would be adding to the existing growing problem.

We also have a concern for lack of resources available. Lack of another Grocery store, water supply, fire, police/ sheriff personal. We have personally heard not too long ago from local law enforcement that west glenwood is getting rough and the laws do not protect us like they should. So in conclusion of all of this, we strongly oppose the annexation of the West Glenwood Pasture development. In our opinion it would not be the right move for our community at this time.

Sincerely,
Kevin & Kelly Ward
0191 Mel Rey Rd.
Glenwood Springs, CO 81601

-And also-

Glenwood Enterprises, Inc
dba Blaine Ward Towing
Attn: Kevin Ward
0111 Mel Rey Rd.
Glenwood Springs, Co 81601







May 24, 2021

To: Glenwood Springs Planning and Zoning Commission

You've previously been informed that more than 60 years ago, in 1960, my parents, Adolph and Edith Diemoz, purchased 30 acres of privately owned land in West Glenwood as an investment property.

- This land was not our family homestead. Our homestead was near El Jebel in about 1905. Our land behind the mall has been commercially zoned for decades, and has never been designated as open space.
- In 1980, the Diemoz Family sold about 14 acres of land for the Glenwood Springs Mall, and retained approximately 15.8 acres.
- Our Family, received county approvals for a commercial park and then built two commercial buildings. At that time, we installed all of the utilities needed to service all of the future development of our land.
- In 1982, 39 years ago, our Diemoz Family built and paid for our portion of the Storm King Road and deeded the road to the County, which all of West Glenwood uses.
- For nearly a year, R2 Partnership has worked in close cooperation with the City Planning Staff to refine the design of their proposed development, following suggestions and recommendations from the City's professional staff of planners and engineers.
- After extensive review, and revisions that included reductions to the density, the City Planning Department continues to recommend that you approve our proposed annexation.

Why?

Because the design has followed the *vision, goals and policies of Glenwood's Comprehensive Plan* as well as followed the City's Development Code. I've attached pages 41 and 46 of the City's Comprehensive Plan, and ask you to read the highlighted sections.

We believe the applicant has made significant concessions and their plan would be a great contribution to Glenwood. Our family believes it makes sense to be annexed within Glenwood's City limits with this proposal, however, our land will eventually be developed in some fashion in the near future, whether annexed into the City or not.

Thank you,

Floyd Diemoz, Glenwood Partnership, LLLP, Partner

uses. Ideally however, the City encourages RFTA to develop a BRT station Downtown because this would provide seamless access to commercial areas, employment, recreation, as well as other modes of transportation.

Glenwood Mall

This Plan envisions that the Glenwood Mall and the properties immediately north of it 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.

Glenwood Meadows

The Glenwood Meadows development originally included a housing component south of Wulfsohn Road. This component of the project has been delayed. However, the Comprehensive Plan continues to identify the housing component of the Glenwood Meadows project as a logical and ideal place for much needed community housing within walking distance of commercial areas, recreation and open space. Therefore, the Comprehensive Plan strongly encourages that the housing component be constructed. Additional housing units are also strongly encouraged on other properties within the Glenwood Meadows development. Live / work units, where the unit is designed to have a living spaces as well as a work space for non-nuisance producing businesses, are seen as appropriate here.

Hwy 6 Corridor

The Hwy 6 / 24 corridor currently is comprised of many different uses—auto-oriented commercial and service uses along the highway and residential uses tucked behind. In spite of having an elementary school much of the area lacks true neighborhood character and walkability. This area has potential for significant redevelopment in the future. As it does so, it is expected that the immediate Hwy 6 / 24 corridor will continue to be a mix of uses. New development is expected to include pedestrian interconnectivity, bicycle access, landscaping and building placement so that the corridor is an attractive, accessible, community-oriented strip and not just focused on highway traffic. Multi-family housing is expected to continue to be developed north of the corridor.

Residential Areas

Existing neighborhoods in Glenwood Springs are mostly walkable and “talkable” and give much of the “small town” character to the community, with their smaller building sites, traffic calming, shaded sidewalks, front porches instead of garages, and small neighborhood parks.

Most existing residential neighborhoods are envisioned to remain substantially unchanged over the next planning period. Some minor infill and redevelopment is expected through the addition of accessory dwelling units and where sensitively designed duplexes, townhouses or small apartment buildings may replace a mobile home or bungalow on a large lot.

existing boundary south of town to encompass the Bershenyi Ranch (Elk Meadows) and the Four Mile Ranch subdivision (Figure 3-17). Here, along Four Mile Road the City has extended sewer treatment services to these parcels through a long-standing pre-annexation agreement and it is felt that the City will be able to bring about a land use configuration for these properties that will better meet the aspirations of the city than would be possible under county jurisdiction.

Overall Annexation Position

1. Within the Urban Growth Boundary annexation is preferred over development through county jurisdiction, unless there are extenuating circumstances and significant public benefit to do otherwise.
2. Annexation will occur through petition of the land owner(s). While it is not the intent of the City to compel annexation, the City reserves the prerogative to initiate annexation if found to be in the best interest of the community.
3. The City will consider annexation only within the Urban Growth Boundary unless there is a compelling public benefit to consider annexation of a parcel outside the boundary.
4. The City is required to provide annexed parcels with infrastructure (electricity, water, wastewater) and services (police, emergency and other urban services) in a manner that is cost-effective and that does not unduly burden Glenwood Springs residents.
5. The City encourages and supports the annexation of the property immediately north of the Glenwood Mall to facilitate a compatible/coordinated mixed-use development.
6. The City should work with Garfield County to jointly adopt a major street plan for the Bershenyi Ranch / Elk Meadows property that will assure mutual commitment to a unified vision for development and open space.

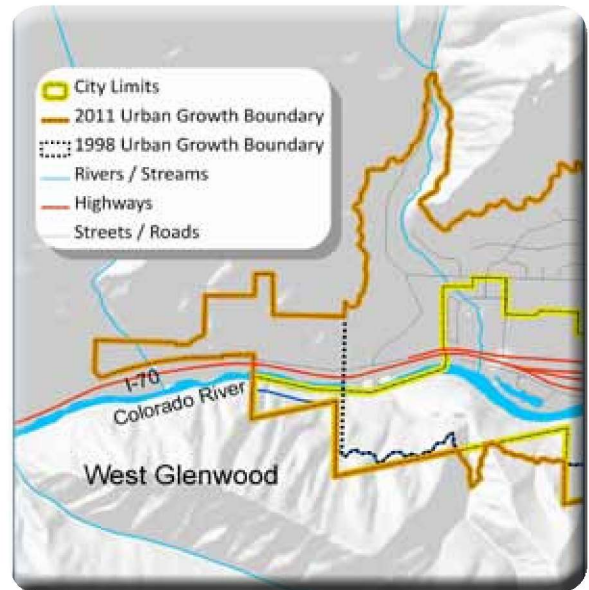


Figure 3-16: The Urban Growth Boundary was extended to include on the west end of town. Properties here have a low density residential land use designation.

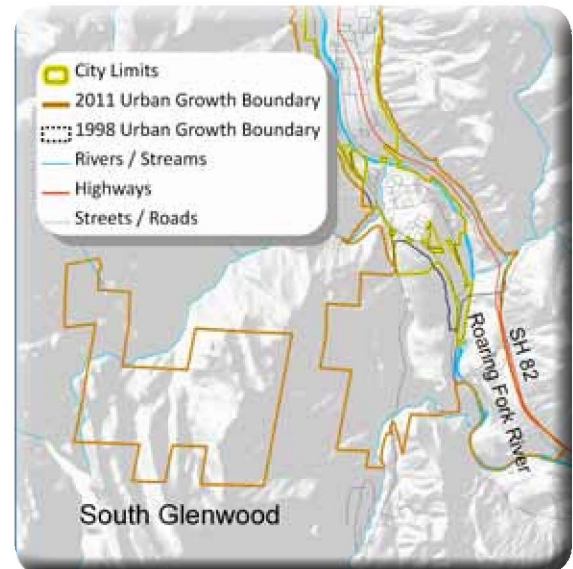


Figure 3-17: The Urban Growth Boundary was extended to include the Elk Meadows Properties south of town and additional property on the west end of the city.



From: [Gretchen E Ricehill](#)
To: [Trent Hyatt](#)
Subject: FW: Annexation and Rezoning of 314 Center Dr., Glenwood Springs
Date: Monday, May 24, 2021 4:40:43 PM

From: walter krom <w57ursman@hotmail.com>
Sent: Monday, May 24, 2021 4:28 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Annexation and Rezoning of 314 Center Dr., Glenwood Springs

To: Planning and Zoning Commission

I am a homeowner in West Glenwood Springs and I am opposed to the annexation and rezoning of the property behind the old mall, for the following reasons:

Safety: West Glenwood has a hazard rating of "very high" for wild fire. This means we MUST have safe evacuation routes. Adding more than 1,000 more residents, and possibly more cars and trucks, to this neighborhood would increase the danger to all in the case of evacuations, or detours when I-70 is closed as has happened multiple times recently. Gridlock is already a critical problem. We should not be increasing the potential danger by adding 1,000 or more vehicles to already inadequate evacuations routes.

Traffic: Our local streets cannot support 1,000 more vehicles coming and going daily, night and day, seven days a week. The existing traffic study does not accurately reflect the actual impact that would be felt. That study was conducted during a time when many people were either working from home or were unemployed and therefore not commuting to work. Also, schools were closed, which also reduced the traffic. The additional traffic caused by the proposed development would create unsafe conditions and congestion around the two nearby schools. Parking and driving near these schools are already difficult during school hours. In addition, using public parking space on Donegan Rd. is not at all realistic; all parking spaces are already full during school hours.

I am asking the Planning and Zoning Commission to please take these issues into consideration, and to protect the safety and well-being of the 3,500 current residents of West Glenwood by rejecting this application.

Respectfully submitted,

Walt Krom

120 Rockledge Dr.

Glenwood Springs, CO 81601

From: [Gretchen E Ricehill](#)
To: [Trent Hyatt](#)
Subject: FW: Letter re West Glenwood Pasture Development
Date: Tuesday, May 25, 2021 7:59:43 AM

Trent

See below for additional comments re: the annexation proposal.

Gretchen

Hi Gretchen. I realize you've been super busy getting ready for the Planning and Zoning meeting Tuesday May 25 th. I do appreciate you sending out a reminder on our Facebook page with the accessible links.

While scrolling through the comment links, I was really disappointed not to see the most recent letter my husband and I wrote and sent to you on May 10th.

Disappointed because I felt we gave some ideas/suggestions on ways to modify and accommodate our neighborhood if this development is approved.

Any idea why our letter wasn't included with the others?

Thanks for the time in responding to my concerns.

I'm sure you'll be so glad when this is all over.

Take care - thanks for all you do.

Jamie Darien

From: Jamie and Bob <jbdarien79@gmail.com>
Sent: Monday, May 10, 2021 7:49 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Letter re West Glenwood Pasture Development

To Glenwood Springs Planning and Zoning Commissioners;

We, my husband and I, know change is in the air, and with change sometimes comes growth.

Driving past all the new apartment developments in Glenwood Springs, we are well aware of change ;

Buffalo Valley Apartments (2021) - 116 units, The Lofts/Glenwood Meadows - 181 built, (2018), Six Canyons (2020) - 116 units, and the recently approved Bell Rippy development (2021)- 54 units (in the process of being built), we question the need for more apartment developments in our town and question if the occupancy is 100% in each.

We're also painfully aware when added together, these developments are

smaller in the amount of units, than the 360 units requested by the R2 Partnership proposal.

However, aside from the size(s) of these existing and presently proposed developments, we do believe a major factor to be considered regarding the R2 Partnership proposal, is in the location(s), of these buildings. As far as we know, it's our understanding, the West Glenwood development is the only structure that is being constructed in an **actual neighborhood.**

As a neighborhood community, we have voiced, and will continue to voice, our concerns regarding the impact of this structure on our homes and families. Numerous concerns and comments have been expressed regarding traffic, parking, safety, fire evacuation(s), and major increase in population.

The impact of traffic, safety, and major increase of population, (by approx 400-1200 cars and people) not only effects West Glenwood, but will have major impacts on all of Glenwood Springs.

The so-called "Butterfly Effect" (theory of a small change resulting in larger differences in a later state) may be evident with the increase of traffic on 6&24, I-70, Midland, Hwy 6&24, the bridge, Grand Ave., Hwy 82, and in addition, the increase of shoppers at small businesses, ie. our one and only grocery store, City Market.

We realize our one letter will not stop this change in our neighborhood from happening. Nevertheless, it may cause Planning and Zoning Commissioners and the R2 Developers to pause and rethink the magnitude of such a project.

We're hoping all involved with this decision of annexation will ask themselves the following questions;

- Are 3 and 4 stories really necessary ?
- Can a Victorian style roofing (a style not found that I'm aware of, in West Glenwood) be modified to allow for less height ?
- Can the 360 proposed units be decreased to allow for more open space ?

- Can story poles be utilized to allow for a more clear understanding of how much of Red Mountain will still be visible after the development is built ?
- Could No Parking signs be distributed along Donegan and side streets across from the development, to minimize the overflow of parking impact ?

As we stated earlier, we know change is in the air, as is growth in our small town. We just want to do the very best to prepare for the inevitable, and still keep our little town in Western Colorado from being overdeveloped and overcrowded.

“Never doubt that a small group of thoughtful, committed citizens can change the world. Indeed, it is the only thing that ever has.” Margaret Mead

Respectfully,
Bob and Jamie Darien

Dear Glenwood Springs Planning and Zoning,

I am a board member of the No Name Water Association. I also work with Roaring Fork Conservancy as Director of Education. I have lived in Glenwood Springs (and just outside of it in No Name) for the last 22 years. I would like to make a public comment, as a No Name resident regarding the proposed pasture development in West Glenwood Springs, behind the mall.

Spending the last two decades teaching in and around Glenwood Springs as a classroom teacher and then, as a Watershed Educator, I have deeply explored the watershed health and its effect on our community. I understand that the population of Glenwood Springs is growing, and when I moved here, I contributed to that growth. Increasing population inherently creates more need for water and resources while at the same time, squeezes the space we occupy, to contain more nonpoint pollution coming from multiple sources. Tackling this challenge is no easy feat. The question is how do we preserve what we love and not close the door behind us?

Glenwood Springs and the Roaring Fork Valley are sustained by the rivers and streams that allowed people to initially settle here. The rivers are truly our lifeblood. They also are a major driver in our economy as tourism is centered around water activities like skiing, rafting, golfing, and fishing.

Multiplex and high-density housing is a lot more water efficient than single residences. My concern is that approving multiple high density housing projects could result in drastically increasing the population of Glenwood Springs in a short amount of time. This could set Glenwood Springs and surrounding communities on a collision course. While high density housing and smart community development is essential in future planning, fast growth, when we are in the highest level of drought, could dry our rivers and streams to levels that render them unsustainable for aquatic species and recreation. We need a plan for lowering water consumption to reflect the water we have, versus the water rights, that if used, could compromise the health of our rivers and tourism. Balancing smart community growth with preservation is incredibly challenging. While the hope for gold and silver initially brought people here, it is the environment that creates our economic driver.

There are no easy answers, but if Glenwood Springs continues to consume water at current rates and increases population and housing, the result could be similar to communities that over developed and allocated water in Arizona and other population centers throughout the west. While municipal drinking water is not threatened, the depth of the water directly correlates to the temperature and oxygen levels that support the trout and aquatic species that sustain our ecosystems. We also need to avoid aridification to protect our communities from wildfires.

The green pasture field in West Glenwood also absorbs heat while adding moisture to an urban area. Open vegetated areas are buffer zones collecting and absorbing pollution from residential run off. Adding more concrete to West Glenwood does not increase the health of our current community. The Roaring Fork River and small creeks like No Name, sustain the riparian areas that create shade and increase moisture levels. We face increasing temperatures and shrinking water supplies. As a community, planning proactively to protect the beautiful gem that we live in, is an important part of sustainable and economic growth. I would like to recommend that existing developed areas be

redesigned and used for housing. I also would recommend that incentives for water conservation be offered to increase responsible landscaping.

Thank you for your time and consideration.

Megan Dean

From: [Gretchen E Ricehill](#)
To: [Trent Hyatt](#)
Subject: FW: West Glenwood Mall development project
Date: Monday, May 3, 2021 11:18:49 AM

Trent

Below is a comment for the Annexation file.

Gretchen

From: Jeanne <jeanne.dekoninck@gmail.com>
Sent: Monday, May 3, 2021 11:16 AM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: West Glenwood Mall development project

Please forward to P & Z :

We believe the planned development is TOO dense.

The extra traffic is a concern especially for users trying to get on Donegan Road from Sunny Acres and Vista Drive with poor visibility. Also the extra traffic will make bicycle riding more dangerous.

Gridlock is a big problem now.

Whenever there's an accident or closure on I-70 you can't even get to town or anywhere else from HWY 6.

Fire evacuation will be the same. I was sharing my concern with a friend who lives downtown and he told me I could always hang out on the golf course and go into the pond if it came to that point.

More cars on the road won't help this situation.

Sincerely,

Jeanne and Dennis Dekoninck

Sent from [Mail](#) for Windows 10

From: [Gretchen E Ricehill](#)
To: [Trent Hyatt](#)
Subject: FW: Re: pasture developement
Date: Monday, May 10, 2021 8:25:28 AM

From: folo@sopris.net <folo@sopris.net>
Sent: Sunday, May 9, 2021 5:00 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Fwd: Re: pasture developement

----- Original Message -----

Subject: Re: pasture developement
Date: Thu, 22 Apr 2021 19:31:32 -0600
From: George Shaver <georgeshaver1836@gmail.com>
To: folo@sopris.net

Lisa

Please send this to the city. We are permitted from individual contact on such matters. I can't read this if it is not part of the public record but can and will if it is out there for all to see.

You can find Gretchen Ricehill on the city website in the community development department.

Thanks

George

On Apr 22, 2021, at 8:31 AM, folo@sopris.net wrote:

George and Sumner,

First I'd like to thank you for serving on P&Z. It is wonderful that you are willing to give to our community. I know that you have already heard many of the concerns of the West Glenwood residents. But I would like to share my concerns after living in my family home of 54 years.

Many of us evacuated for the Storm King and the Coal Seam fires. It was a frightening experience for me with three small children. My husband was a fireman at the time and stayed behind to fight for the neighborhoods of west Glenwood. This past summer was equally frightening when the streets of west Glenwood were inundated with bumper to bumper traffic and the south canyon fire burning. The residents

of west Glenwood were prepared to evacuate their homes but could not even get out of our driveways. If this development is pushed through the extra 1000+ residents will only compound the problem.

Last summer the developer met with a few of us. He listen to our concerns but they fell on deaf ears. Mr. Rosenberg said that there would not be a "main" entrance onto Donegan. Why would you put the main entrance up into our neighborhood. When the main goal would be to move the traffic south and toward town/I-70. Another concern is putting parking on Donegan. Why is he not planning to have all of the required parking inside of his development? Plus allowing parking on the south side of Donegan will give people the impression that they can park on the north side of Donegan. As one resident pointed out, there are many lost semi drivers that come up Mel Rey turn left onto Donegan drive down to Storm King Road. Make another left to get back to 6&24. We already have the problem with the buses parking on the shoulder now we'll have parked cars too.

I am also wondering where Mr. Rosenberg thinks that he can get away with a 53 foot building. The four story limit doesn't apply to him? Where else in this are is there a four story building? No where because we are a residential neighborhood made up of SINGLE FAMILY HOMES!!!!!!!!!!!! I am also concerned with the "work/live" units. Those units are located across the street from the Two Rivers School. That area is already a mess. So now he thinks more commercial space should be added there?

I know that many P&Z members did a drive through to check out our area. I'm wondering if either of you went down Center Drive towards Gregory Park? That over populated street is bumper to bumper with parked cars on both sides of the streets. During the day it is the teachers that park there. At night it is the residents that don't have room in their own garages or driveways, that take up that space. We already have too many vehicles parked everywhere. You can not even enjoy the tiny park that the city provided all of west Glenwood.

I believe that with our town and states concern with water supply we are asking for even more problems by allowing this huge development to proceed. West Glenwood does not have the infrastructure to handle a development of this size. Please understand that I am not against building. For goodness sake my husbands business relies on it. There are many other things that could be done in this beautiful pasture that would not negatively impact the lives of the residents of west Glenwood.

Thank you so much for your time.

Lisa Orosz

945-0452
0051 Chaparral Circle

From: [Gretchen E Ricehill](#)
To: [Trent Hyatt](#)
Subject: FW: WGWS Pasture
Date: Monday, May 10, 2021 8:25:48 AM

Another comment

From: folo@sopris.net <folo@sopris.net>
Sent: Sunday, May 9, 2021 4:57 PM
To: wkeesbery@garfield-county.com; ghartmann@garfield-county.com; Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Cc: roaringforkrentals@yahoo.com; folo@sopris.net
Subject: WGWS Pasture

Glenn, Wyatt, Gretchen,P&Z, County Commissioners and City Council,

Reading through some excerpts from the packet (page 416). Wyatt Keesbery makes a comment that the city should annex ALL of West Glenwood not just bits and pieces. Well Mr. Keesbery, the city has done nothing but annex bits and pieces of West Glenwood my whole life. We residents of West Glenwood do NOT want to be annexed into the city of Glenwood Springs. Many of us purchased out here because it was outside of city limits and had a "country" feel. The city and developers have screwed that up for us.

Mr. Rosenberg acts as if lowering the amount of units (360 down from 418) and offering 1.7 parking spots instead of 1.5 is a gift. He is also thinking that a 53 foot building isn't going to block our view. This entire development is out of character with the single family home neighborhood that surround it. I also believe that all of the parking for this development should be inside it's own boundaries. Donegan should not have parking on it's south side because then the residents of this disaster of a development will assume they can park on the north side. Mr. Rosenberg also told us that the main entrance would not be on Donegan. Now he has changed his tune. Why would you pump 2200 trips a day out into "our" neighborhood and down Mel Rey. You would be ignorant to believe that the residents would take a different route. I am wondering if story poles could be placed out in the pasture. So that everyone can see how high this monstrosity is going to be. Since this is going to affect the entire county by crowding the roads, clogging the round about, polluting our beautiful area I am wondering if we can take this to a vote of the people. For goodness sake we only have one grocery store. Lets add another 1000+ people. Why is it the responsibility of Glenwood Springs to provide employee housing for Aspen?

Lets take it to a vote!!

Lisa Orosz
folo@sopris.net
970-945-0452

From: [Gretchen E Ricehill](#)
To: [Trent Hyatt](#)
Subject: FW: West Glenwood development
Date: Tuesday, May 18, 2021 8:41:14 AM

From: Joni McGavock <jonimc22@gmail.com>
Sent: Tuesday, May 18, 2021 8:18 AM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: West Glenwood development

Dear Gretchen and P and Z Board,

I have lived in Glenwood Springs for over 30 years. Sometimes I think we forget we live in a very confined canyon. To the west is South Canyon and to the east is Glenwood Canyon and we all know what issues those presents: fires, accidents, road closures due to weather, etc. It is no one's fault, it is the environment we are presented with. If I 70 was not running through our community maybe we could afford to pack more people in but let's face it, we have limited space and limited resources. And of course we need the tourist that I 70 brings us but that is more traffic.

Sure we can allow someone from outside our community to come in and build housing and gain the financial benefits from it, but can we support these 600 + people with water, schools, roads, fire protection, sewer facilities, and on and on? Can we afford to have so many people in this space? Tough questions for you all and I appreciate all the work you have done and will continue to do to answer these questions.

If you build it they will come, no matter how much you build they will come, it's a beautiful and safe place to live, but if you allow so many people to be packed into a finite space there is no quality for anyone and "the beautiful and safe place to live" is no longer a beautiful, safe place.

Thank You
Joni McGavock

From: [Gretchen E Ricehill](#)
To: [Trent Hyatt](#)
Subject: FW: Re: pasture developement
Date: Monday, May 10, 2021 8:25:28 AM

From: folo@sopris.net <folo@sopris.net>
Sent: Sunday, May 9, 2021 5:00 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Fwd: Re: pasture developement

----- Original Message -----

Subject: Re: pasture developement
Date: Thu, 22 Apr 2021 19:31:32 -0600
From: George Shaver <georgeshaver1836@gmail.com>
To: folo@sopris.net

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You can find Gretchen Ricehill on the city website in the community development department.

Thanks

George

On Apr 22, 2021, at 8:31 AM, folo@sopris.net wrote:

George and Sumner,

First I'd like to thank you for serving on P&Z. It is wonderful that you are willing to give to our community. I know that you have already heard many of the concerns of the West Glenwood residents. But I would like to share my concerns after living in my family home of 54 years.

Many of us evacuated for the Storm King and the Coal Seam fires. It was a frightening experience for me with three small children. My husband was a fireman at the time and stayed behind to fight for the neighborhoods of west Glenwood. This past summer was equally frightening when the streets of west Glenwood were inundated with bumper to bumper traffic and the south canyon fire burning. The residents

Gretchen Ricehill
Assistant Economic/Community Development Director
City of Glenwood Springs
101 W 8th Street
Glenwood Springs, CO 81601

I have been following the 480 Donegan annexation proposal for some time. I have read through most of the documents, reviewed the maps presented by the Applicant and also read through the many letters, both pro and con, regarding the annexation. While important arguments have been made regarding impacts on the character of West Glenwood, the substantial increase in traffic, the strain on services, and the proximity of Two Rivers school to one of two exits from the property, I believe the decision on whether to move forward with this project comes down to one thing: what is the value of human life?

Like many in West Glenwood, I was also tied up in the total lockup of traffic due to the 111 Fire on August 5, 2020. We were all fortunate that a west wind didn't pick up and drive the fire through the dry grass into West Glenwood. If it had, the total gridlock on Donegan, Storm King, and other roads would have prevented any evacuation of residents in the area by car. The only exit would have been on foot, an unreasonable expectation for some of our older residents. And with the roads already blocked by cars, access to West Glenwood by firefighting personnel and vehicles would have been limited at best, hampering the ability to stop the spread of the fire further east into town.

While it occurred before we moved to West Glenwood, those who were here during the Coal Seam fire also tell of great difficulty in evacuating even as the fire approached. One only has to look at the number of fires in and around Glenwood Springs in the last 30 years to realize that these are not rare events, but rather something that seems to occur every few years.

West Glenwood suffers from an access problem due to mountains to the west and north and the interstate to the south. The only egress from areas west of Mel Ray Road is to the east on two roads: Donegan and US 6. All other high density developments approved by the city in the last few years have been in areas where residents could evacuate to safety in two or more directions.

Thus I am quite dismayed by the dismissive way the Planning and Zoning Commission addressed this issue in the April 27, 2021 Report:

"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."

One only needs to evaluate what might happen if an event similar to the August 5, 2020 fire actually encroaches on West Glenwood. There are approximately 200 households (Mitchell Creek, Western Hills, residences along Donegan) for which the only exit eastward is Donegan between Mitchell Creek and Mel Ray. If the 480 Donegan project is allowed to proceed with the number of units proposed, there will be

people from 360 additional residences trying to use this same evacuation route. The jump from 200 residences to 560 residences would clearly "have a negative impact on this existing problem".

There is ample experience to know that emergency routes out of West Glenwood are already woefully inadequate to handle the existing population of the area. Before any high density development can proceed, a plan on how to safely evacuate West Glenwood must be established and implemented. This can't just be "traffic management". Whether it's the video showing the rapid spread of last year's Grizzly Creek Fire or the speed that the fire raced up Storm King Peak that disastrous day in July, 1994 (2/3rds of a mile in 15 minutes), it's readily apparent that in the event of a fire quickly encroaching on West Glenwood there may be insufficient time for appropriate safety personnel to respond in order to direct traffic. Instead it means creating a physical infrastructure to handle the traffic trying to evacuate from West Glenwood. Maybe it requires widening and adding a center turn lane on Donegan that can be converted to an emergency second eastbound lane all the way to US 6. Whatever solution is developed, it must be designed and built prior to any high density development in West Glenwood. Obviously if the Applicant were to reduce the number of residential units in the proposal from 360 to 100 or so, a less aggressive and less costly infrastructure plan might be feasible.

If Glenwood Springs elects to annex this property to allow for high density development, then clearly the obligation falls on the city to design, fund, and construct all the improvements required to ensure safe evacuation due to this substantial increase to the population of West Glenwood.

To approve this application as presented, given that it will significantly amplify an already dangerous evacuation situation, is to place the push for development over the safety of the residents of West Glenwood. While it may not be possible to save homes and property if such a fire event were to occur, it is unconscionable to place the value of development over lives.

Ken Ransom
126 Creekside Court
Glenwood Springs, CO 81601

From: [Gretchen E Ricehill](#)
To: [Trent Hyatt](#)
Subject: FW: Donegan Road apartment proposal
Date: Tuesday, May 18, 2021 8:41:24 AM

From: David McGavock <dmcgavock@tools4mind.com>
Sent: Tuesday, May 18, 2021 8:19 AM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Donegan Road apartment proposal

Gretchen Ricehill
City Planning
Glenwood Springs, Colorado

Dear Gretchen and P and Z,
I have lived on Mel Rey Rd, just a few blocks above the proposed Donegan Road Apartments since 1995. In that time I have watched the steady pace of development above my house, along Donegan (east and west of Mel Ray), across the Colorado River, and along Hwy 6 and 24. I accept that development will happen. We all agree that housing is needed in our valley. Despite these forces and needs, there are many reasons why the density of the proposed development is inappropriate for this particular location. My neighbors and your planning board have described the variety of problems in great detail. We need to make sure that the density fits any proposed location. While something will occupy the Diemoz property, we need to insure that it doesn't have the consequence of choking and endangering the people who live in West Glenwood.

Since 1995 we have been threatened by multiple fires. I will never forget the evacuation we experienced in 2002 during the Coal Seam fire. One minute we were observing smoke on the south side of the Colorado River, the next we watched the fire drive up the north side and we were ordered to leave the neighborhood. Fortunately we were packed and ready to go. Unfortunately, we didn't get further than Glenwood Middle School where we joined a line with all our neighbors on Hwy 6 and 24. From that vantage we watched the

blaze drive across the Wolfshone property toward the community center. All we could do was to sit and watch the tornadoes of fire. We could feel the heat while traffic crawled east. It took over 40 minutes to cross the Grand Avenue Bridge (our only escape). I realize it is hard to believe that traffic could move that slowly (usually an 8 min drive). This was 2002, before the townhouses were built on Donegan, the Six Canyon Apartments, and many other single family dwellings built since that time. I shudder to think what will happen next time.

I write this detailed description because it is easy to underestimate the gravity of this problem. Many of us have described our experience and concern. We need you; the board to put yourselves in our place and plan for the worst. The pictures of the development are pleasing. The need for housing is unmistakable. We are not simply saying "not in our back yard". I am suggesting that, if the land is developed for housing, that the density be reduced. If there is not enough profit in such a low density plan, so be it.

We heard our fire chief say that there is a need for a new fire house in West Glenwood and that no suitable location has been located. If we can't find a home for a firehouse, there should be no home for additional development.

I thank you and the board for your work on this proposal.

David McGavock
530 Mel Ray Road
GWS, CO 81601

From: [Gretchen E Ricehill](#)
To: [Trent Hyatt](#)
Subject: FW: West Glenwood development
Date: Tuesday, May 18, 2021 8:41:14 AM

From: Joni McGavock <jonimc22@gmail.com>
Sent: Tuesday, May 18, 2021 8:18 AM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: West Glenwood development

Dear Gretchen and P and Z Board,

I have lived in Glenwood Springs for over 30 years. Sometimes I think we forget we live in a very confined canyon. To the west is South Canyon and to the east is Glenwood Canyon and we all know what issues those presents: fires, accidents, road closures due to weather, etc. It is no one's fault, it is the environment we are presented with. If I 70 was not running through our community maybe we could afford to pack more people in but let's face it, we have limited space and limited resources. And of course we need the tourist that I 70 brings us but that is more traffic.

Sure we can allow someone from outside our community to come in and build housing and gain the financial benefits from it, but can we support these 600 + people with water, schools, roads, fire protection, sewer facilities, and on and on? Can we afford to have so many people in this space? Tough questions for you all and I appreciate all the work you have done and will continue to do to answer these questions.

If you build it they will come, no matter how much you build they will come, it's a beautiful and safe place to live, but if you allow so many people to be packed into a finite space there is no quality for anyone and "the beautiful and safe place to live" is no longer a beautiful, safe place.

Thank You
Joni McGavock

MEMORANDUM

DATE: May 19, 2021

TO: Barry Rosenberg, R2 Partners

FROM: Erin Talkington, Managing Director

SUBJECT: RCLCO Key Conclusions on Glenwood Springs, CO Housing Supply-Demand Balance

RCLCO completed a demand analysis in January 2020 for the apartment development proposed by R2 Partners at 480 Donegan Rd in Glenwood Springs, CO. Our work concluded that there was significant housing demand in the region and in Glenwood Springs in particular and that the market needs additional rental housing to be built to address the unmet demand identified in the Greater Roaring Fork Regional Housing Study.

As the site proceeds with the annexation and rezoning process, RCLCO revisited the supply and demand conditions in Glenwood Springs. Our key findings include:

1. The Greater Roaring Fork study concluded that in 2019 that Glenwood Springs needed 2,000 additional housing units to meet demand. Their analysis already accounted for 487 units that were near-term planned or under construction. Therefore, while some of these new housing projects have delivered over the past two years, the identified 2,000 unit shortfall remains to be addressed.
2. On average, 200 new households are projected to move to Glenwood Springs each year over the next five years. All of these households are expected to be age 45 or younger, which indicates that demand for smaller, attainably priced units such as apartments and townhomes will be needed to provide housing for the town's growth.
3. Excluding the subject site and the units counted in the Greater Roaring Fork study, there are 587 new units in the development pipeline, which is sufficient to supply only three years of future growth. The pipeline units are insufficient to address any of the 2,000 units of unmet demand.



MEMO

TO: Planning and Zoning Commission

FROM: Chief Gary Tillotson

CC: City Engineer Terri Partch, P.E., Public Works Director Matt Langhorst, P.E., Senior Planner Trent Hyatt

DATE: May 25, 2021

RE: 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).

At the April 27, 2021 regular meeting, the Planning and Zoning Commission (Commission) voted to continue consideration of the above referenced application to the May 25, 2021 regular meeting. The Commission requested that staff and/or the applicant address certain issues or concerns, many of which were related to the Fire Department's ability to serve the proposal and anticipated impacts. Please find the Fire Department's response to applicable issues below.

Items Related to the Fire Department

4. Confirm City water availability meets all firefighting needs. Per information provided by Public Works Director Matt Langhorst, the City of Glenwood Springs has 6,012,503-gallons of domestic/fire water holding capacity within its tank system. The North/West Glenwood Springs area that would supply water to the new development has 2,150,000-gallons of water storage capacity directly feeding the lines to the development. The City is also currently water modeling the entire city, including potential future demand areas, which will help the staff fully understand water movement through the system and help locate another 500,000-gallon water tank in the North/West Glenwood area which has been in the planning stages for several years now. On a high demand summer day, the City will use approximately 4,000,000-gallons of water within the system area and our water plant can process 8,650,000-gallons of water per day, thus the plant capacity to refill the tanks is sufficient to keep up with water usage and fire flow demands. At a usage rate of 4MGD per day the City plant is processing an average of 6.19 cubic feet per second (CFS) of water. The City has rights to 20 CFS of water from the No Name Creek and Grizzly Creek watersheds, along with the ability to pull 500-acre feet of water from our Ruedi storage capacity at any time if needed. Thus, the City has the capacity to store fire flow water, process water for fire protection capacity to refill tanks and we have enough water rights to keep up with current and foreseeable future demands. Once appropriate water mains and hydrants have been constructed as needed, the fire department will be able to provide adequate fire suppression to the proposed development.

101 W. 8th Street Glenwood Springs, Colorado 81601 970-384-6480 FAX 970-945-8506
SERVICE THROUGH DEDICATION, PROFESSIONALISM AND EXCELLENCE



5. City fire services/equipment required for the density and building heights proposed and/or where they are lacking.

The proposed development, with the increased number of tall buildings, drives the departments need for an additional aerial apparatus in the West Glenwood area. For the past several years, Glenwood Springs Fire Department has been trying to secure a location to replace the undersized West Glenwood Station No. 1, located at 0090 Mel Ray Road. Although the current station, is capable of housing the aerial apparatus it is incapable of housing additional personnel.

GSFD call volume has increased over 50% in the past ten years, while personnel have increased less than 15%. The ever-increasing call volume will inevitably require the need for increased personnel. However, the additional personnel may not be required to provide response initially to this proposed development as it builds out.

Based on the number of units and sizes proposed, we estimate a fire/emergency fee payment of \$377,002.50 for full buildout of the proposal per current regulations. Albeit, these fees, somewhat low, will help offset the cost of improved apparatus to serve the neighborhood. Additional property taxes generated from this development will help fund the construction of the new fire station.

7. Completed wildfire assessment and evacuation plan (similar to the plan completed for South Bridge/Four Mile). The cost benefit analysis prepared for the South Bridge project determined the increased egress and related lifesaving abilities that the improvements provide to the south end of the City and the adjacent areas of Three and Four Mile Creek Roads. The City is not able to prepare a similar evaluation for the traffic generation anticipated with the current development proposal as it does not propose a secondary evacuation route for comparison. Additionally, due to the interaction between the City's local road system and the State and Federal highways, any evacuation analysis done for the area would not show a different result with or without the development. Evacuation of the existing neighborhoods and the proposed development will be addressed in the process outlined in the paragraph below.

8. Formal agreement from emergency services related to evacuation routes and the developer's financial contribution. Recent fire related events have emphasized the need for the City to reevaluate traffic management plans for emergency evacuation situations. The City is currently investigating several options to improve our capabilities during these events including but not limited to: temporary and permanent access line breaks along Interstate 70 allowing increased egress capacity (i.e. along Highway 6 where grades allow), closing the Highway 6 roundabout near the Grand Avenue bridge to limit traffic entering west Glenwood, restricting movements at 8th or 27th Avenues, limiting traffic from being able to enter south end of the City, and/or developing vehicle storage areas. However, these decisions are not made in a vacuum and involve coordination and approval of local and regional emergency service providers and agencies such as City Fire/Police/Streets Departments, Garfield County Sheriff's Office, Colorado Department of Transportation, Colorado State Highway Patrol, Federal Highways Administration,

101 W. 8th Street Glenwood Springs, Colorado 81601 970-384-6480 FAX 970-945-8506

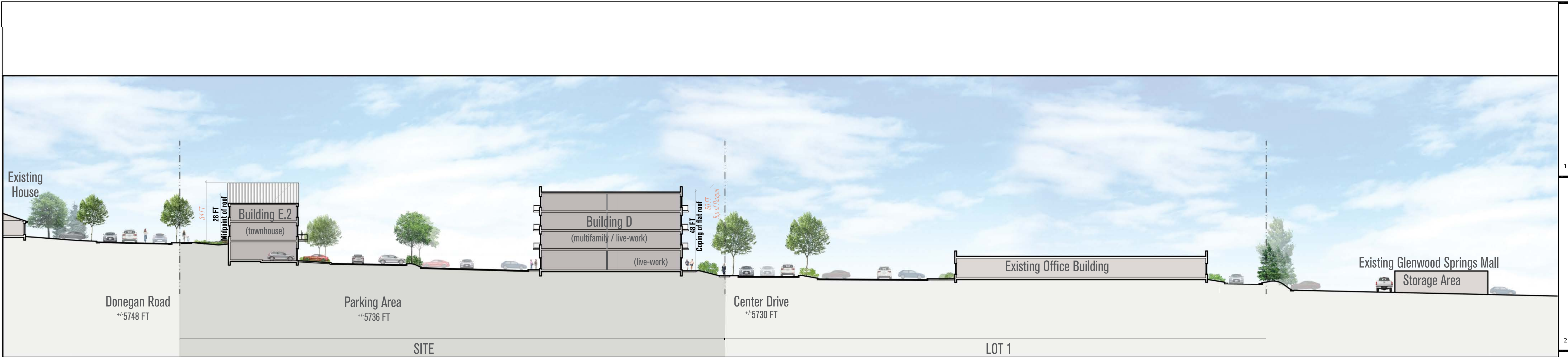
SERVICE THROUGH DEDICATION, PROFESSIONALISM AND EXCELLENCE



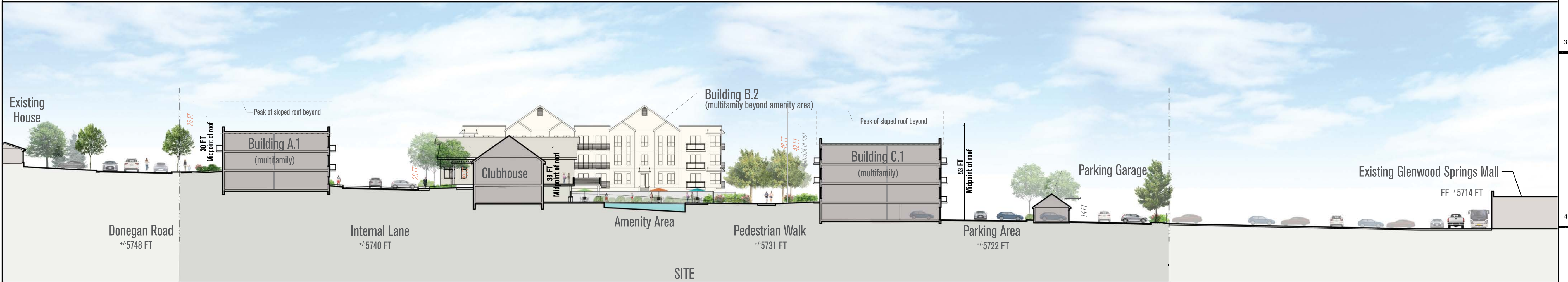
etc. These conversations are ongoing and necessary for future evacuations regardless of the current development proposal. We are confident the forthcoming plans will be complete well in advance of any development of the subject property. However, the applicant's stated \$40,000 contribution towards planning/implementation of such plan, as per the recommended condition of approval, is beneficial to and will aid future evacuations.



101 W. 8th Street Glenwood Springs, Colorado 81601 970-384-6480 FAX 970-945-8506
SERVICE THROUGH DEDICATION, PROFESSIONALISM AND EXCELLENCE



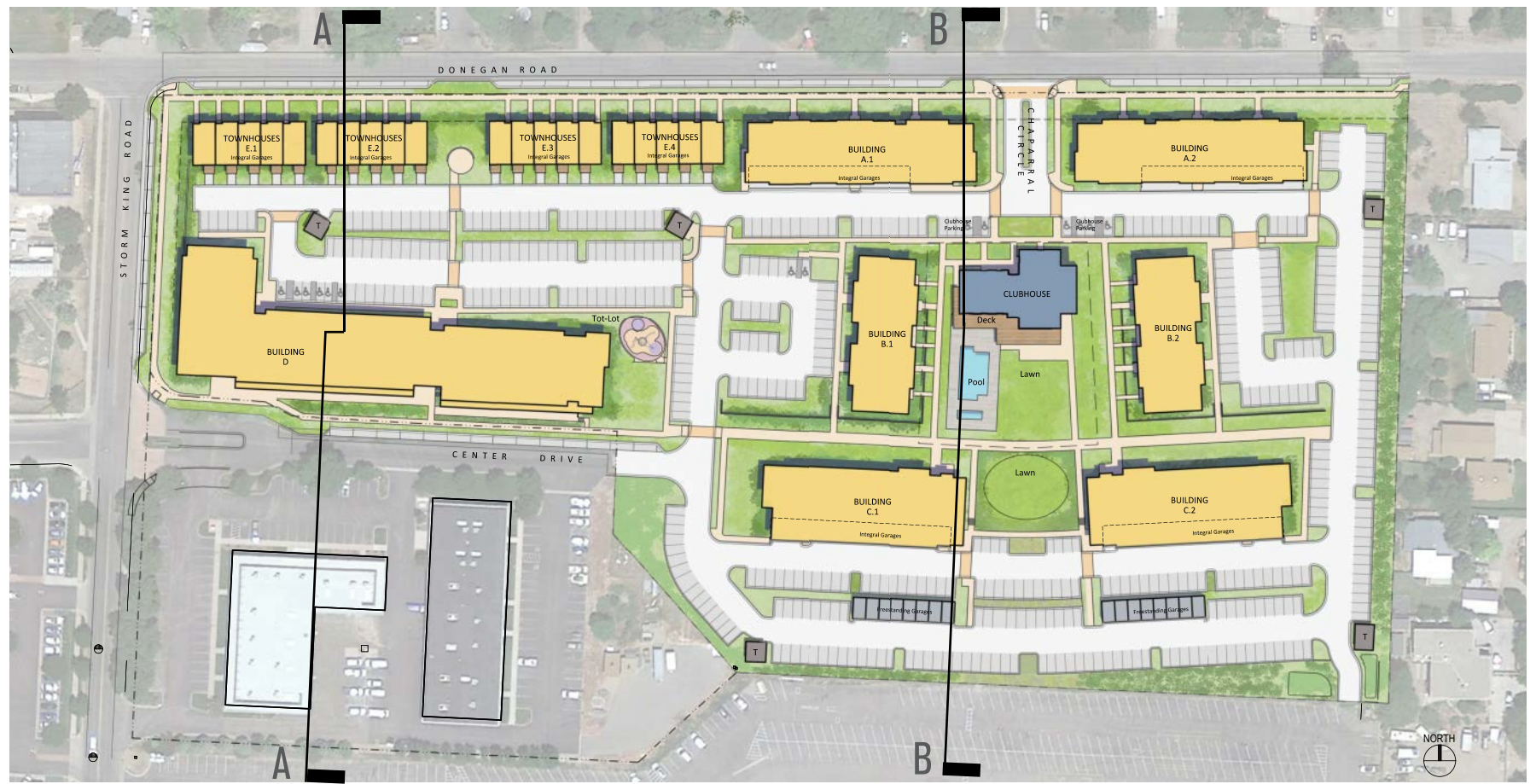
SECTION AA
1"=30'



SECTION BB
1"=30'

BUILDING HEIGHT NOTES:

1. Building Heights in **BOLD TEXT** reference building heights defined and listed on Plan Sheet C1.2.
2. Building Heights in *ITALICIZED TEXT* reference supplementary height dimensions as requested by Planning Commission (April 27, 2021)



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

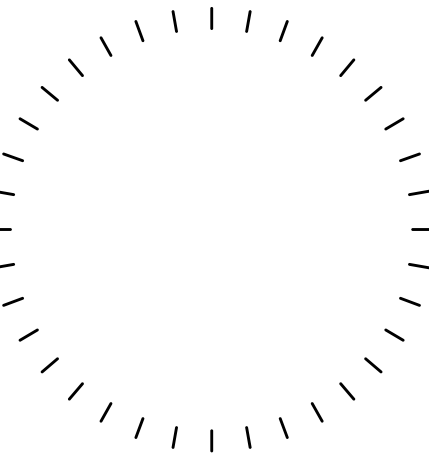
LEGAL
Garfield & Hecht, P.C.
901 Grand Avenue Glenwood Springs, CO 81601
p. 970. 947. 1936

480 DONEGAN

GLENWOOD SPRINGS, COLORADO

hord | coplan | macht

ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN



04/21/2021 Supplemental Site Section Exhibits
05/14/2021 Added Requested Buildings Heights

no. date revision

Project Name
480 DONEGAN

Project Number
22023.00

Date
03/12/2021

Scale
AS NOTED

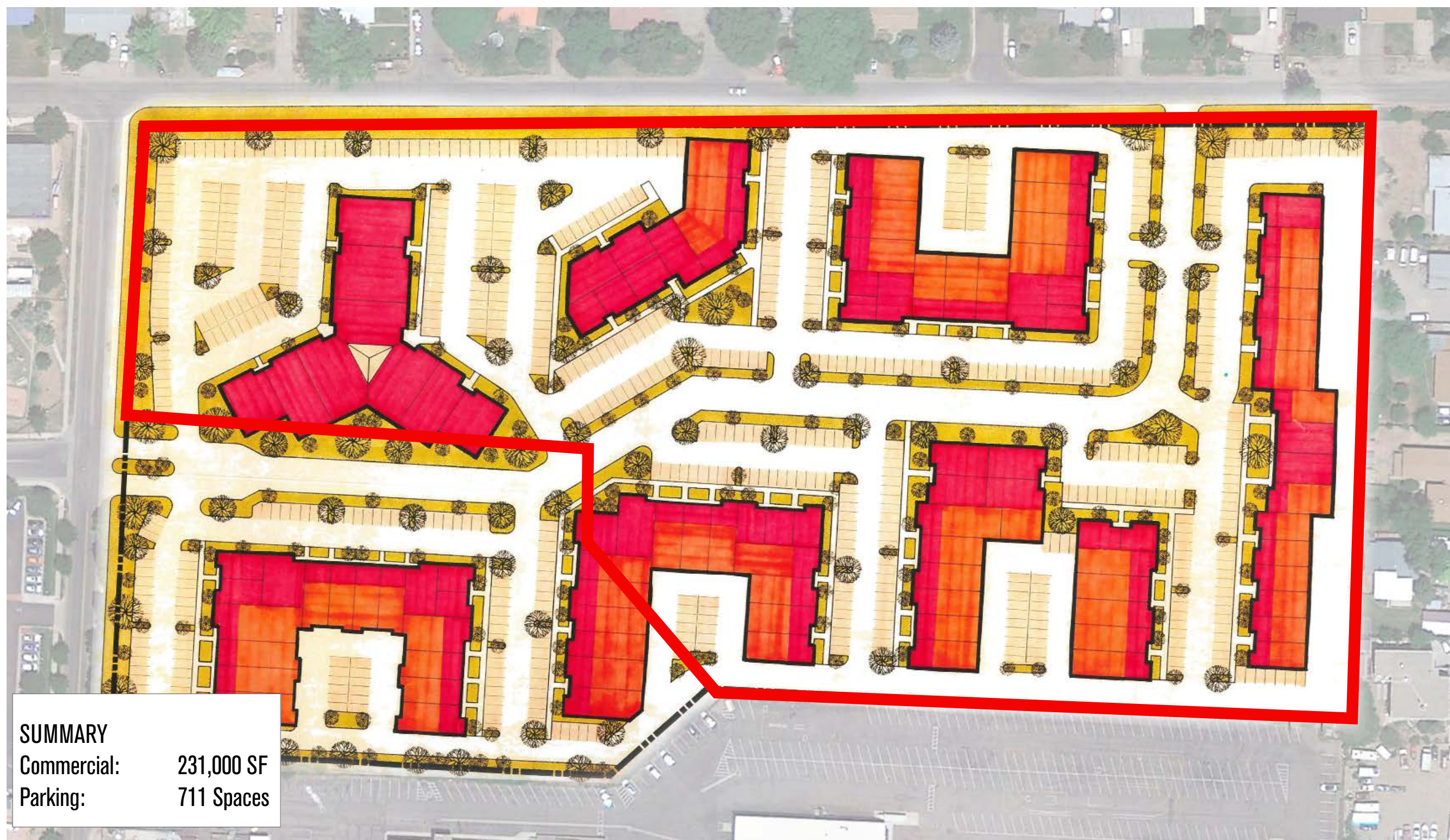
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SITE SECTION

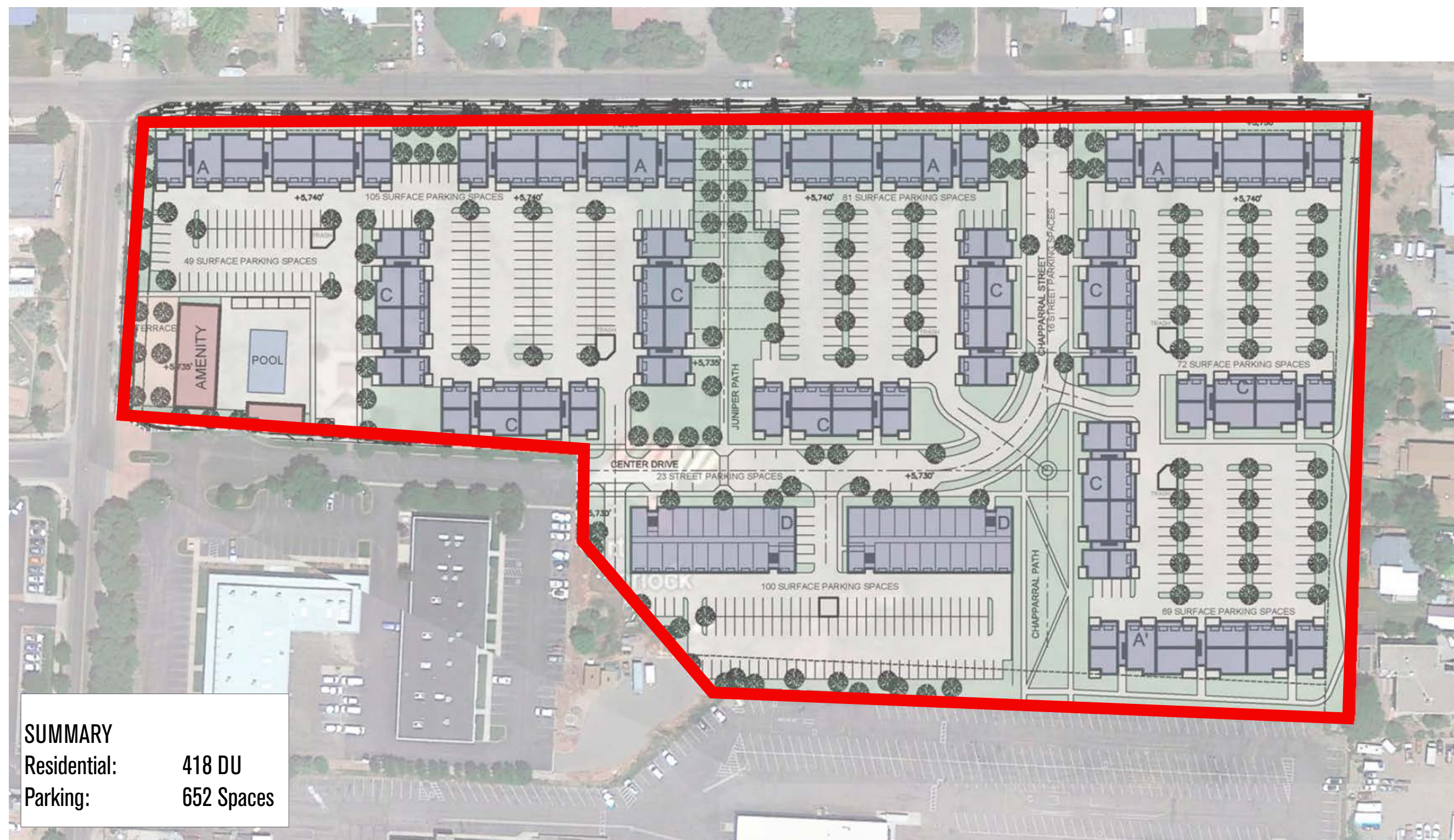
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ANNEXATION AND ZONING SUBMISSION

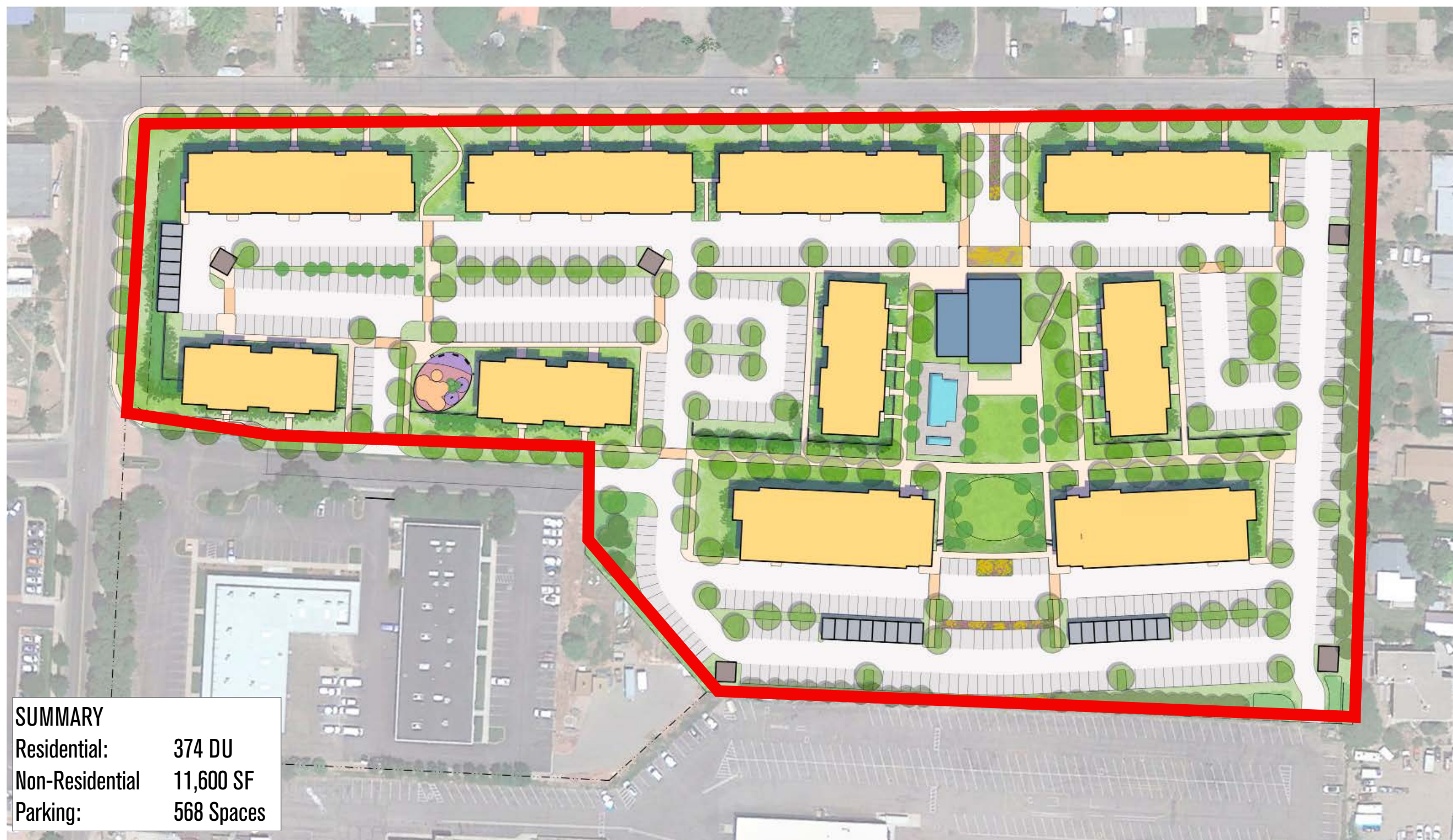
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GLENWOOD BUSINESS CENTER, November 1980



GLENWOOD SPRINGS APARTMENTS, July 2020



480 DONEGAN, October 2020 (Pre-Submission)



480 DONEGAN, January 2021

480 DONEGAN (January 2021)		GLENWOOD BUSINESS CENTER (November 1980)	
		Office Park	Retail Center
DAILY TRIPS	2,188 Trips	2,226 Trips (2% Increase)	7,588 Trips (247% Increase)
AM PEAK TRIPS	144 Trips	289 Trips (100% Increase)	189 Trips (31% Increase)
PM PEAK TRIPS	177 Trips	215 Trips (21% Increase)	766 Trips (333% Increase)

TRAFFIC GENERATION ANALYSIS

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

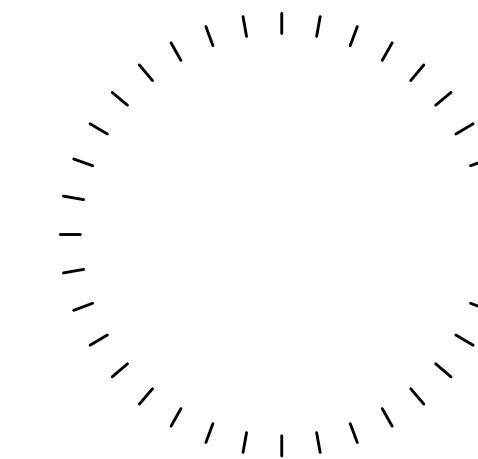
LEGAL
Garfield & Hecht, P.C.
901 Grand Avenue Glenwood Springs, CO 81601
p. 970. 947. 1936

480 DONEGAN

GLENWOOD SPRINGS, COLORADO

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ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN



05/14/2021 Provided Plan Chronology		
no.	date	revision

Project Name
480 DONEGAN

Project Number
22023.00

Date
03/12/2021

Scale
AS NOTED

Drawing
PLAN CHRONOLOGY

LA6.0

ANNEXATION AND ZONING SUBMISSION

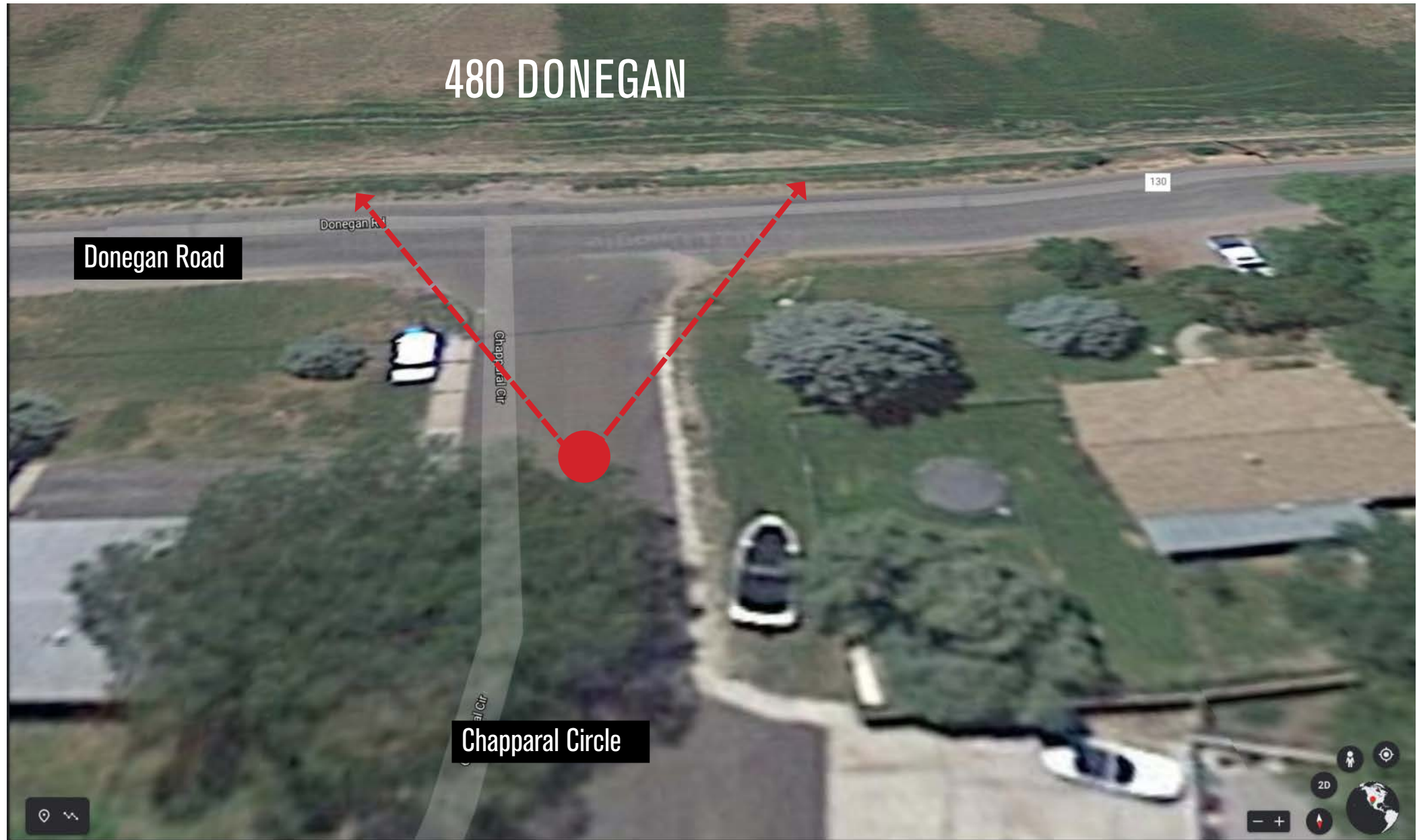
NOT FOR CONSTRUCTION



PROPOSED CHAPPARAL CIRCLE VIEW



VIEW WITH LANDSCAPE



VIEW LOCATION PLAN
Not-to-Scale

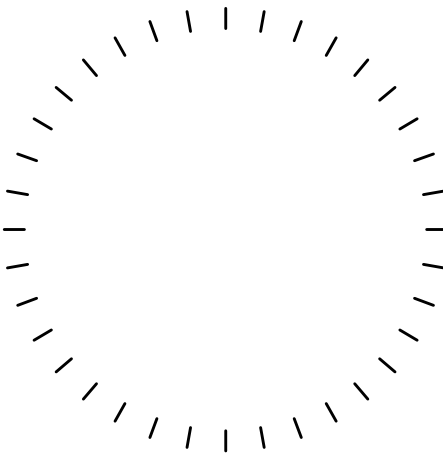
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	ARCHITECTURE / PLANNING / LANDSCAPE ARCHITECTURE Hord Coplan Macht, Inc. 1800 Wazee Street, Suite 450 Denver, CO 80202 p. 303. 222. 2151	
2	CIVIL ENGINEER Sopris Engineering, LLC. 502 Main Street Carbondale, CO 81623 p. 970. 704. 0311 f. 970. 704. 0313	
	LEGAL Garfield & Hecht, P.C. 901 Grand Avenue Glenwood Springs, CO 81601 p. 970. 947. 1936	

480 DONEGAN

GLENWOOD SPRINGS, COLORADO

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ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN



5	05/14/2021 Added Visual Simulation	
	no.	date revision
6	Project Name	
	480 DONEGAN	
7	Project Number	
	22023.00	
8	Date	
	03/12/2021	
9	Scale	
	AS NOTED	
10	Drawing	
	VISUAL SIMULATION	

A 2.4

ANNEXATION AND ZONING SUBMISSION



PROPOSED JUNIPER COURT VIEW



VIEW WITH LANDSCAPE



VIEW LOCATION PLAN
Not-to-Scale

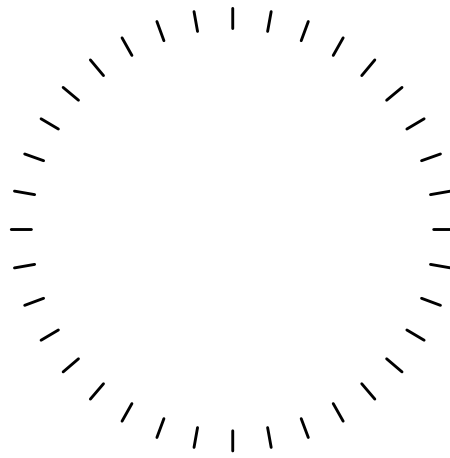
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	ARCHITECTURE / PLANNING / LANDSCAPE ARCHITECTURE Hord Coplan Macht, Inc. 1800 Wazee Street, Suite 450 Denver, CO 80202 p. 303. 222. 2151	
	CIVIL ENGINEER Sopris Engineering, LLC. 502 Main Street Carbondale, CO 81623 p. 970. 704. 0311 f. 970. 704. 0313	
2	LEGAL Garfield & Hecht, P.C. 901 Grand Avenue Glenwood Springs, CO 81601 p. 970. 947. 1936	

480 DONEGAN

GLENWOOD SPRINGS, COLORADO

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- ARCHITECTURE
- LANDSCAPE ARCHITECTURE
- PLANNING
- INTERIOR DESIGN



5	05/14/2021 Added Visual Simulation	
	no.	date
	revision	

6	Project Name 480 DONEGAN	
	Project Number 22023.00	
	Date 03/12/2021	
7	Scale AS NOTED	
	Drawing VISUAL SIMULATION	
	ANNEXATION AND ZONING SUBMISSION	

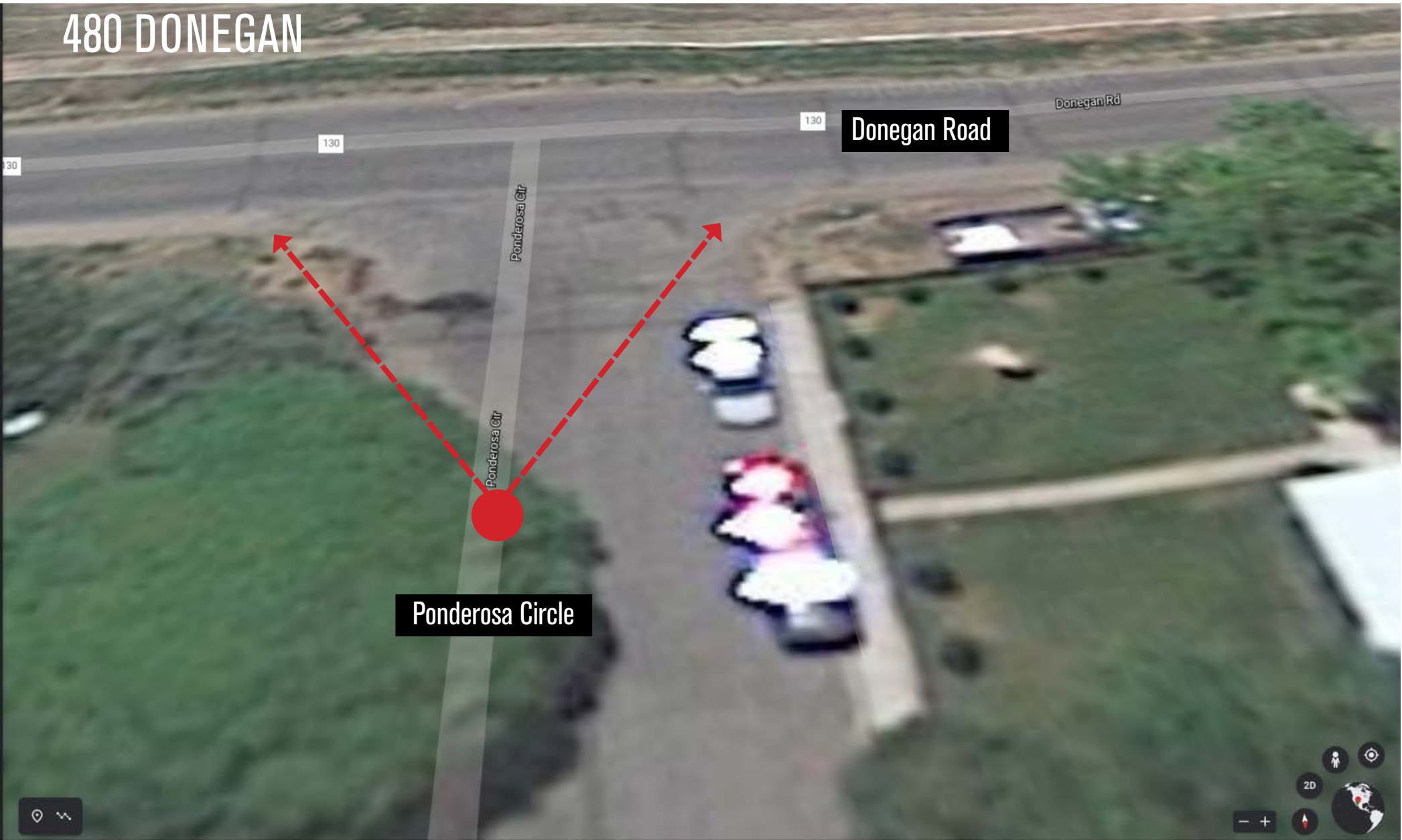
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PROPOSED PONDEROSA CIRCLE VIEW



VIEW WITH LANDSCAPE



VIEW LOCATION PLAN
Not-to-Scale

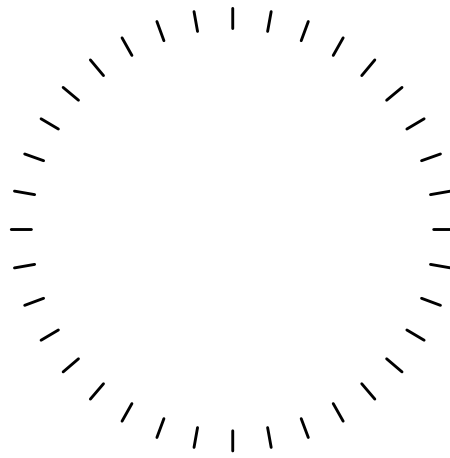
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	LEGAL Garfield & Hecht, P.C. 901 Grand Avenue Glenwood Springs, CO 81601 p. 970. 947. 1936	

480 DONEGAN

GLENWOOD SPRINGS, COLORADO

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- ARCHITECTURE
- LANDSCAPE ARCHITECTURE
- PLANNING
- INTERIOR DESIGN



5	05/14/2021 Added Visual Simulation	
	no.	date revision
6	Project Name	
	480 DONEGAN	
7	Project Number	
	22023.00	
8	Date	
	03/12/2021	
9	Scale	
	AS NOTED	
10	Drawing	
	VISUAL SIMULATION	

A 2.6

ANNEXATION AND ZONING SUBMISSION

Trent Hyatt, Senior Planner
 City of Glenwood Springs
trent.hyatt@cogs.us

RE: 480 Donegan – Response to 04/27 P&Z requested items.
 SE Job No. 30017

Trent,

This letter responds to the items requested from the April 27, 2021 Planning & Zoning commission meeting considering the 480 Donegan application. The requested items pertaining are listed below and the response follows the comments in **Bold Font**.

1. Provide proposed maximum heights of all buildings to the peaks of sloped roof and tops of parapets of all buildings
 - **Refer to the Updated exhibits prepared by Hord Coplan Macht (HCM) transmitted separately**
2. Perspectives from points of view homes along Donegan Road with heights of proposed buildings with an overlay of Red Mountain depicting impacts of view.
 - **Refer to the Updated exhibits prepared by HCM transmitted separately**
 - **For reference screen shots of the Google Street view of the existing two story townhomes on Donegan west of Storm King are attached.**
6. Can and will serve letter from West Glenwood Sanitation District
 - **The will serve letter is attached.**
9. Confirm any flood, mud slides and/or debris flow path routes on the property.
 - **The site is on FEMA Firm panel 0800711043C. The entire panel was not printed as the area is in Flood Zone C, which is areas of minimal flooding, above the 500 year level. Drainage will be safely routed around structures and will be detained to the existing rate.**
 - **Mud Slides and Debris Flows have been previously studied for the City of Glenwood Springs in a March 2003 Stormwater Assessment & Education Report prepared by Matrix Design Group. The report includes a summary of recorded debris flow events from 1903 to 2003. None of the described events occurred in this area of West Glenwood. The report states in section 10.6 “The hazard is most severe on the upper parts of the debris fans, but extends to lesser degrees to the lower fans”. Given this report findings, the site is a low risk for mud slides or debris flow. Offsite storm water will be safely routed through the site, as will mud slides or debris flows if those occur.**
10. Traffic analysis should include impact of proposed development at Ami Acres.
 (City staff clarified this request in a 05/18 meeting with 480 Donegan. Request the traffic analysis consider the proposed development west of Ami Acres.)
 - **The traffic analysis does include the impact of the existing Ami Acres. The existing counts include the development already in place and future traffic volume growth and projections take into account any additional traffic volume to be created by that project.**
 - **We are part of the development team on the parcel west of Ami Acres. A formal application has not been submitted to Garfield County, and the actual number of units has not been determined. It is not appropriate to guess what the offsite development will be and include that in the 480 Donegan traffic Study.**

11. Pedestrian safety through crossing at roundabout at Mel Ray.

- **The existing crosswalks are color concrete. White longitudinal lines should be added next to the colored concrete in order to comply with MUTCD standards. The applicant will coordinate with City Staff and CDOT to add the striping.**

12. Line of sight at both exits along Donegan and Storm King.

- **Preliminary line of sight analysis was completed during site design. Good sight triangles will be maintained at the existing Center Drive / Storm King intersection, and good sight triangles are proposed at the site intersection with Donegan. The roads are straight and the speed limit is 25 mph. An Intersection sight distance exhibit is attached. Further coordination with site and landscaping will occur as the design progresses.**

17. Related traffic impacts to Grand Avenue bridge/Highway 6 roundabout.

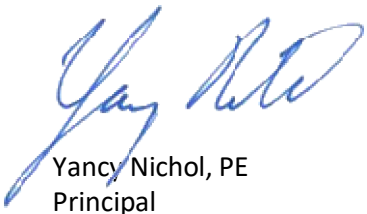
- **We obtained the scope (intersections to evaluate) from the City of Glenwood Springs staff when we began the project. It would not be typical or appropriate for a project of this size to evaluate that intersection being so far east of this proposed development.**
- **Per the 480 Donegan Traffic Analysis, there are 63 vph peak going east on Highway 6 east of Donegan Road. We do not have the existing traffic volumes (no recent actual counts that we are aware of for the Grand Avenue bridge/Highway 6 roundabout). But we do know that this roundabout has substantially more traffic trips than the Mel Ray / Highway 6 roundabout that we have traffic counts for. If all site traffic on Highway 6 goes through the roundabout, our rate of increase is assumed less than 2% at build out. We also know that some of those 63 trips will be to destinations before the roundabout including Deveraux Road and Linden Street. The 2% increase for sure would be considered incremental traffic volume growth at the Grand Avenue bridge/Highway 6 roundabout considering the years to get to full build out.**

If you have any questions or need any additional information, please call.

Sincerely,
SOPRIS ENGINEERING, LLC



John Petaisto, PE
Project Manager



Yancy Nichol, PE
Principal



© 2021 Google

Google Earth



©2019 Google



West Glenwood Springs Sanitation District

51 Riverine Rd.
Glenwood Springs, CO 81601
970.618.5147 Billing | 970.945.6069 Plant
wgssanitation@gmail.com

Via email petaisto@sopriseng.com & ynichol@sopriseng.com

Sopris Engineering
Carbondale, CO 81623

*Re: 840 Donegan Rd.
Can and Will Serve*

Dear Jon and Yancy:

The District has the capacity in its wastewater treatment plant and can and will serve the above property with 360+ additional EQRs for 360 apartment units, a pool and a restaurant with a seating capacity of 100 with wastewater treatment service so long it is within the District subject to the following conditions:

1. The payment of all applicable tap fees (currently \$6,000/EQR); and
2. Pursuant to the District's Rules and Regulations, an applicant for sewer service shall reimburse the District for all costs incurred by the District regarding the project, including, but not limited to legal and engineering review.

If you have any questions, please don't hesitate to contact me. Office hours are limited so email is the best way to contact me. Or please contact the Plant Superintendent, Josh Hamel, at 970.945.6069 or 970.274.7805.

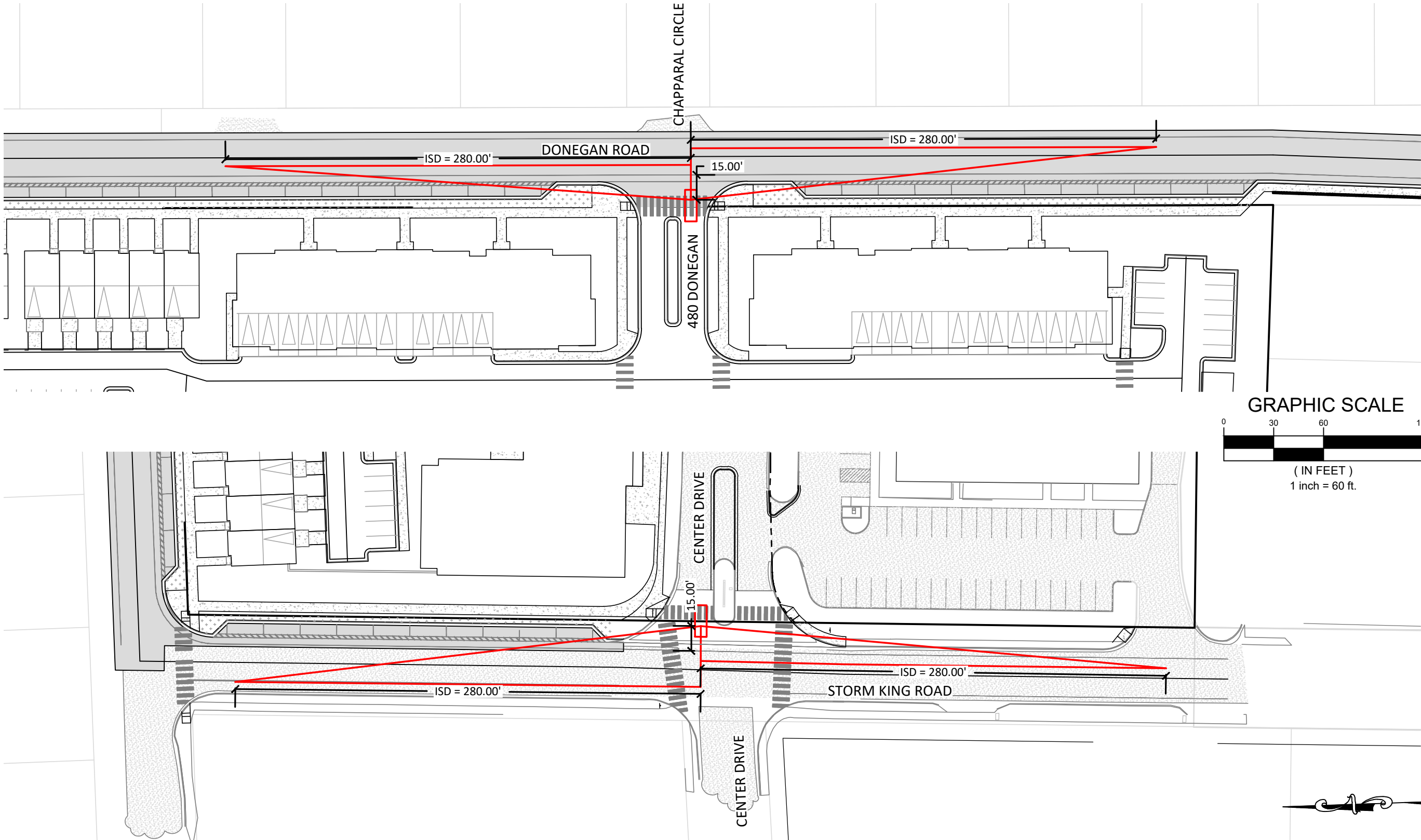
Regards,

Kelly Mullane

Kelly Mullane, District Administrator

cc: Josh Hamel via email

G:\2020\30017\CIVIL\DWGS\EXHIBITS\30017-INTER SIGHT DISTANCE.DWG - May 19, 2021 - 3:15pm



- INTERSECTION SIGHT DISTANCE NOTES:**
- 1. SIGHT TRIANGLES PER FEDERAL HIGHWAY ADMINISTRATION INTERSECTION SAFETY MANUAL
 - 1.1. SETBACK DISTANCE = 15'
 - 1.2. ISD = INTERSECTION SIGHT DISTANCE = 280 FEET FOR 25 MPH ROAD. NOTE STOPPING SIGHT DISTANCE = 155 FEET

480 DONEGAN GLENWOOD SPRINGS, COLORADO	NO.	REVISION	BY	DATE	SOPRIS ENGINEERING, LLC. CIVIL CONSULTANTS 502 MAIN STREET CARBONDALE, CO 81623 (970) 704-0311 FAX: (970)-704-0313
INTERSECTION SIGHT DISTANCE					
EXHIBIT					
DATE: 05/19/2021					
JOB NO. 30017					
SHEET 1 OF 1					



West Glenwood Springs Sanitation District

51 Riverine Rd.
Glenwood Springs, CO 81601
970.618.5147 Billing | 970.945.6069 Plant
wgssanitation@gmail.com

Via email petaisto@sopriseng.com & ynichol@sopriseng.com

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Regards,

Kelly Mullane

Kelly Mullane, District Administrator

cc: Josh Hamel via email



Planning and Zoning Commission Report

Date: May 25, 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.

From: hрудudu@sopris.net
To: [Gretchen E Ricehill](#)
Cc: [Debra Figueroa](#); [Jennifer Ooton](#); [Trent Hyatt](#)
Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership
Date: Monday, April 26, 2021 5:06:04 PM

Hello Gretchen,

I just wanted to share a few comments related to the above. Please share with Planning and Zoning Commission members and others as appropriate.

I have been periferally following this application and my concerns include the following:

-1) From the below Parkland Dedication requirements in the city code, this development would add approximately 900 residents. Estimating approximately 9000 current residents in the city of Glenwood, this would add another 10% in a very small parcel compared to the existing corporate limits. It seems like too much density adding to already existing issues in West Glenwood. In my cursory review of the P & Z application packet, it was not clear to me from whom these residents will be receiving potable water. If from the City of GWS, then that would represent a great demand on the already climate change, amounts and usage, and wildfire-related impacts on Grizzly and No Name Creeks that provide water to the city.

-2) Per the Parkland Dedication requirements, the number of units (360) in this multi-family development would require 6.3 acres of parkland dedicated (see code pasted below). As there is a shortage of parkland in that area there should be an actual dedication of public parkland, not just the "open space" offset proposed by the developer. As is the case with St. Stephens school and their use of the city-owned Sayre Park as their de-facto playground, and as I've heard Two Rivers Community School utilizes the City of Glenwood' Gregory Park in a similar manner, it could be another added "public" benefit to ensure an actual parkland dedication requirement of this development rather than "fee in lieu of" or "waiver of fees" in exchange for some "commitment".

070.040.030 - Site Development and Improvement Standards (g)

b.

Amount. Park land shall be dedicated in the ratio of 0.007 acres per resident or seven (7) acres per one thousand (1,000) residents of the proposed development, to be computed as follows:

1.

3.5 residents per single-family dwelling unit;

2.

3.0 residents per two-family dwelling unit; and

3.

2.5 residents per multi-family dwelling unit.

4.

1.25 residents per accessory dwelling unit (ADU).

c.

Applicability.

1.

Pre-Existing Development and Redevelopment. Except where there is an increase in intensity of use from a prior approval, the City Council shall waive all parkland dedication requirements where previous arrangements have been made and approved at the time of

annexation, subdivision, or development of the same property. In the event that there is an increase in intensity of use, an applicant shall only be required to dedicate additional lands based on the ratio of the existing approved intensity of use or development to the proposed new use or development.

2.

New Development.

i.

The provisions of this Subsection shall apply to all new residential development, including the residential component of mixed-use development.

ii.

Where mixed-use development (commercial/industrial/institutional and residential use) is proposed, the parkland dedication requirement shall be calculated based on the adopted residential per-acre value.

-3) As the proposal wants to utilize public right-of-way to meet their parking requirement, it may not be realistic as I've heard of issues currently with parking associated with the staff of Two Rivers Community School along the burden on the city to maintain and enforce the development's residents offsite parking area. Plus with the municipal code requiring parking time limit of 72 hours, it seems it would be an issue especially when encouraging people to use public transit or alternatives to single occupancy vehicles.

-4) With a cursory overview of the proposal, there does not seem to be any good provision/requirement for pedestrianism. I've seen people including students walking in Mel Ray Road which has NO sidewalks. As proposed it looks like pedestrians would have to continue walking within the roadway OR walking around to Storm King Road, then east in front of the mall using existing sidewalks to get to the nearest bus stop or to continue on current sidewalks or trails. The developer of ANY development on this sites should be required to negotiate, construct and maintain a sidewalk and privacy fence, along the eastern edge of the Glenwood Springs Mall property to the bus stop and existing trail/sidewalk connections.

-5) Again, as the shortest distance between two points is a straight line, this development with the number of residents and the anticipated 2200 vehicle trips daily should negotiate and be required to have direct access to Highway 6 & 24 rather than having the ONLY access/egress point onto Donegan Road. It seems that in the near future, the city of Glenwood would be acquiring more lane miles of roadway and utility infrastructure including more of Donegan and Mel Ray Roads with proven need for sidewalks. And as has been "encouraged/desired" in the past, the city could/should annex more of the remaining residential portions of West Glenwood. The proposal includes offsite roadway improvements ONLY at the extreme east end of Donegan Road and intersection of Highway 6 & 24.

From application "Referral Agency Comments": From: Wyatt Keesbery

<wkeesbery@garfield-county.com> Sent: Monday, March 1, 2021 8:46

AMTo: Glenn Hartmann <ghartmann@garfield-county.com>Subject: RE:

City of Glenwood Springs Land Use Referral in West GlenwoodGlenn,If they are going to annex anything they need to annex ALL of West Glenwood . I don't want them toannex just portions, it is ALL or nothing.Wyatt

-6) In my review, I did not see any comments from our Fire Chief. As a GS Rural Fire District board member, I asked Chief Gary Tillotson if there should be concern with the density and height of the proposed buildings in the development being up to five stories high including parking below? And if there may be a need to acquire another aerial apparatus and there was agreement there would probably be such a need. The last aerial was budgeted for \$1.2 million. Yet another expense that would be faced by the city. As there is need to replace the current West Glenwood fire station, perhaps some provision or negotiation can be included in the discussion with this development proposal?

-7) It has frequently been a life-safety problem related to wildfires and other incidents with South Canyon/I-70 closures where West Glenwood has become gridlocked and West Glenwood residents have been unable to evacuate. With three schools in the area along with existing residents, adding another projected almost 1000 residents in this area will add immensely to a frustrating and potentially life-threatening situation. With the South Bridge project and approval to hire a deputy fire chief, the city is aware of the need to work on evacuation planning, now primarily focused on residents in South Glenwood and the Garfield County Four Mile corridor residents. A plan needs to be formulated for West Glenwood residents as well, those both current AND future.

-8) The City of Glenwood is in the driver's seat related to this development proposal, especially with the request for annexation and Planned Unit Development (PUD) district request. The city staff, board members and elected officials now have the ability to request/dictate requirements to the benefit and NOT detriment to both the city as a governmental entity AND to all current and future residents. Does this proposal provide "... greater benefit to the City of Glenwood Springs"?

"070.020.180 - *Planned Unit Development* (PUD) District.

(a)

Purpose. *Planned 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. “

As a resident of No Name and not living within the municipal limits of the city, along with the many, many residents of West Glenwood who will be impacted by this development proposal, “WE” are not constituents of the elected officials of the city or its boards and commissions. But we are all parts of the greater Glenwood Springs community, benefiting from and contributing to this very special place. This proposal with its density and projected number of residents has many significant wide-ranging impacts both short and long term. Will any perceived or proposed benefits outweigh the many negative impacts? Loving the uniqueness of living in No Name, I really don't have a “dog in this fight” being not directly impacted by this development proposal, but I do care for those in West Glenwood who will be so impacted by what happens in their back and front yards and lives and safety. They have helped make my

living in Glenwood Springs for over forty years an integral and important part of my life and calling Glenwood Springs “home”, thus my desire to share my thoughts for your consideration.

Thank you for your time, attention, work and efforts,

Greg Jeung

1188 CR 129

Glenwood Springs CO 81601

970-319-7697

From: [James Drolet](#)
To: [Trent Hyatt](#)
Subject: Public comment on Annexation request 214 Center Drive
Date: Thursday, April 22, 2021 11:50:53 AM

RE: Consideration of annexation 214 Center Drive Glenwood Springs

The project looks like a well laid out concept that can help our community's housing shortage. One of the impressive aspects of this project is that does not rely on large taxpayer subsidies and enables free market solutions to significantly improve the housing availability in our community.

Thank you for considering my comments

Jim Drolet
Glenwood Springs, Co

JOHN R SCHENK
620 HYLAND PARK DRIVE
GLENWOOD SPRINGS, COLORADO 81601

April 6, 2021

Trent Hyatt
Senior Planner
Glenwood Springs Planning Dept.
101 West 8th St.
Glenwood Springs, CO 81601

Re: Donegan Annexation and Initial Zoning/ Rezoning #69-20-480

Greetings:

My wife and I are residents of Glenwood Springs, Colorado and are directly acquainted with the skill and craftsmanship of the Diemoz family since we have resided at 620 Hyland Park Drive since June 30, 1997. The dwelling on this property was built by Adolph and Floyd Diemoz in 1963. This home is as sound today as it was when built which reflects a commitment to excellence which is a hallmark of the Diemoz tradition. When a few questions arose after our acquisition of the property, I approached Floyd with these questions. He walked back to his records section and pulled a records binder on the construction of this property which he had maintained for over 30 years. I have little doubt that this binder is still in his possession and believe that is the standard practice for all of the construction projects in which he, his father, and his son John have been involved.

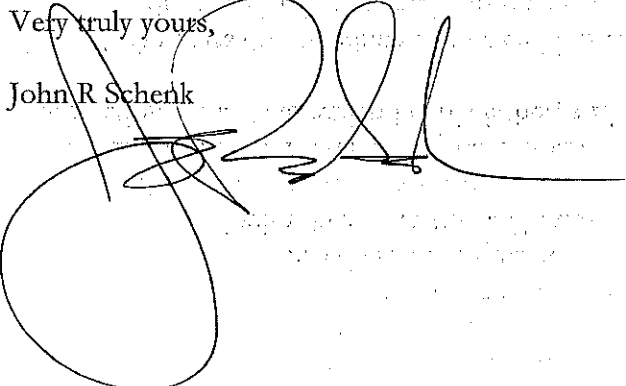
Through the years during which I practiced law in Glenwood Springs I was also acquainted with projects undertaken by Floyd and John for my clients throughout the local area. The attention to detail and diligence exercised by Diemoz Construction have been rarely exceeded.

Although the project before the Planning and Zoning commission involves a R2 Partnership as developer a newcomer to the Glenwood scene, I have taken the time to review the plans and specifications for this project with Floyd and John and have also learned about the background, reputation, and capability of the contract purchasers. Based on that review and confidence in the word of both Floyd and John, it appears the proposed project conforms in every detail with the Comprehensive Plan of the City of Glenwood Springs and, in fact, in many respects, exceeds the express goals and policies of the city for such a development. This proposal should be approved without reservation.

Thank you for your attention to these details.

Very truly yours,

John R Schenk



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 irrigation 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.

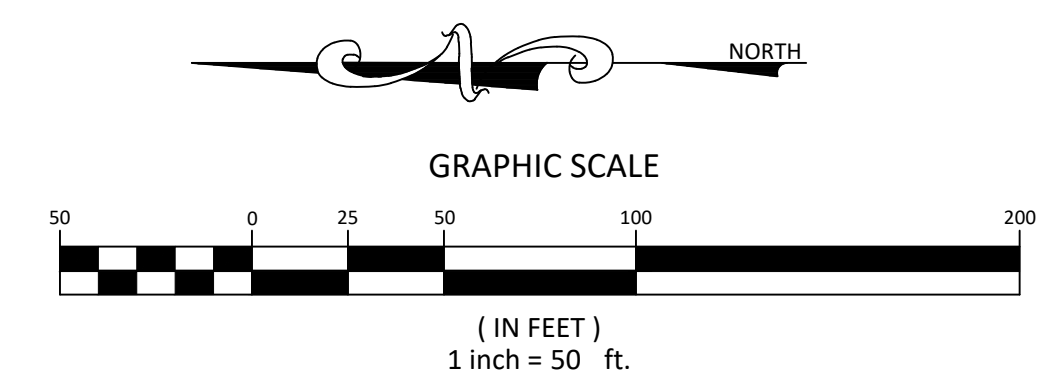
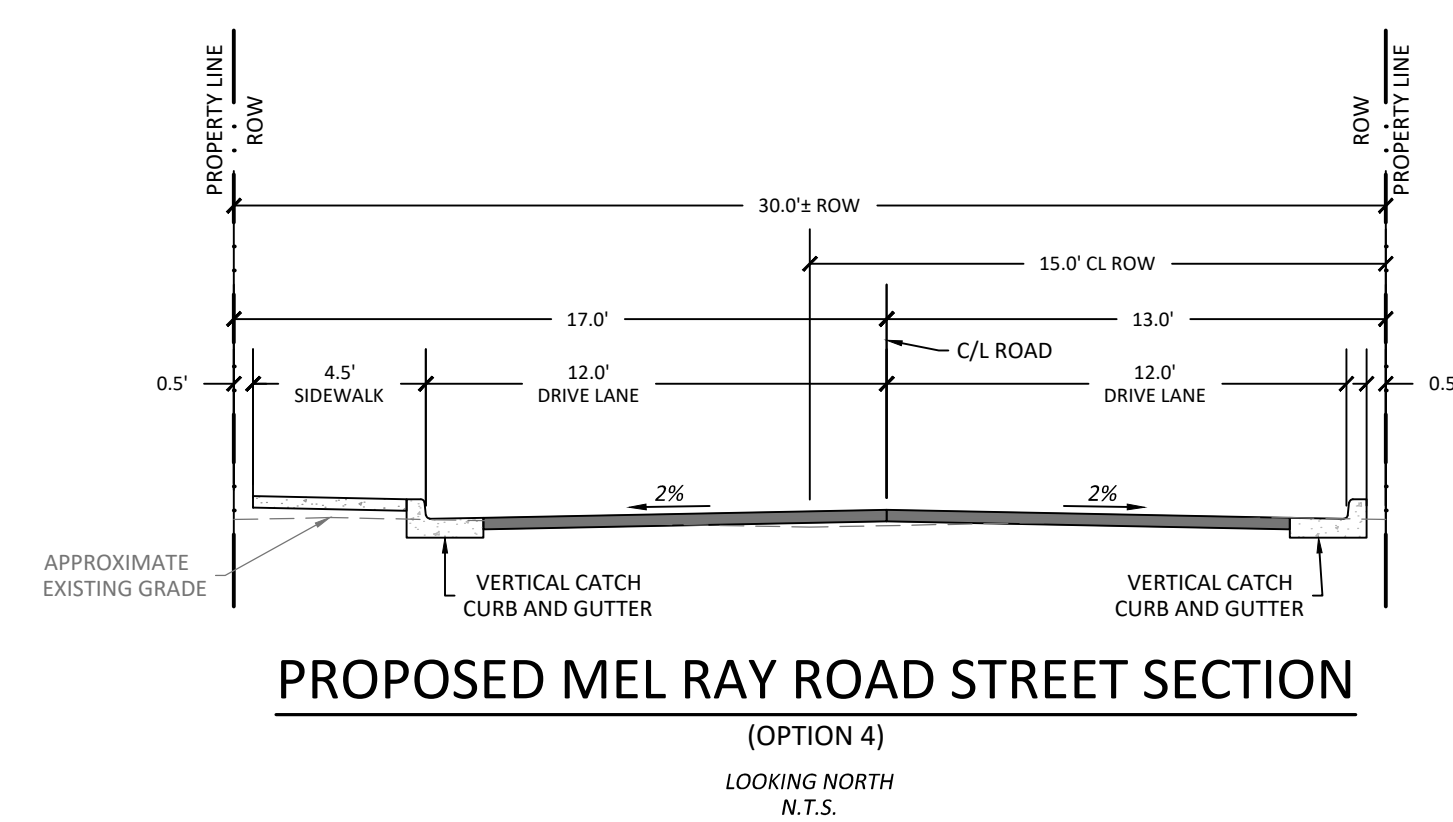
Thank you,
Matthew Langhorst
City of Glenwood Springs, Director of Public Works

EXHIBIT

[illegible]

DRAWING NO.

EXHIBIT



**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

**ARCHITECTURE / PLANNING / LANDSCAPE
ARCHITECTURE**
Hord Coplan Macht, Inc.
1800 Wazee Street, Suite 450 Denver, CO 80202
p. 303. 222. 2151

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

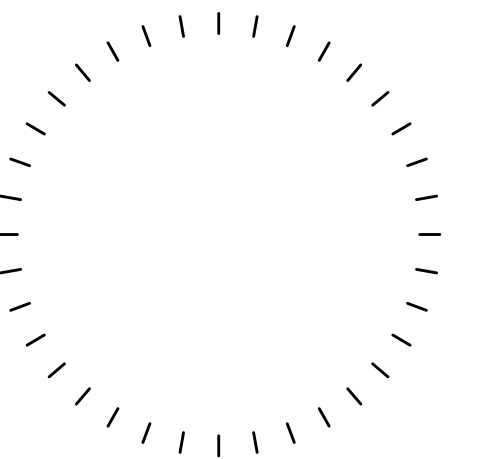
GLENWOOD SPRINGS, COLORADO

ARCHITECTURE

LANDSCAPE ARCHITECTURE

PLANNING

INTERIOR DESIGN

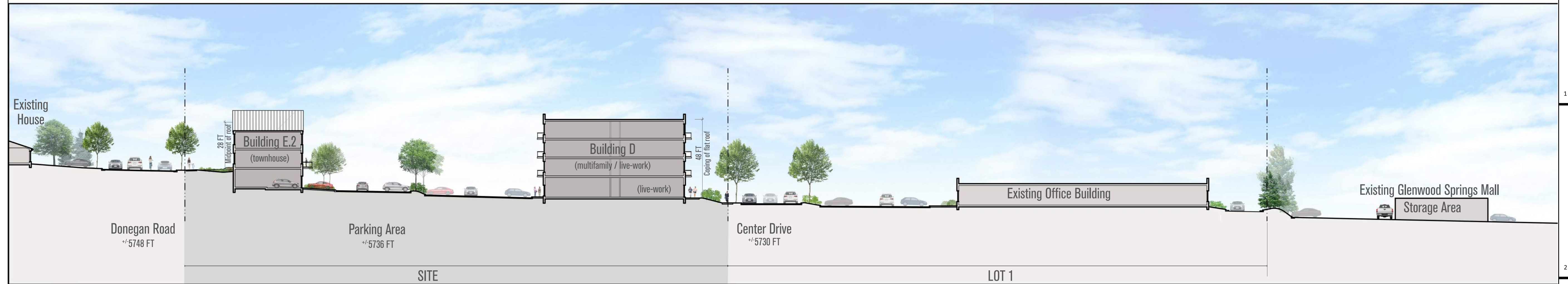
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Scale _____
AS NOTED

SITE SECTION

ANNEXATION AND ZONING SUBMISSION

Hord Coplan Macht, Inc.

LOCATION MAP
NTS

NOT FOR CONSTRUCTION 7

From: [James Drolet](#)
To: [Trent Hyatt](#)
Subject: Public comment on Annexation request 214 Center Drive
Date: Thursday, April 22, 2021 11:50:53 AM

RE: Consideration of annexation 214 Center Drive Glenwood Springs

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Thank you for considering my comments

Jim Drolet
Glenwood Springs, Co

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 westglenwoodpasturedevelopment.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 there is not any further fire safety studies done, like all the residents of West Glenwood have asked for, and the worst happens. There 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 there 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.

Fourth, 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

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 business, 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, the worse 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

JOHN R SCHENK
620 HYLAND PARK DRIVE
GLENWOOD SPRINGS, COLORADO 81601

April 6, 2021

Trent Hyatt
Senior Planner
Glenwood Springs Planning Dept.
101 West 8th St.
Glenwood Springs, CO 81601

Re: Donegan Annexation and Initial Zoning/ Rezoning #69-20-480

Greetings:

My wife and I are residents of Glenwood Springs, Colorado and are directly acquainted with the skill and craftsmanship of the Diemoz family since we have resided at 620 Hyland Park Drive since June 30, 1997. The dwelling on this property was built by Adolph and Floyd Diemoz in 1963. This home is as sound today as it was when built which reflects a commitment to excellence which is a hallmark of the Diemoz tradition. When a few questions arose after our acquisition of the property, I approached Floyd with these questions. He walked back to his records section and pulled a records binder on the construction of this property which he had maintained for over 30 years. I have little doubt that this binder is still in his possession and believe that is the standard practice for all of the construction projects in which he, his father, and his son John have been involved.

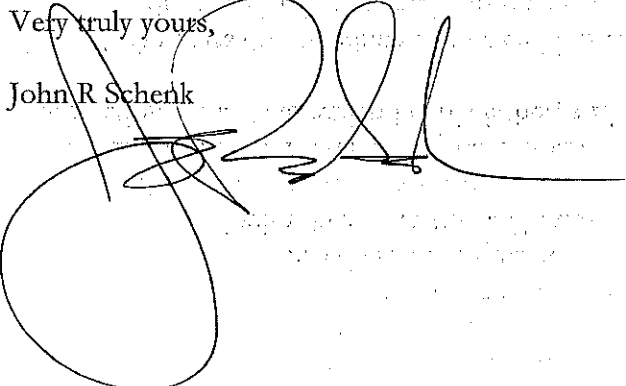
Through the years during which I practiced law in Glenwood Springs I was also acquainted with projects undertaken by Floyd and John for my clients throughout the local area. The attention to detail and diligence exercised by Diemoz Construction have been rarely exceeded.

Although the project before the Planning and Zoning commission involves a R2 Partnership as developer a newcomer to the Glenwood scene, I have taken the time to review the plans and specifications for this project with Floyd and John and have also learned about the background, reputation, and capability of the contract purchasers. Based on that review and confidence in the word of both Floyd and John, it appears the proposed project conforms in every detail with the Comprehensive Plan of the City of Glenwood Springs and, in fact, in many respects, exceeds the express goals and policies of the city for such a development. This proposal should be approved without reservation.

Thank you for your attention to these details.

Very truly yours,

John R Schenk



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 residents 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. The top priority of government should be to ensure the safety of its citizens.

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 be 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 or 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

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

[Cj Peugnet](#) [West Glenwood Pasture Development](#)

[nohatYSpondeesgfltofoetdrduuayo 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@cmsg-us.com; wqwspastureddev@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 magnesium 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: lorrnichols@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 - Annexation – of a 15.818 acre parcel into the municipal limits of the City of Glenwood Springs.

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

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

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

BACKGROUND/ANALYSIS

Proposal

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

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



Vicinity map

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



Southeast view from Ponderosa Circle (Google Maps)

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



Northeast view (Google Maps)

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



Site layout and landscaping per Sheet LA3.0

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

Annexation Process

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

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

Annexation Review Criteria

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

Roads and Traffic

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

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

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



Donegan Road and Highway 6 and 24 intersection improvements

Housing and Affordability

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

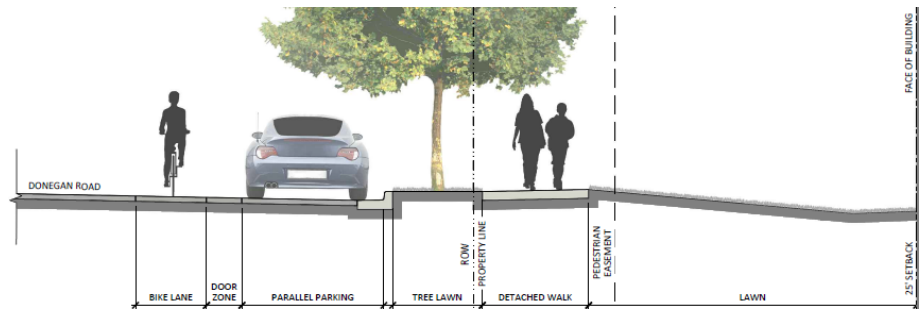
One notable aspect of the housing proposal, however, is the inclusion of affordable options in each housing type provided, excluding live/work. Currently, the applicant proposes restricting 38 (10.6 percent) to either 100 or 120 percent of area median income (AMI) as outlined in the table below.

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

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

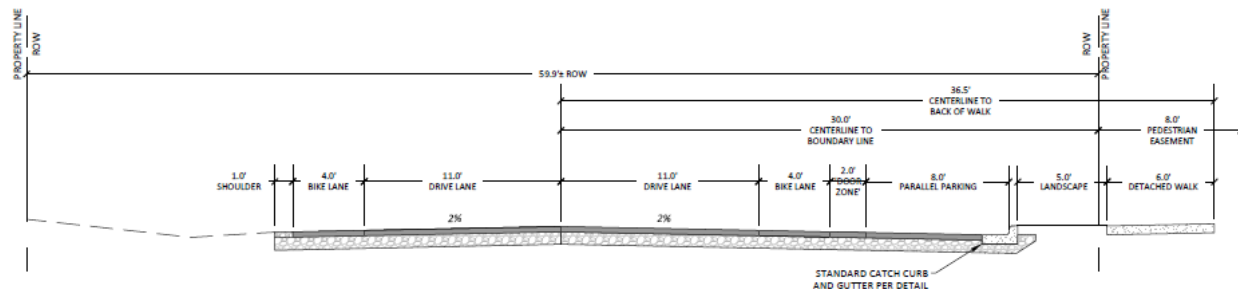
Bicycle and Pedestrian Facilities

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



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

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



Proposed Donegan Road typical cross section

Infrastructure

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

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

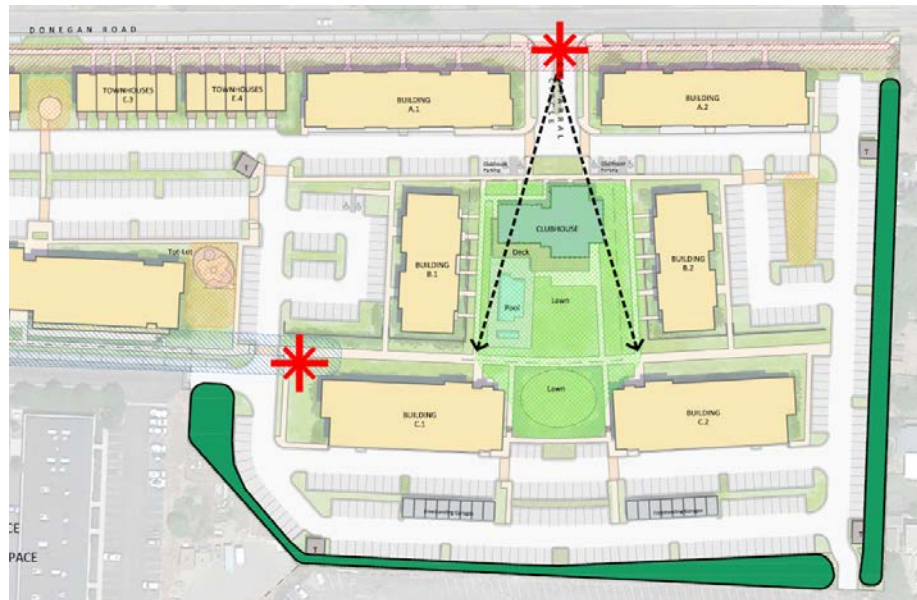
The West Glenwood Sanitation District provides sewer service to properties and uses in this area, both within and outside of the municipal limits of the City. The district has provided comments that it can serve the sanitary needs of the proposal develop.

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

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

Parks and Open Space

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



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

Visual & Noise Impacts

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

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



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

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



Southwest view from Donegan Road (building A.2)

Comprehensive Plan

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



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

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

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

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

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

Rezoning, PUD Rezoning, and Related Approval Criteria

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

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

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

As detailed above, the annexation and related CO and PUD initial zonings/Rezoning are clearly consistent with the future land use designation of the property and numerous goals and objections addressed in the Comp Plan. The purpose 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.

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



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

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

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

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

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

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

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

Please see staff commentary above.

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

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

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

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

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

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

Reviewing Agency Comments

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

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

Adjacent Property Owner/Public Comments

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

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

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

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

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

ACTION ALTERNATIVES AND STAFF RECOMMENDATION:

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

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

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

Recommended Findings:

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

Recommended Conditions:

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

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

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

Recommended Findings:

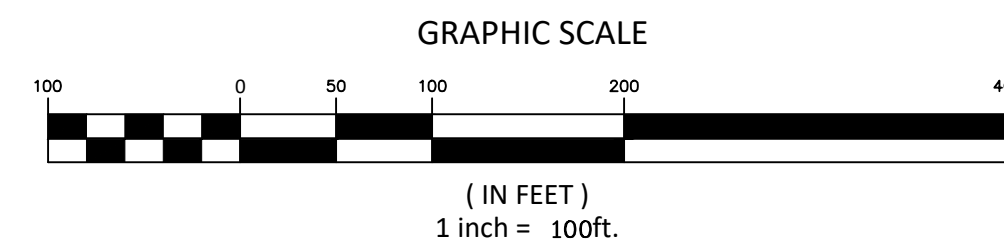
1. The rezonings are consistent with the City's comprehensive plan and the purpose of the *Glenwood Springs Municipal Code*;

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

Recommended Conditions:

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

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



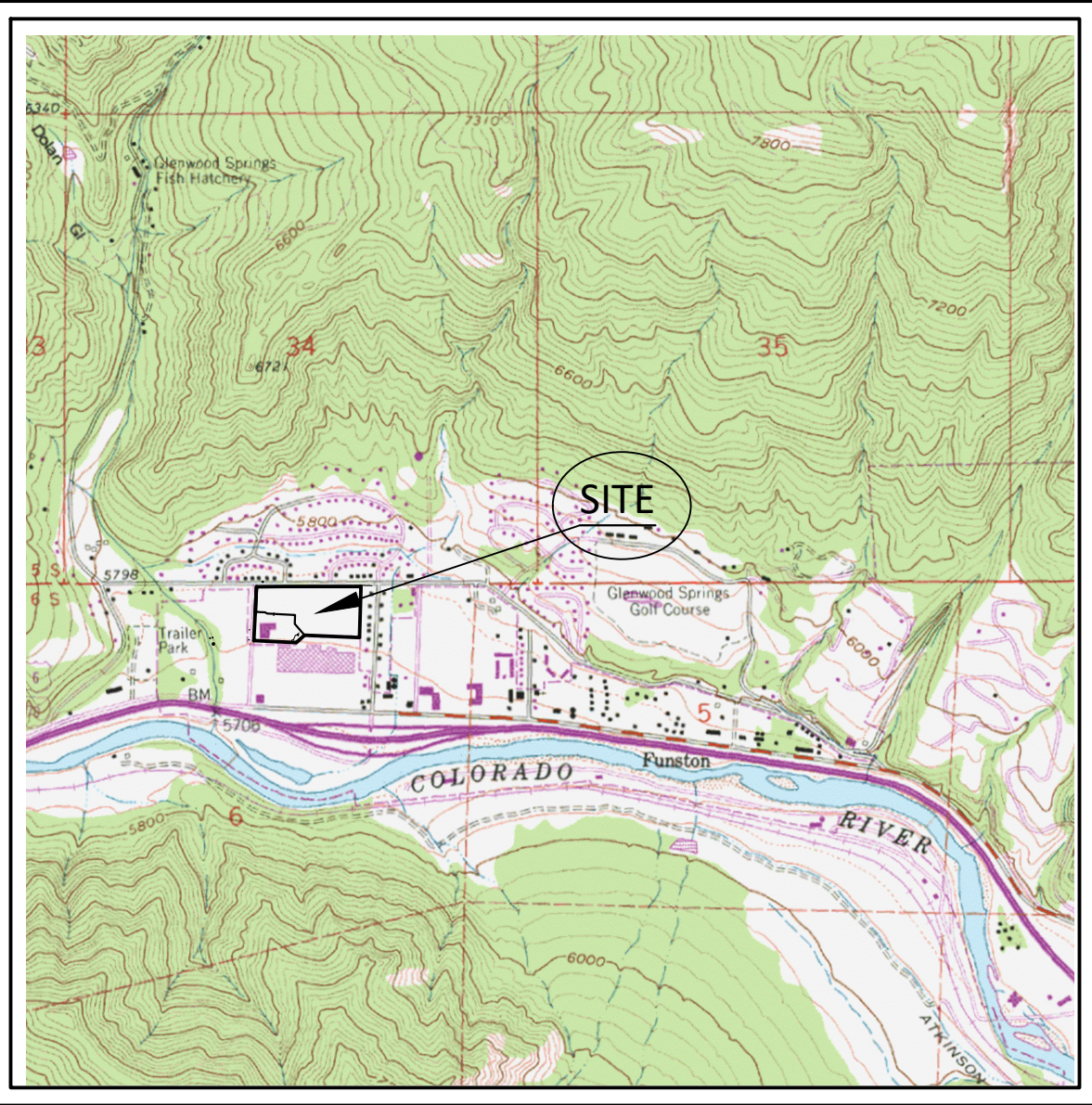
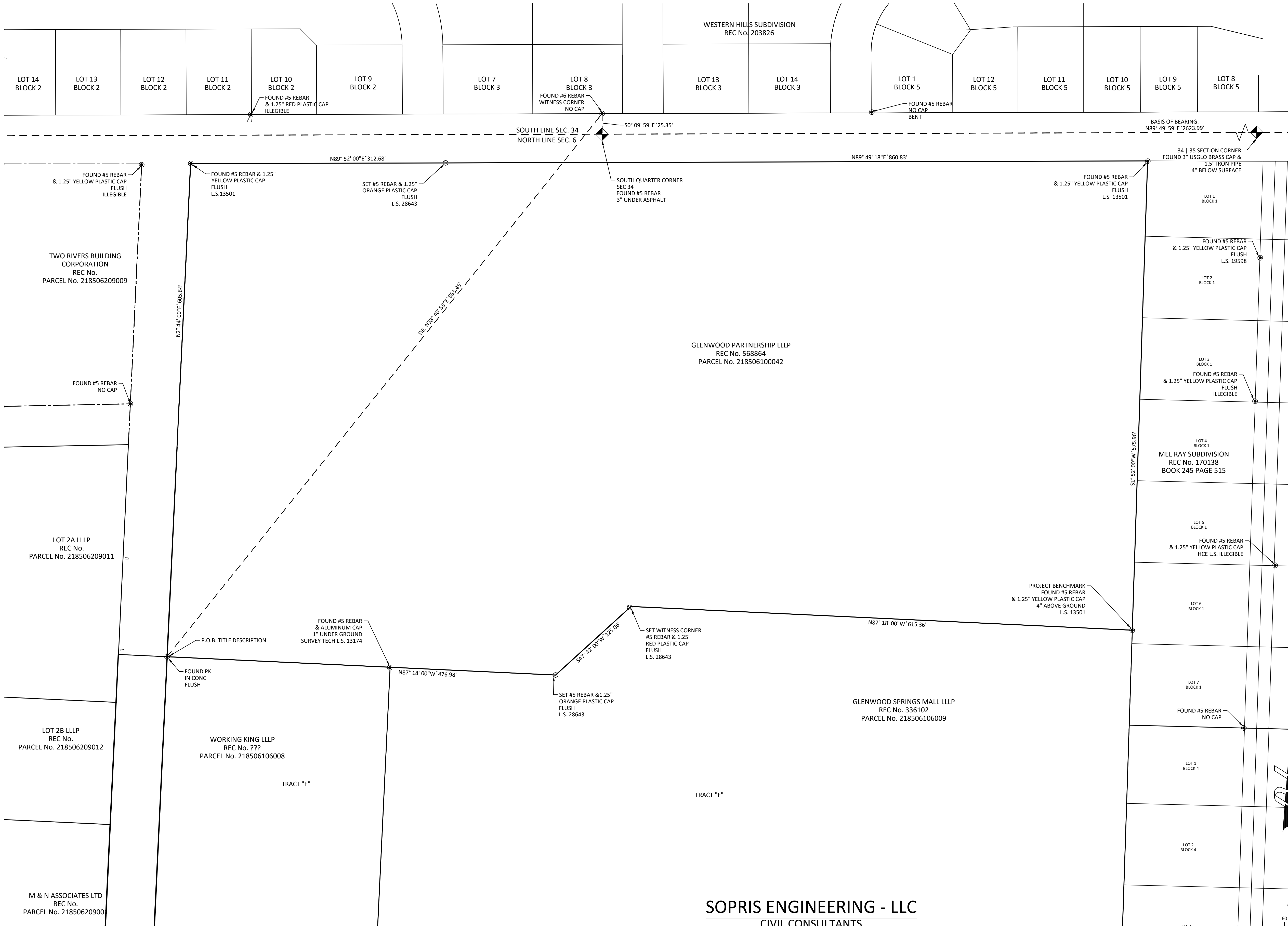
- C0.0 - COVER SHEET
- C0.1 - IMPROVEMENT SURVEY PLAT 1
- C0.2 - IMPROVEMENT SURVEY PLAT 2
- C1.1 - LOT 1 PROPOSED ZONING
- C1.2 - LOT 2 PUD PLAN
- C1.3 - CONCEPTUAL PLAT
- C2.0 - CONCEPTUAL UTILITY PLAN
- C3.0 - CONCEPTUAL GRADING PLAN
- C3.1 - OFFSITE DONEGAN ROAD IMPROVEMENTS
- C4.0 - OFFSITE DRAINAGE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

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

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

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



NOTES

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

TITLE DESCRIPTION (THIS SURVEY EDITS/ADDITIONS)

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

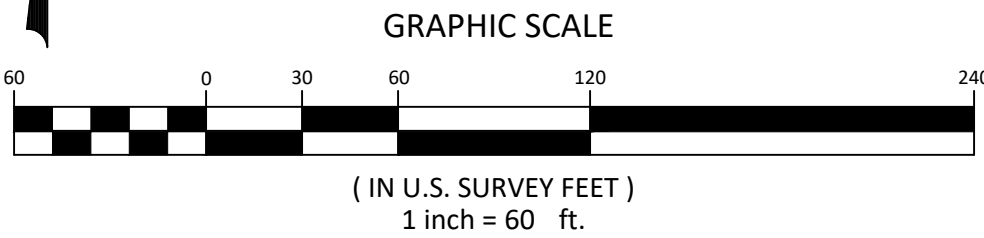
BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE 51/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 89° 13' 08" E 866.63 FEET (N 38°40'53" E 853.45 FEET FIELD) SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST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

COUNTY OF GARFIELD
STATE OF COLORADO.

IMPROVEMENT SURVEY PLAT

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

MARK S. BECKLER
L.S. #28643



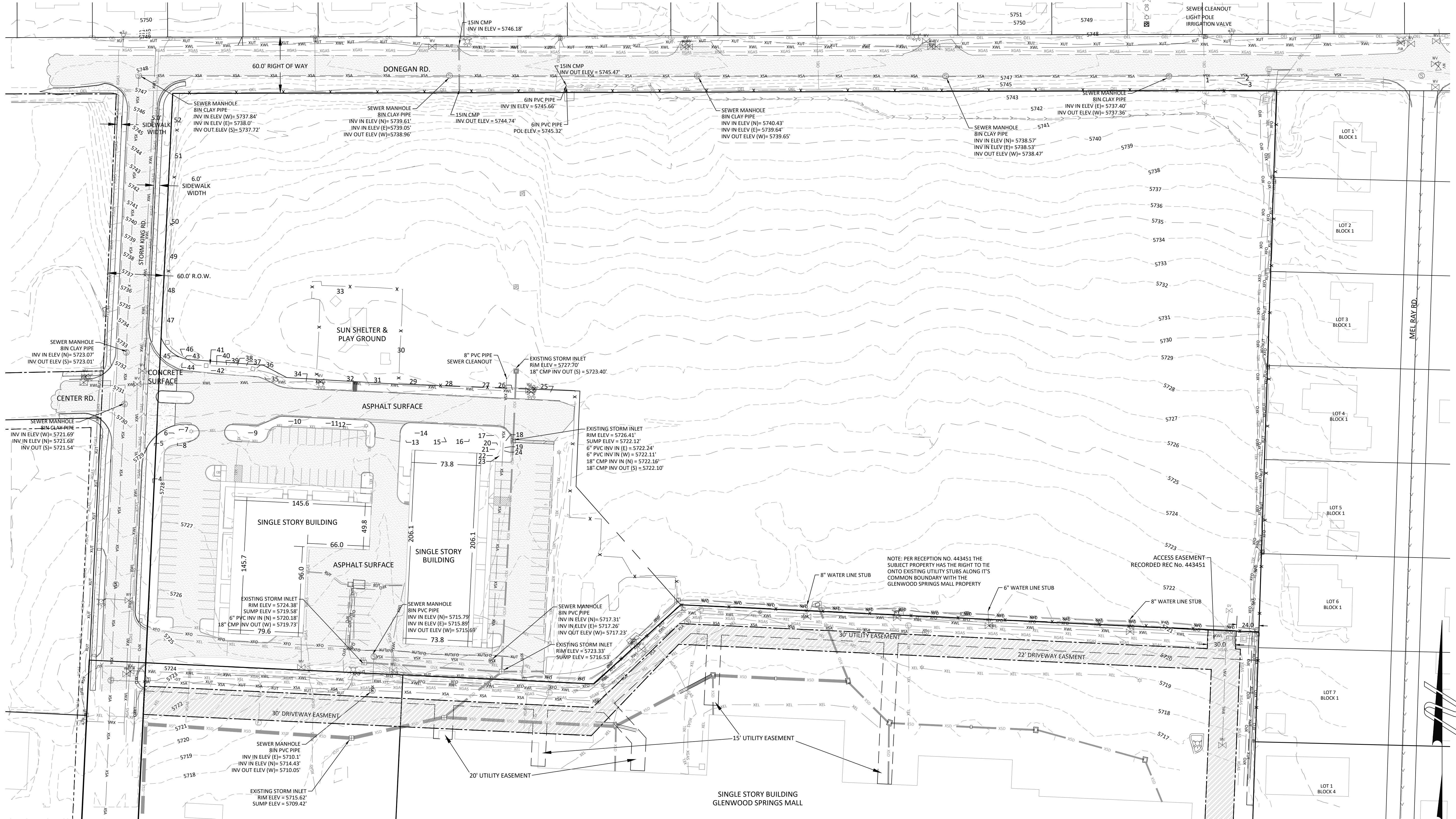
NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF CERTIFICATION SHOWN HEREON.

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

C-0.1

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

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

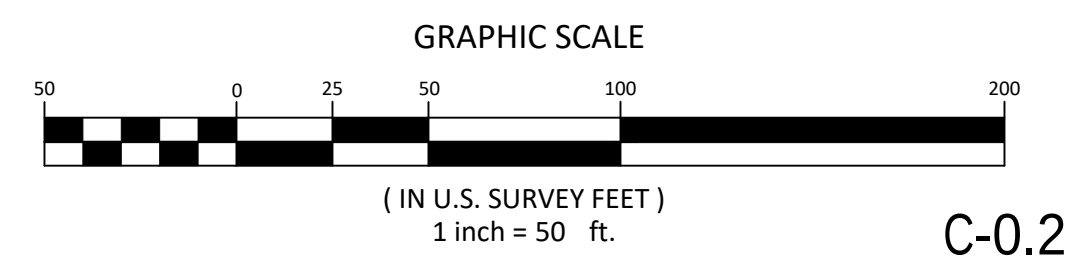


GENERAL UTILITY NOTES:

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

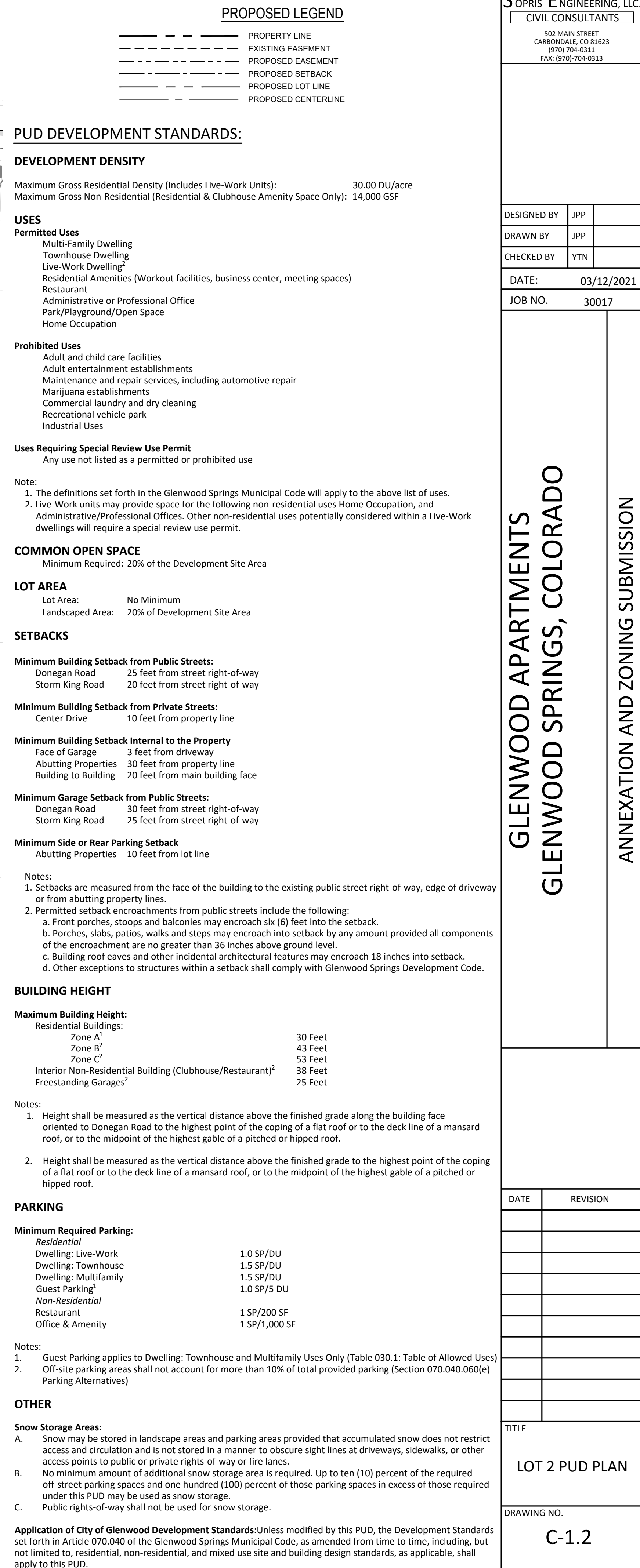
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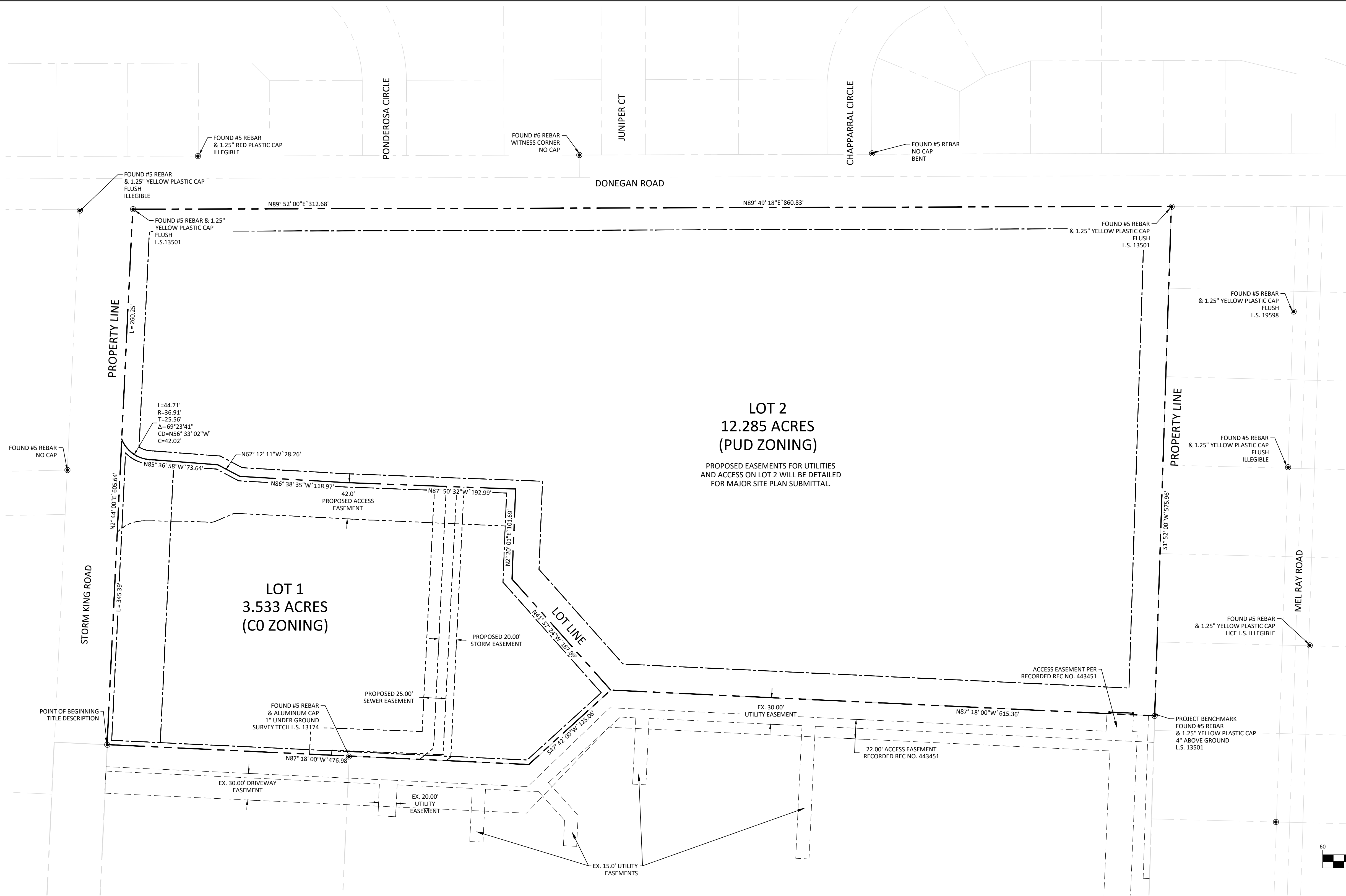


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1/25/2021 - 30017 - G:\2020\30017\SURVEY\Survey DWG\PLAT 2020\30017 PLAT.dwg



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



GENERAL PLAN NOTES:

TITLE DESCRIPTION (THIS SURVEY EDITS/ADDITIONS)

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

COUNTY OF GARFIELD
STATE OF COLORADO.

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

LOT 1 DESCRIPTION:

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SAID LOT 1 CONTAINING 3.533 ACRES, MORE OR LESS

COUNTY OF GARFIELD
STATE OF COLORADO

LOT 2 DESCRIPTION:

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

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

SAID LOT 2 CONTAINING 12.285 ACRES, MORE OR LESS

COUNTY OF GARFIELD
STATE OF COLORADO.

PROPOSED LEGEND

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

NOTES

- 1) Date of Survey: October 7-28, December 15-18, 2020 & January 5, 8, 14, 2021
- 2) Date of Preparation: October - December 2020 & January 2021.
- 3) Basis of Bearing: A bearing of N 89 49'59" E along the south east section line of Section 34, established by the found monuments.
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- 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 subsidiary of the National Oceanic Atmospheric Administration (NOAA). Which established all elevations shown heron. Placement benchmarks to be set as requested.
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SOPRIS ENGINEERING, LLC.
CIVIL CONSULTANTS

502 MAIN STREET
CARBONDALE, CO 81623
(970) 704-0311
FAX: (970) 704-0313

DESIGNED BY	JPP
DRAWN BY	JPP
CHECKED BY	YTN

DATE:	03/12/2021
JOB NO.	30017

480 DONEGAN
GLENWOOD SPRINGS, COLORADO
ANNEXATION AND ZONING SUBMISSION

DATE	REVISION

TITLE
CONCEPTUAL
PLAT

DRAWING NO.
C-1.3

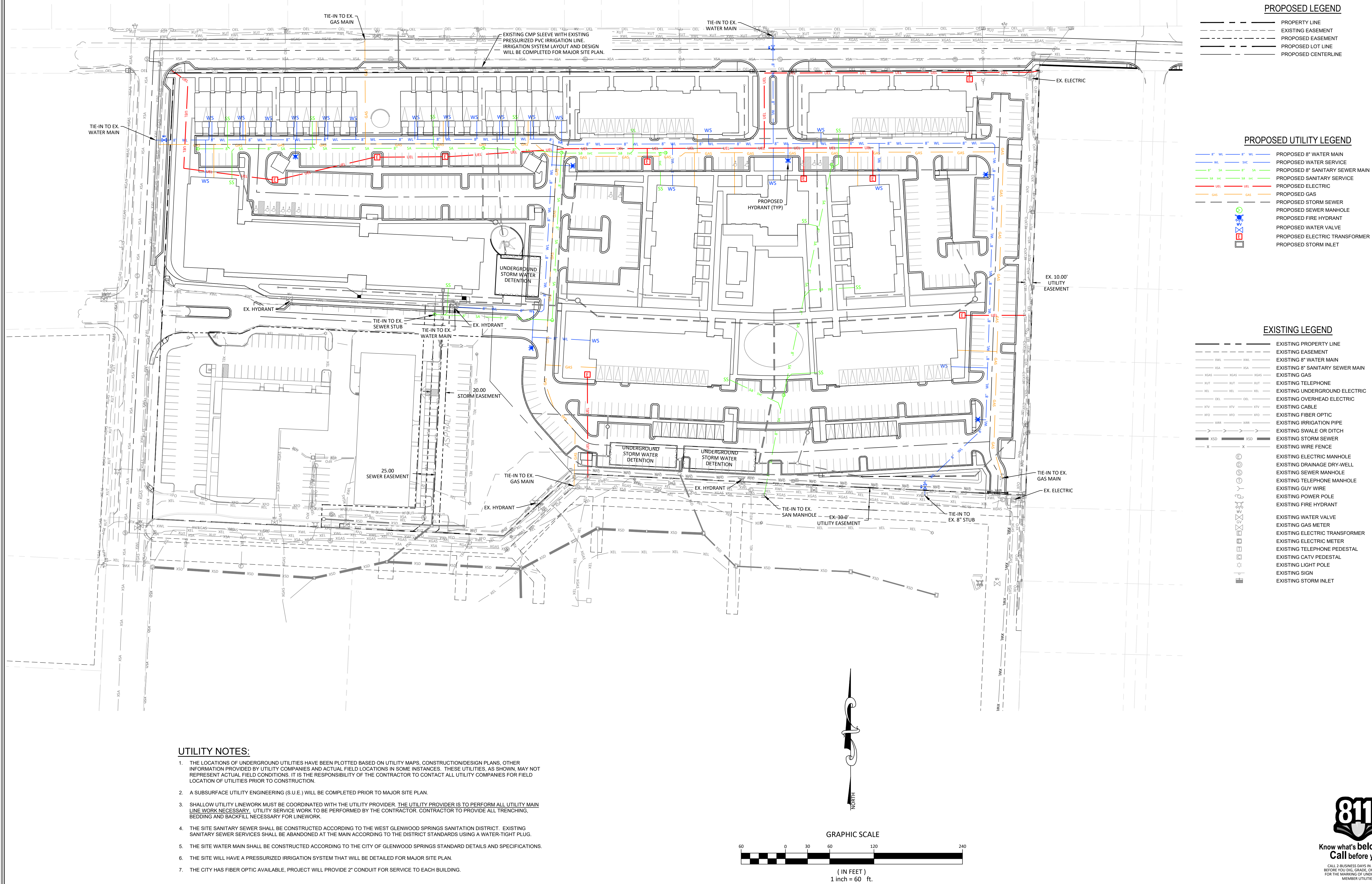
DESIGNED BY	JPP	
DRAWN BY	JPP	
CHECKED BY	YTN	
DATE: 03/12/2021		
JOB NO. 30017		

GLENWOOD APARTMENTS
GLENWOOD SPRINGS, COLORADO

ANNEXATION AND ZONING SUBMISSION

[illegible]

TITLE	CONCEPTUAL UTILITY PLAN
DRAWING NO.	C-2.0

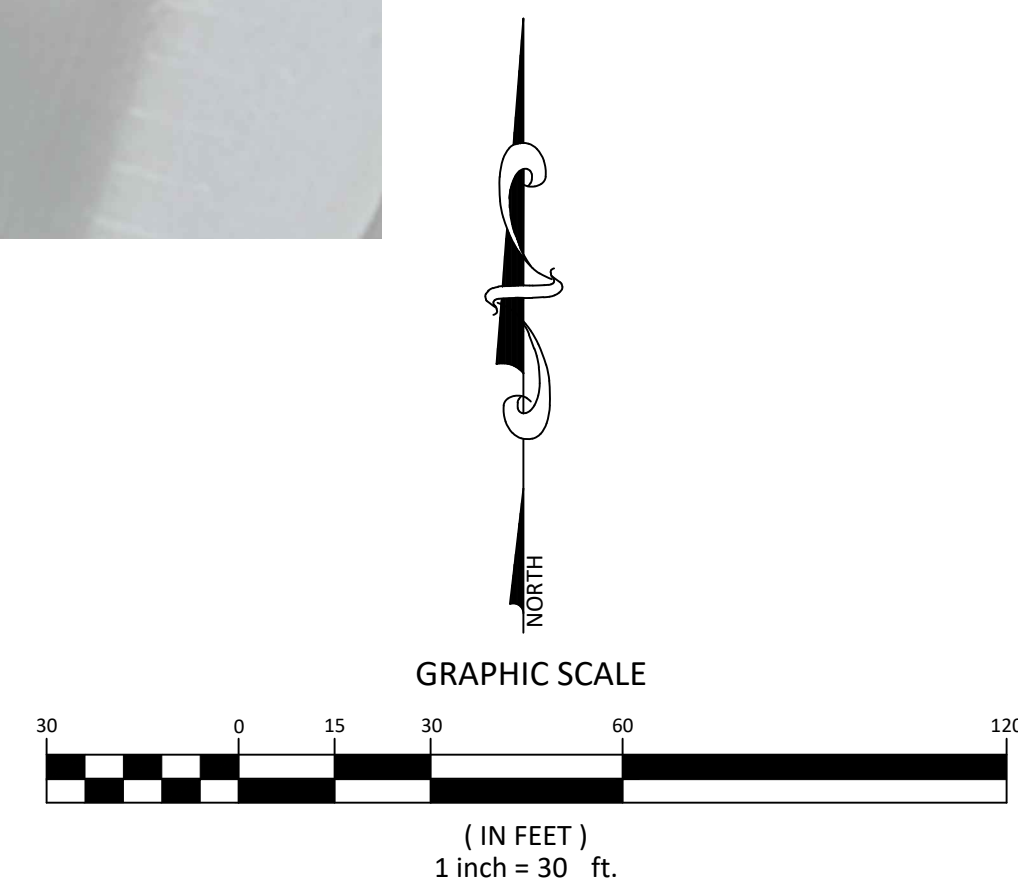
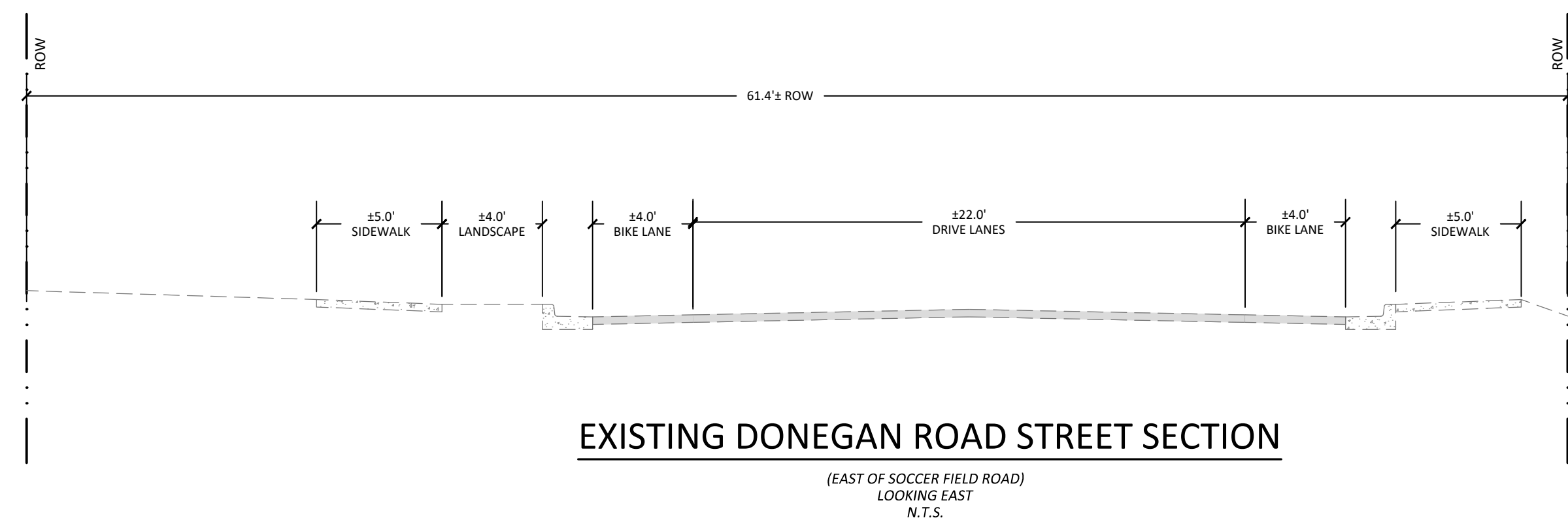
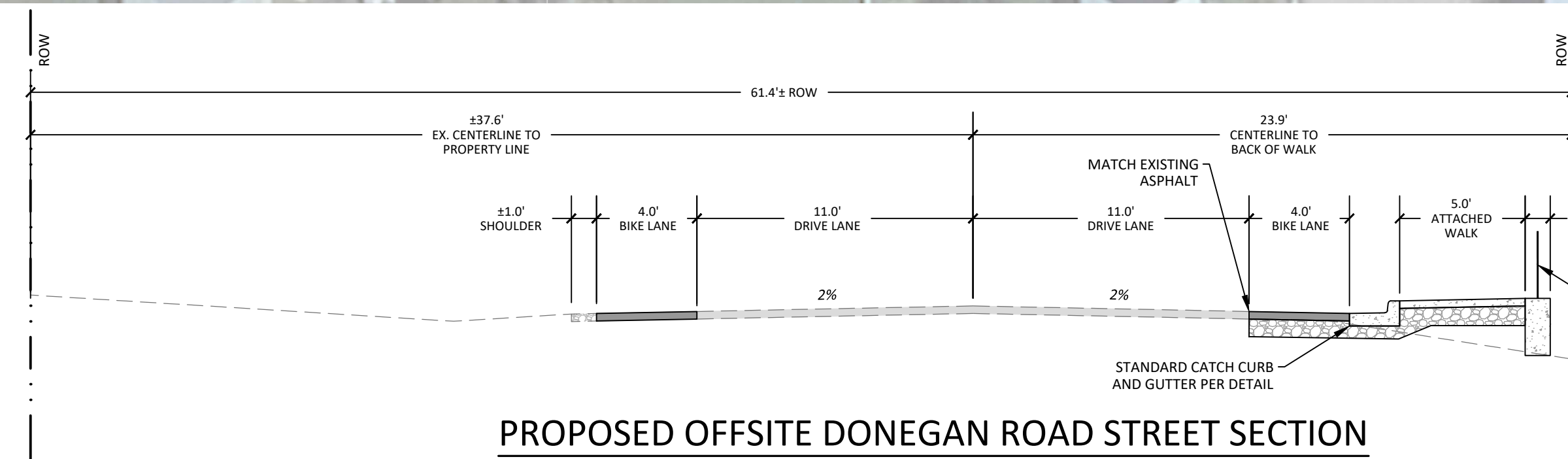


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C-3.1



480 DONEGAN
GLENWOOD SPRINGS, COLORADO

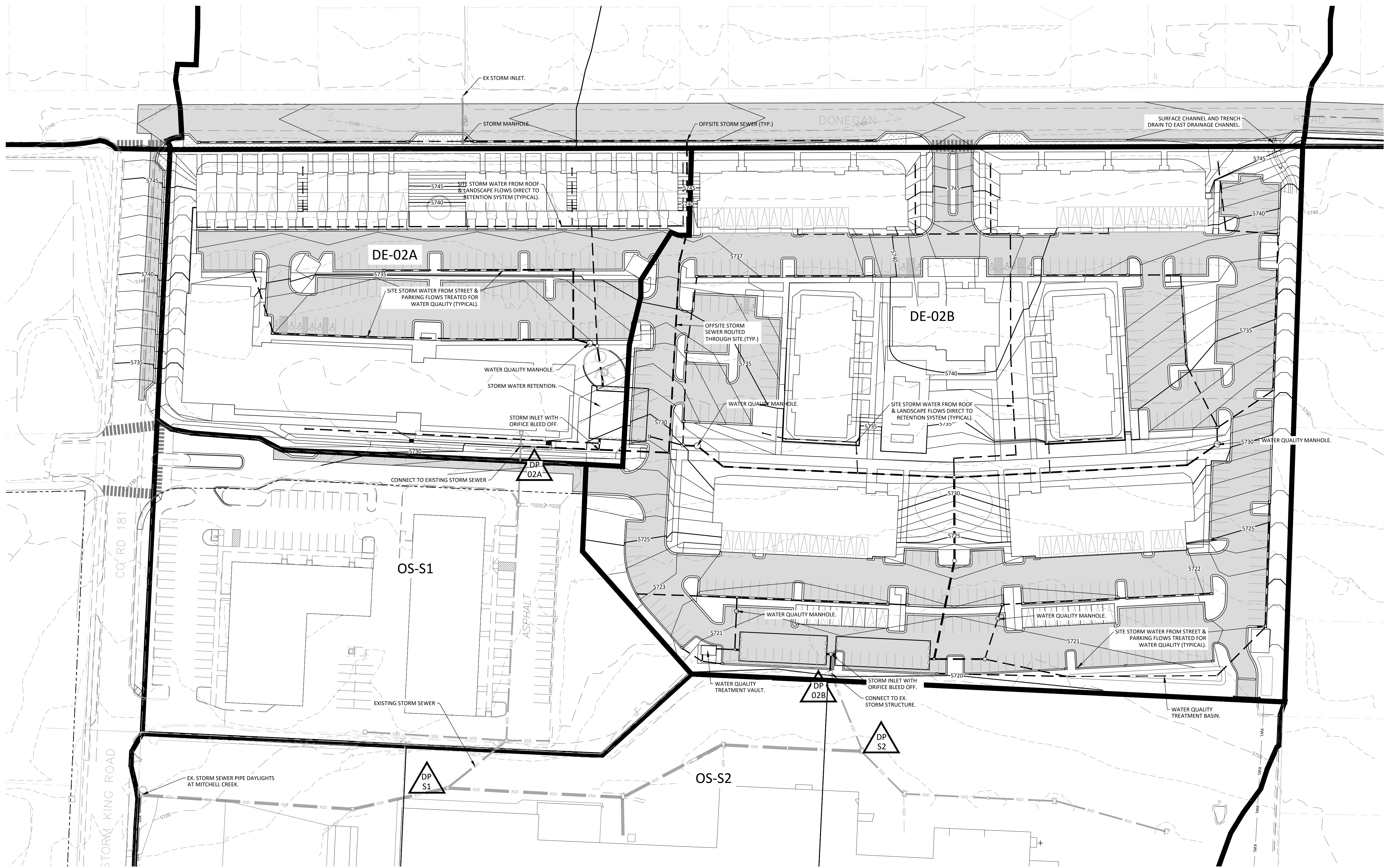
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TITLE OFFSITE DRAINAGE PLAN	DRAWING NO. C-4.0



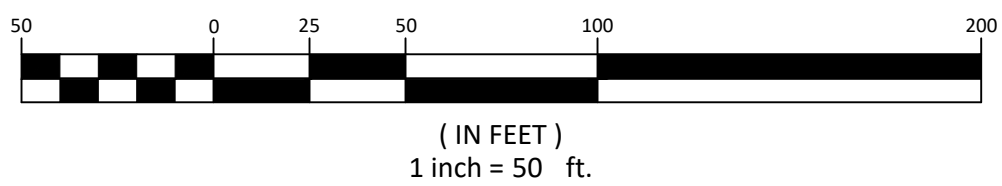
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DRAINAGE LEGEND

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

GRAPHIC SCALE



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

SOPRIS ENGINEERING, LLC.
CIVIL CONSULTANTS

502 MAIN STREET
CARBONDALE, CO 81623
(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
ONSITE
DRAINAGE
PLAN**
DRAWING NO.
C-4.1

LANDSCAPE REQUIREMENTS

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

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

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

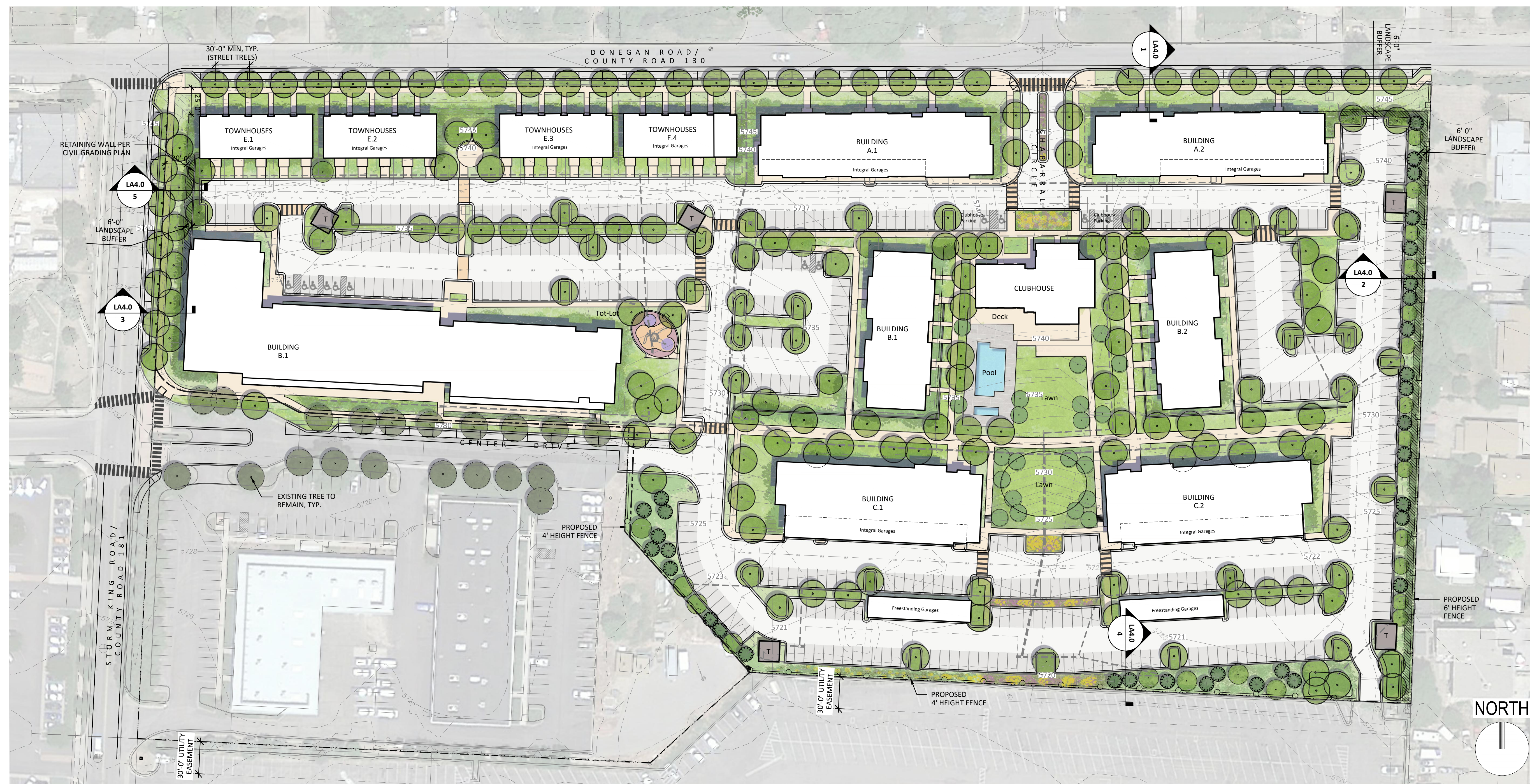
Streetscape Elements Required (Article 070.040.050, Glenwood Springs Development Code)		
		Quantity
Street Trees Required	1 per 50 FT Street Frontage	40
Street Trees Provided		49
Planting Strip Required	Min. 5 FT Wide From Back of Curb	
Planting Strip Provided	Min. 5 FT Wide From Back of Curb	PROVIDED

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



1 ILLUSTRATIVE LANDSCAPE PLAN

SCALE: 1" = 50'-0"

0' 25' 50' 100' 150'

NOT FOR CONSTRUCTION

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

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

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

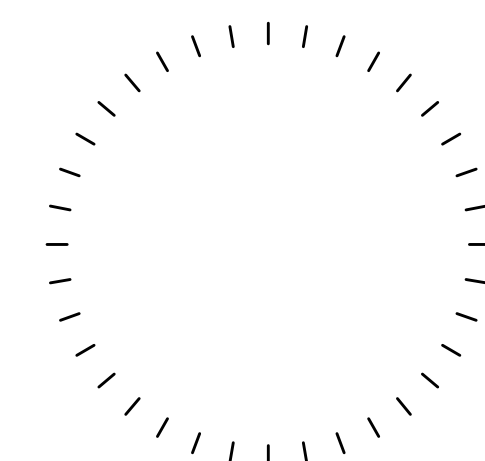
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Garfield & Hecht, P.C.
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480 DONEGAN

GLENWOOD SPRINGS, COLORADO

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ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN

[illegible]

Project Name
480 DONEGAN

Project Number
22023.00

Date
03/12/2021

Scale
AS NOTED

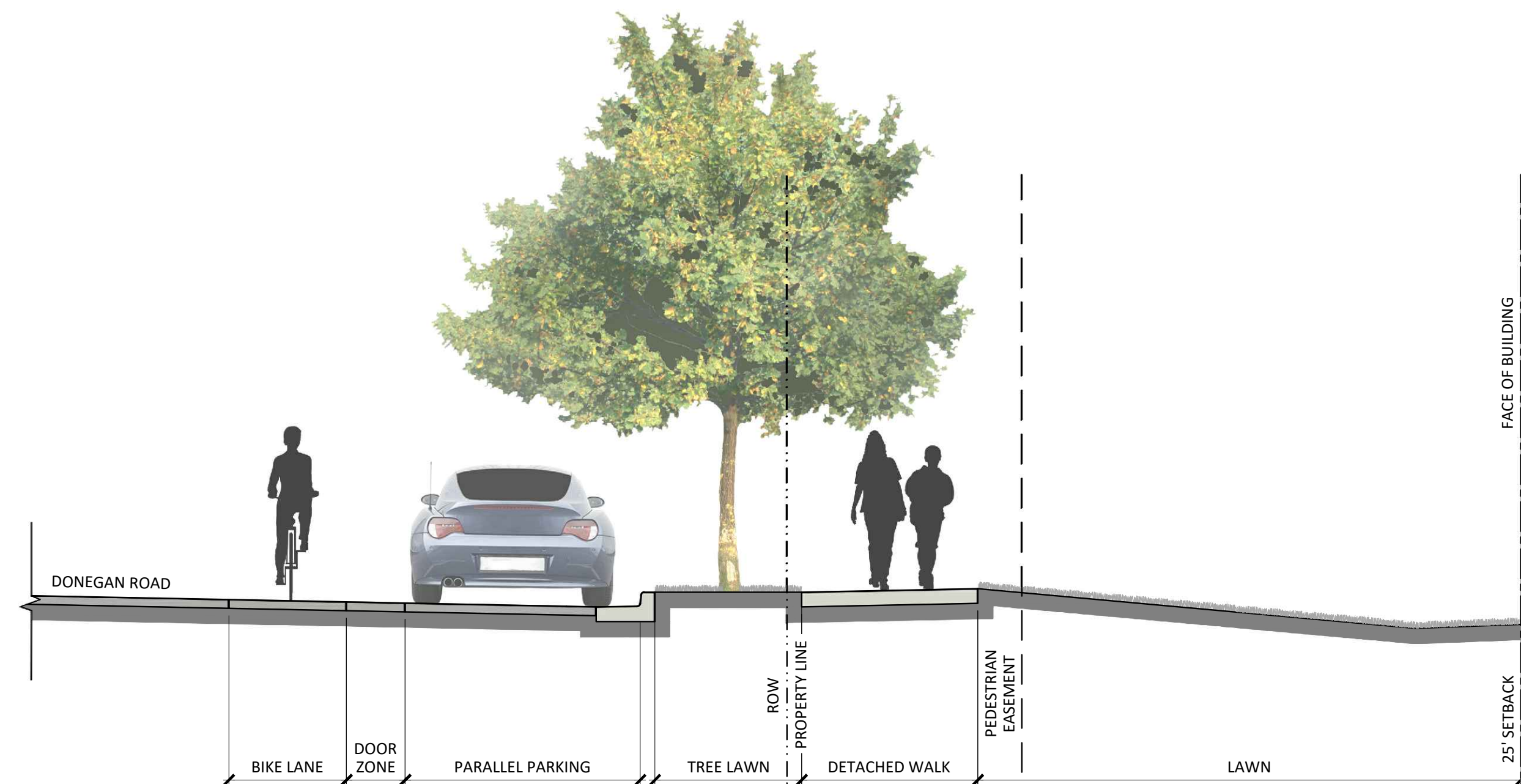
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ILLUSTRATIVE
LANDSCAPE PLAN

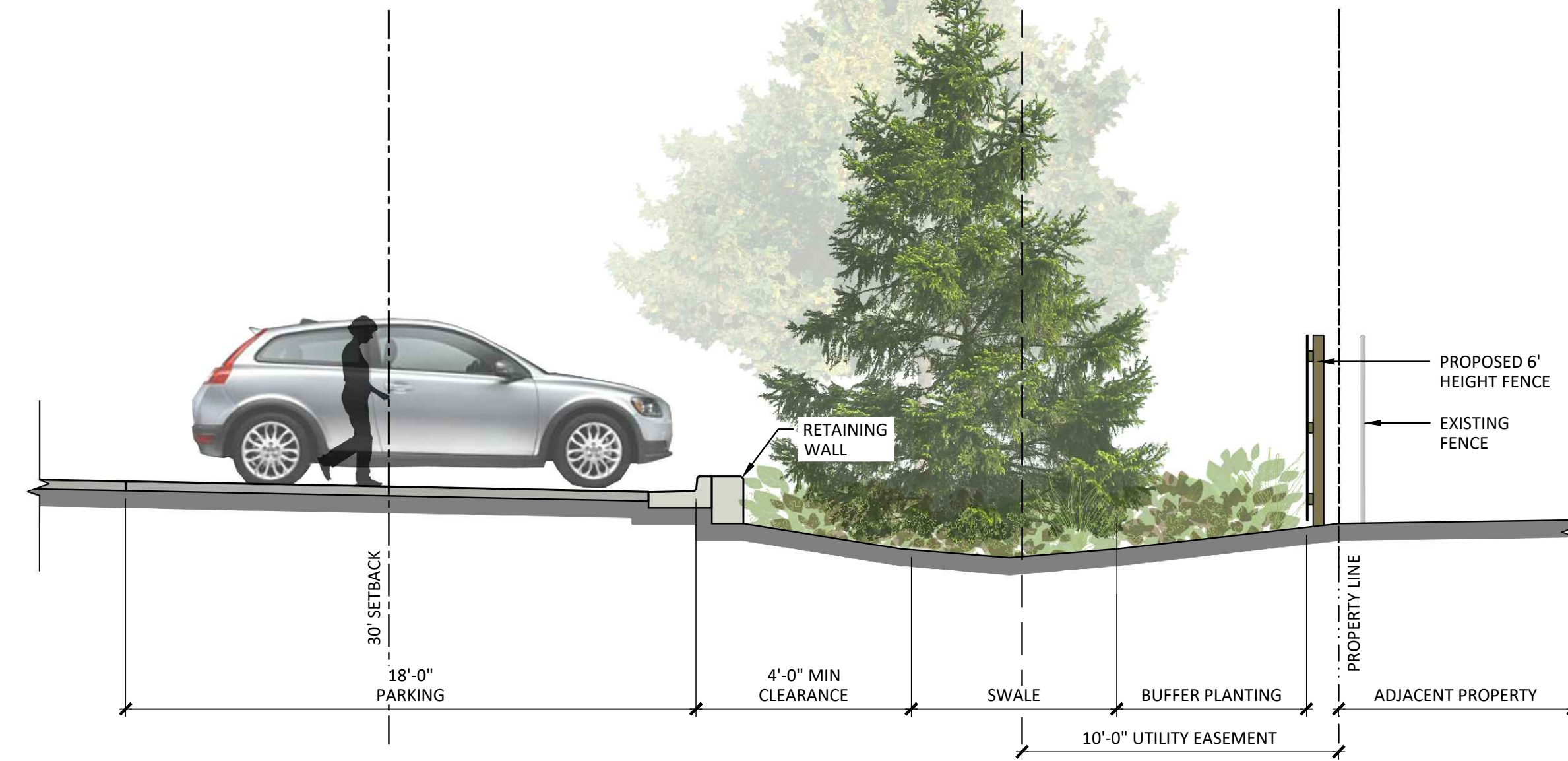
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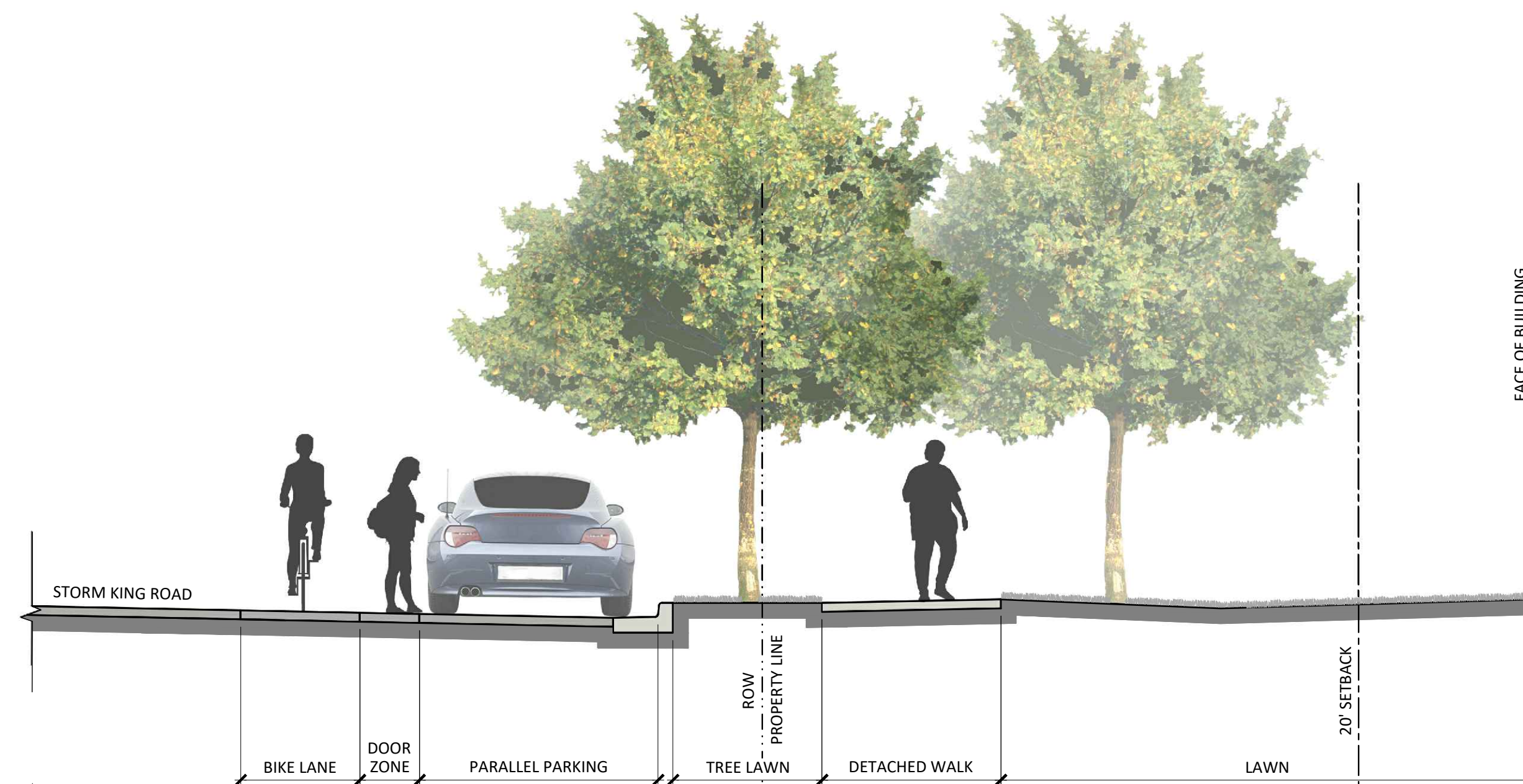
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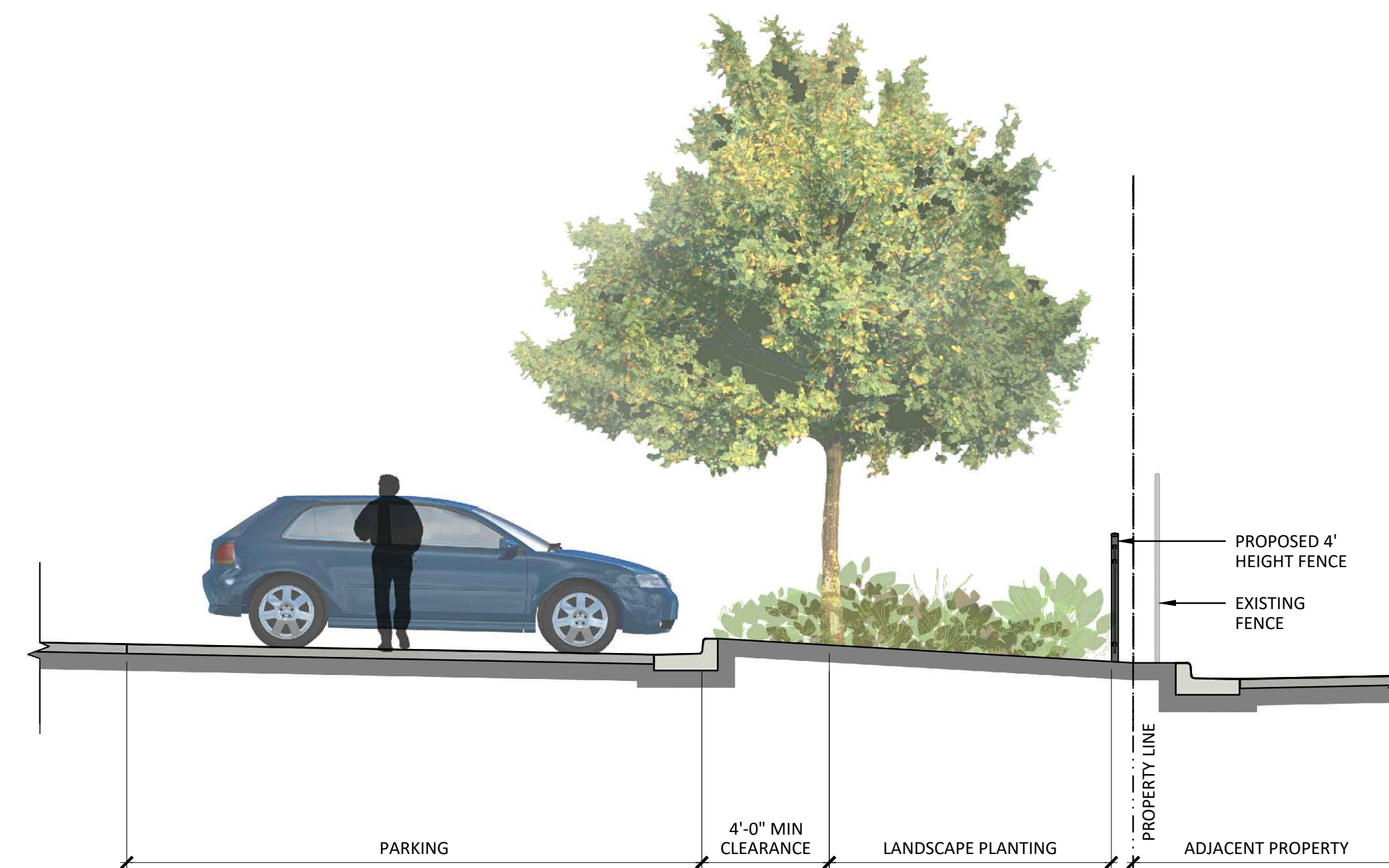
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2 SECTION - EAST PROPERTY LINE
SCALE: $\frac{1}{4}" = 1'-0"$



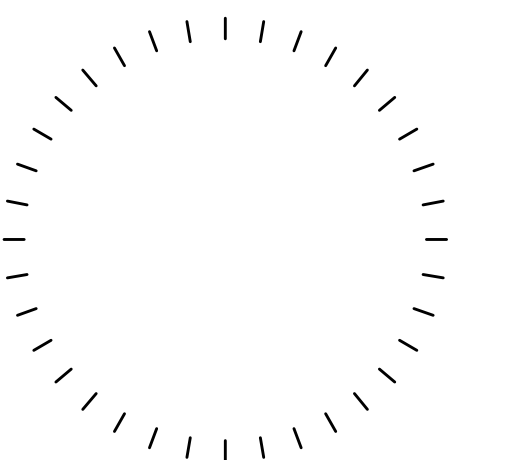
3 SECTION - STORM KING ROAD A
SCALE: $\frac{1}{4}" = 1'-0"$

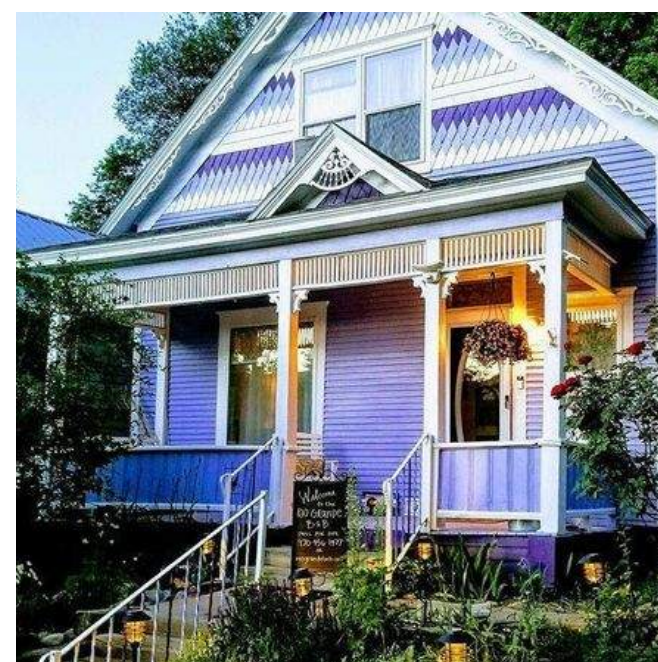


4 SECTION - SOUTH PROPERTY LINE
SCALE: $\frac{1"}{4} = 1'-0"$



5 SECTION - STORM KING ROAD B
SCALE: $\frac{1}{4}'' = 1'-0''$





2
480 DONEGAN

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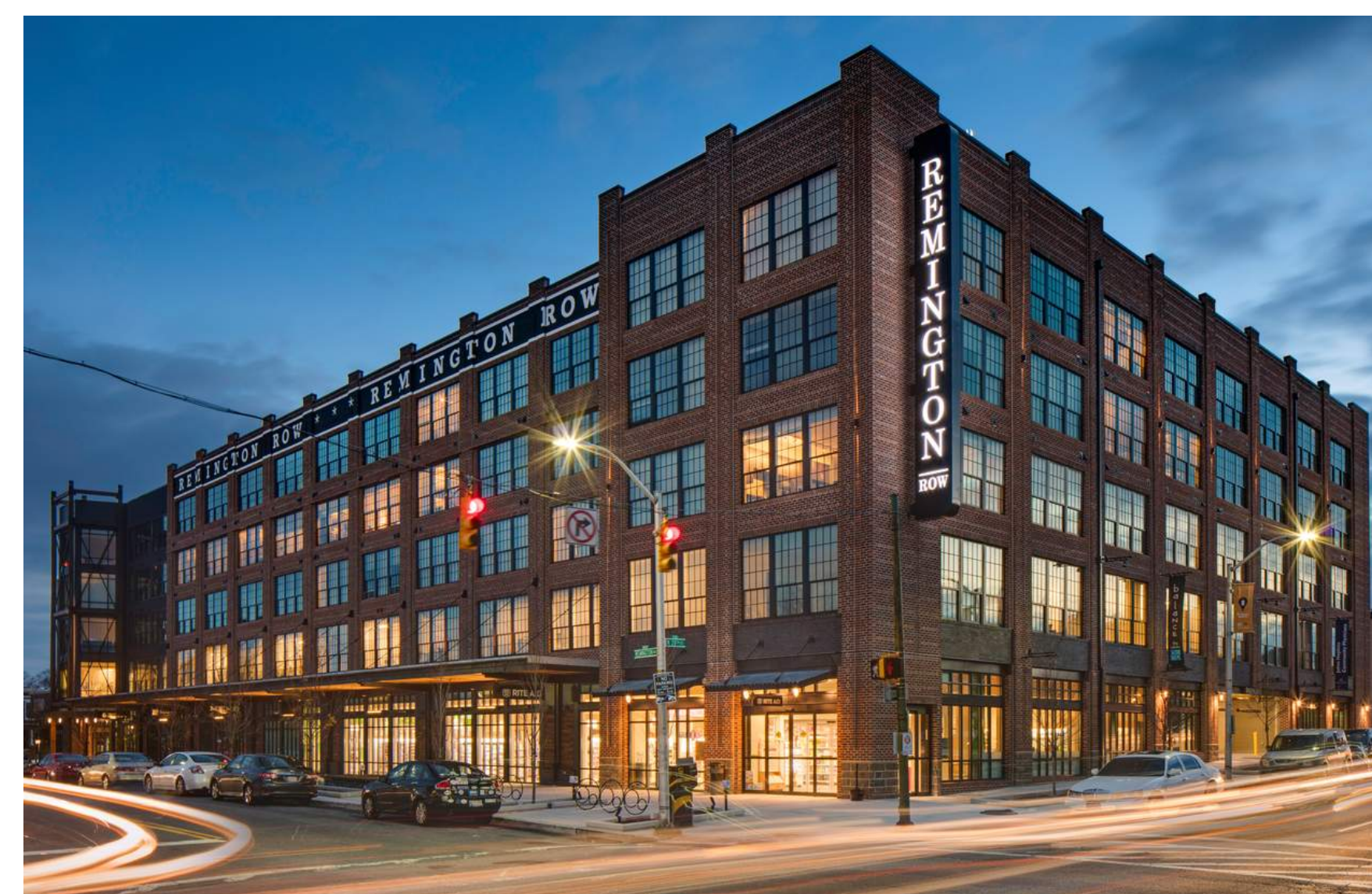
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Hord Coplan Macht, Inc.

A row of four modern townhomes with gabled roofs and large windows, set against a backdrop of greenery and a golf course. The townhomes feature a mix of light grey, white, and dark red brick siding. Each unit has a prominent front entrance with a small porch and a large window above it. The windows are multi-paned and some have dark frames. The townhomes are surrounded by lush green trees and a well-maintained lawn. A wooden fence runs along the front of the property.



A large, multi-story red brick building with many windows, illuminated at night. The ground floor has dark-framed storefronts. A street scene with a red awning and a car is visible in the foreground.



APPLICANT

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

ARCHITECTURE / PLANNING

Hord Coplan Macht, Inc. 1800 Wazee Street, Suite 450 p. 303. 222. 2151	Denver, CO 80202
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CIVIL ENGINEER

Sopris Engineering, LLC. 502 Main Street p. 970. 704. 0311	Carbondale, CO 81623
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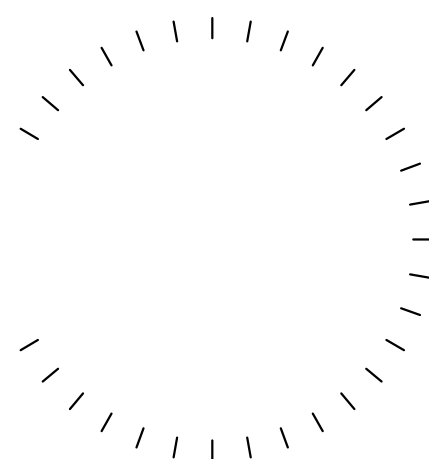
Garfield & Hecht, P.C. 901 Grand Avenue p. 970. 947. 1936	Glenwood Springs, CO 81601
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480 DONEGAN

GLENWOOD SPRINGS, COLORADO

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ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN

[illegible]

Project Name
480 DONEGAN

Project Number
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Scale
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Drawing

ARCHITECTURAL PRECEDENT

A1.1

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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

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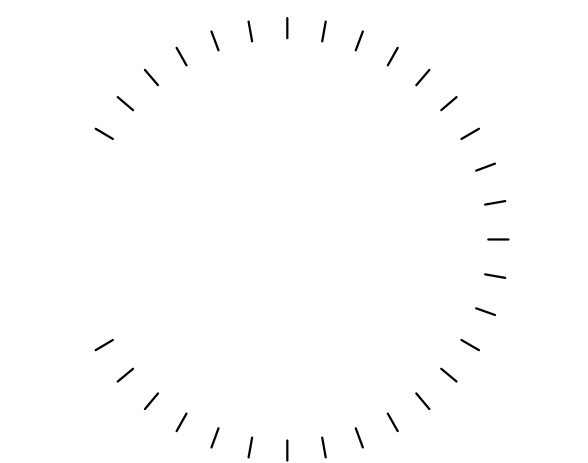
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ARCHITECTURE

LANDSCAPE ARCHITECTURE

PLANNING

INTERIOR DESIGN

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Project Name
480 DONEGAN

Project Number
22023.00

Date 03/12/2021

Scale _____
AS NOTED

Drawing

CONCEPT RENDERING

A2.0

ANNEXATION AND ZONING
SUBMISSION

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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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Glenwood Springs, CO 81601
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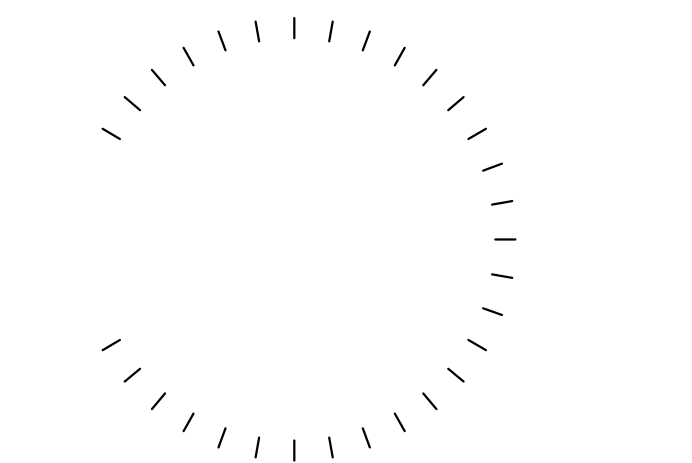
GLENWOOD SPRINGS, COLORADO

ARCHITECTURE

LANDSCAPE ARCHITECTURE

PLANNING

INTERIOR DESIGN

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Project Name _____
480 DONEGAN

Project Number
22023.00

Date _____
03/12/2021

Scale _____
AS NOTED

Drawing

CONCEPT RENDERING

A2.1

ANNEXATION AND ZONING SUBMISSION



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

③ METAL SUNSHADE

⑥ METAL COPING



KEY PLAN

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p. 970. 947. 1936

ANNEXATION AND ZONING
SUBMISSION

- 4 METAL & WOOD DECK
- 5 STANDING SEAM METAL ROOFING
- 6 METAL COPING



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
 p. 970. 704. 0311
 Carbondale, CO 81623
 f. 970. 704. 0313

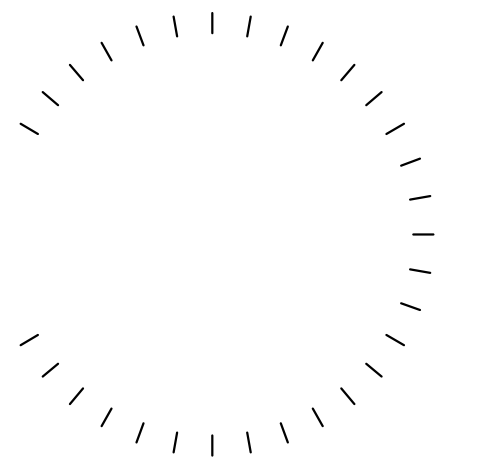
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Glenwood Springs, CO 81601
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LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN

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Project Name
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Project Number
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Date 03/12/2021

Scale _____
AS NOTED

Drawing

CONCEPT RENDERING

A2.3

ANNEXATION AND ZONING
SUBMISSION

Hord Coplan Macht, Inc.



CONCEPT RENDERING - VIEW LOOKING NORTHEAST FROM CENTER DRIVE

PROPOSED MATERIAL LEGEND

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



KEY PLAN



Traffic Impact Study

480 Donegan Glenwood Springs, Colorado

Prepared for:
Sopris Engineering, LLC

Kimley»Horn

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

480 Donegan

Glenwood Springs, Colorado

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

Prepared by
Kimley-Horn and Associates, Inc.
Curtis D. Rowe, P.E., PTOE
4582 South Ulster Street
Suite 1500
Denver, Colorado 80237
(303) 228-2300



March 2021

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1.0 EXECUTIVE SUMMARY

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

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

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

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

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

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

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

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

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

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

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

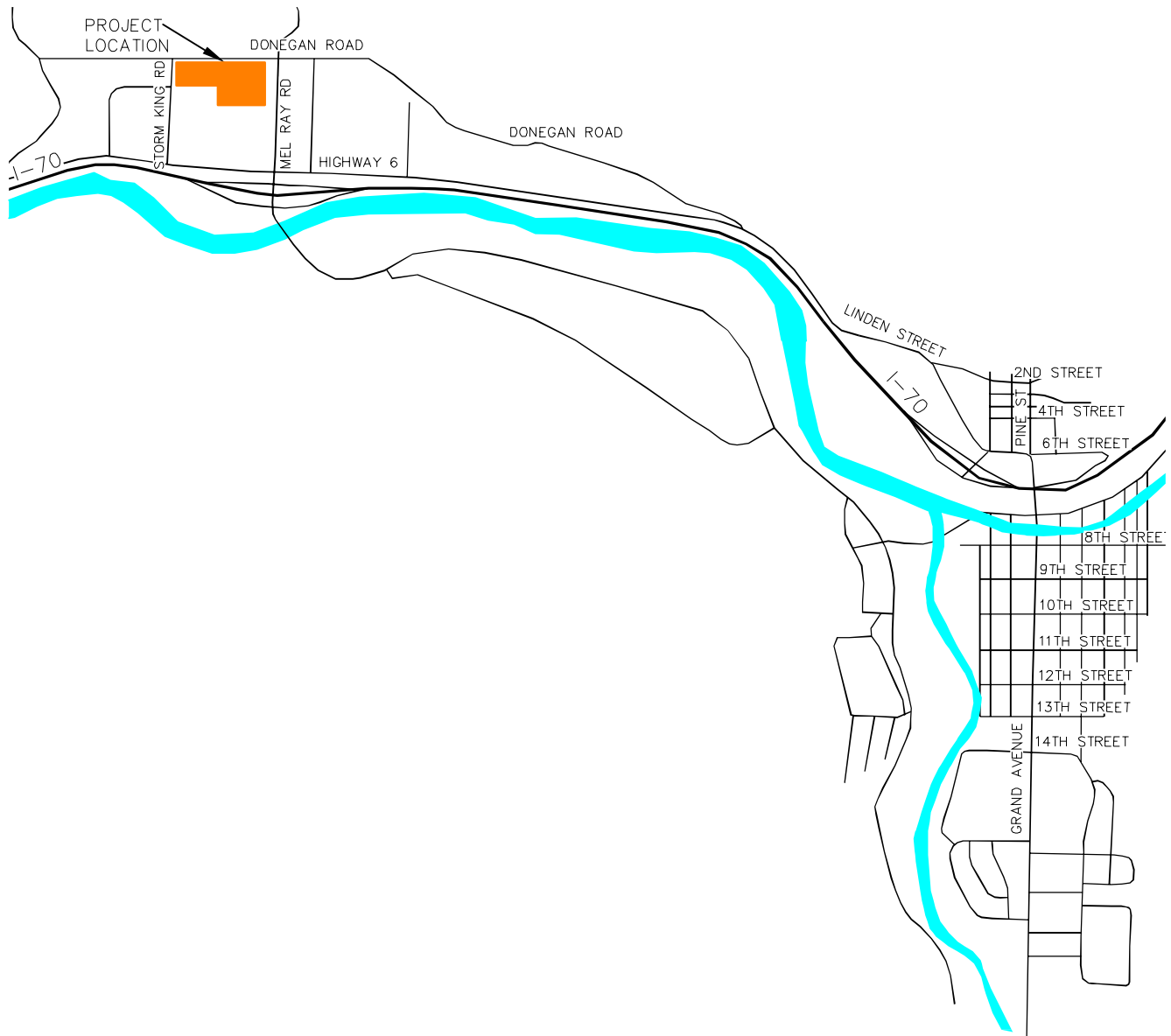
2.0 INTRODUCTION

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

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

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

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



480 DONEGAN
 GLENWOOD SPRINGS, COLORADO
 VICINITY MAP

FIGURE 1

3.0 EXISTING AND FUTURE CONDITIONS

3.1 Existing Study Area

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

3.2 Existing Roadway Network and Future Access

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

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

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

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



480 DONEGAN
GLENWOOD SPRINGS, COLORADO
SITE AREA

FIGURE 2

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

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

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

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

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

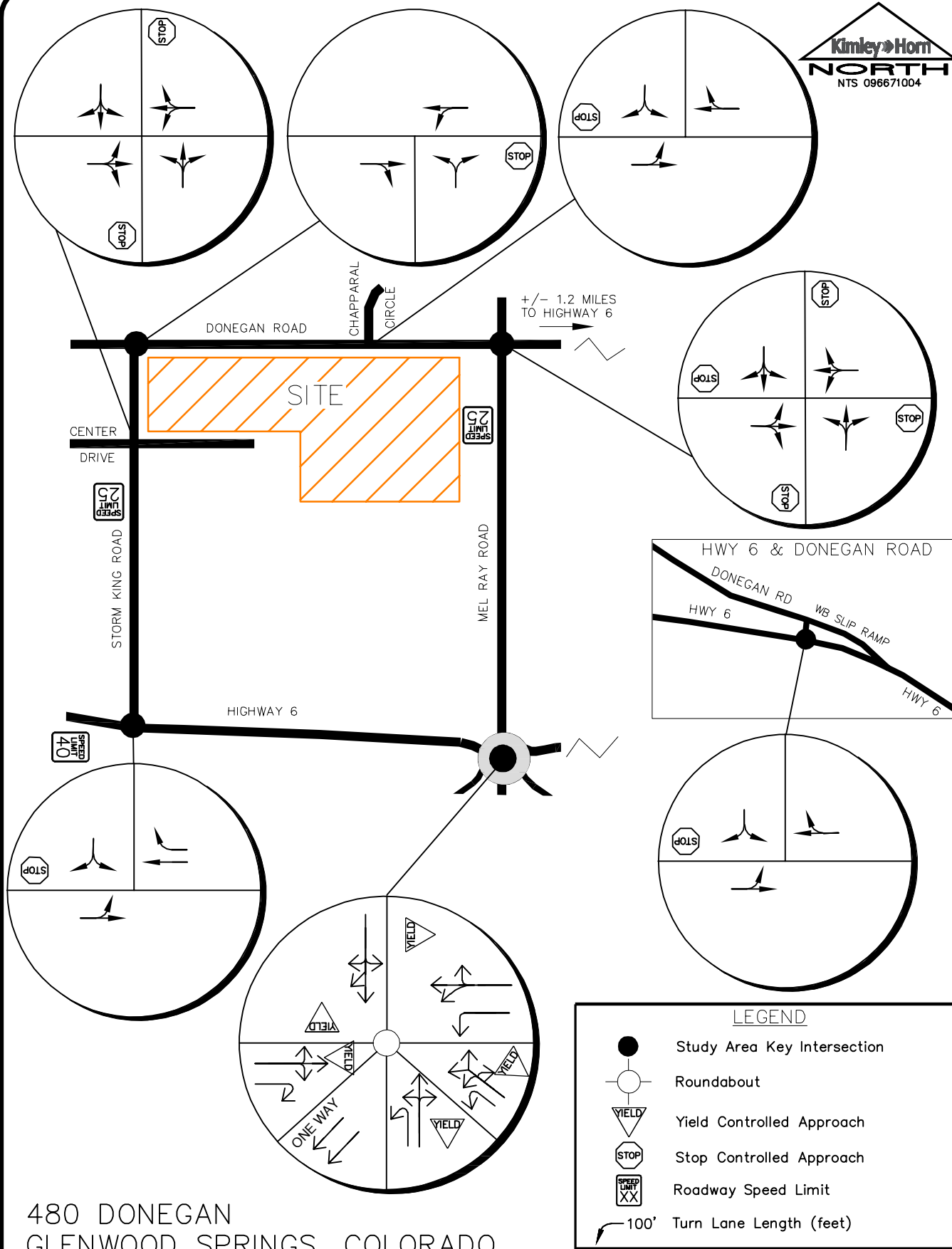


FIGURE 3

3.3 Existing Traffic Volumes

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

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

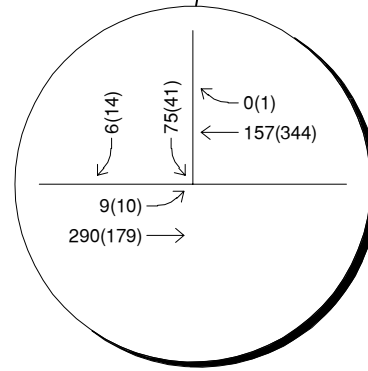
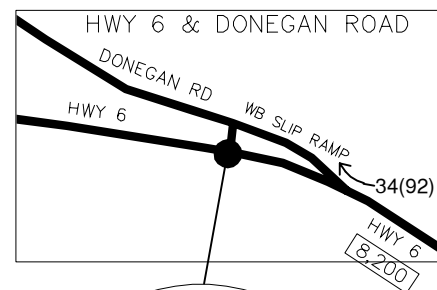
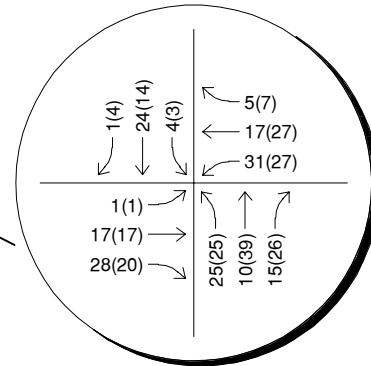
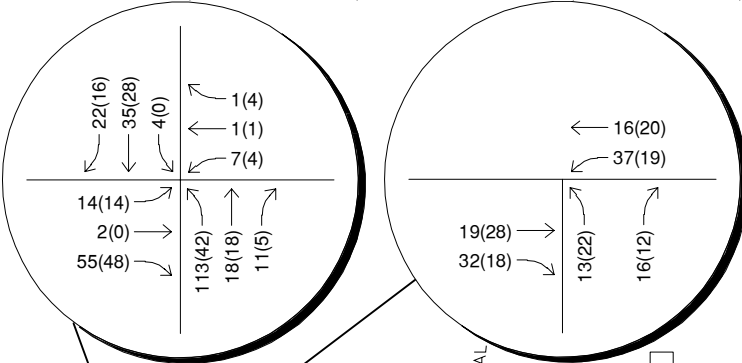
3.4 Unspecified Development Traffic Growth

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

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

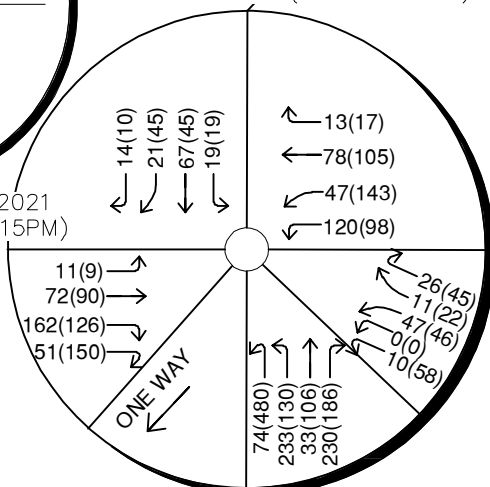


Wednesday, March 3, 2021 8: 00-9: 00AM (4: 15-5: 15PM)



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

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



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

LEGEND

- Study Area Key Intersection
- xxx(xxx) Weekday AM(PM) Peak Hour Traffic Volumes
- xx,x00 Estimated Daily Traffic Volume

480 DONEGAN
 GLENWOOD SPRINGS, COLORADO
 2021 EXISTING VOLUMES

FIGURE 4



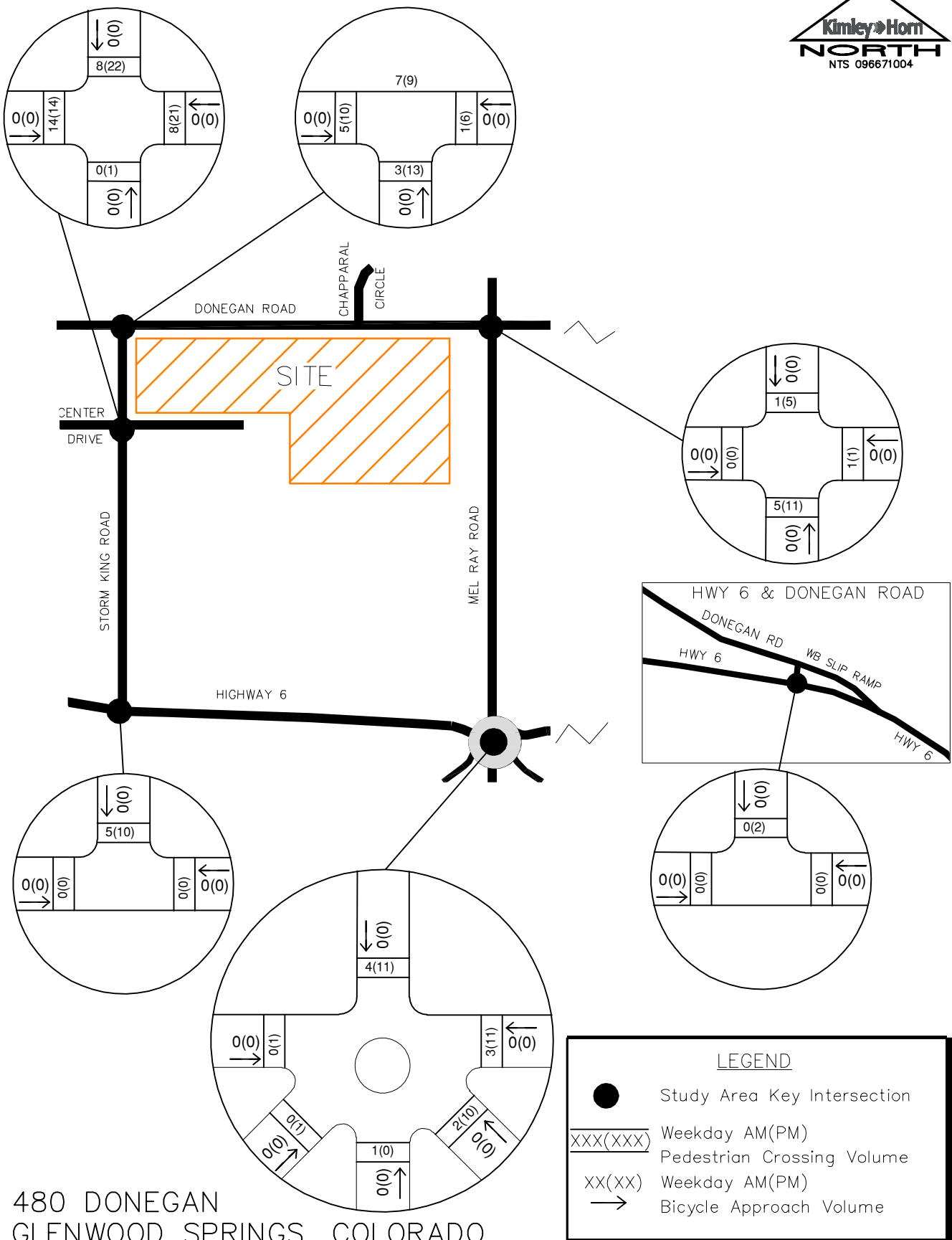


FIGURE 5

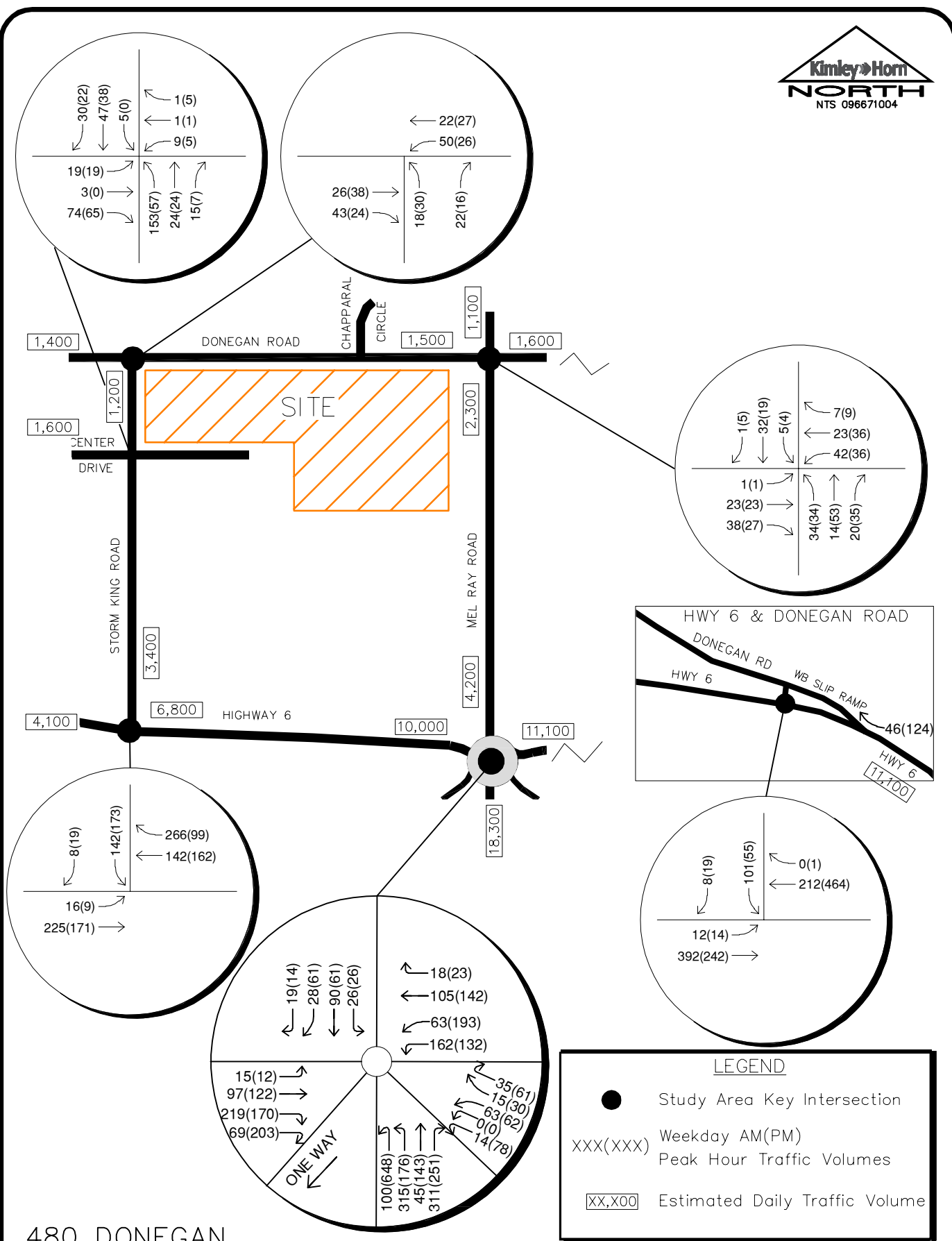


FIGURE 6

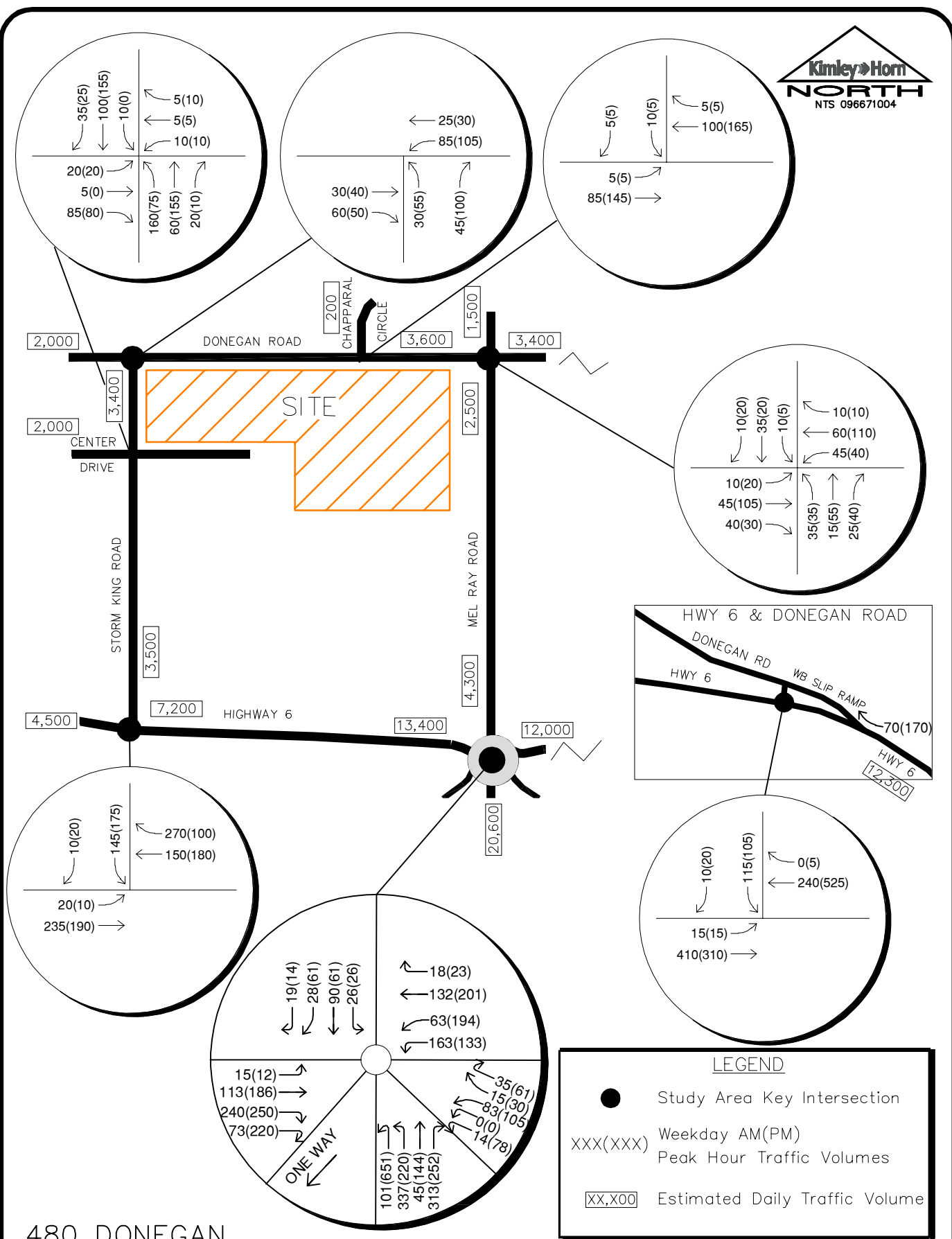


FIGURE 7

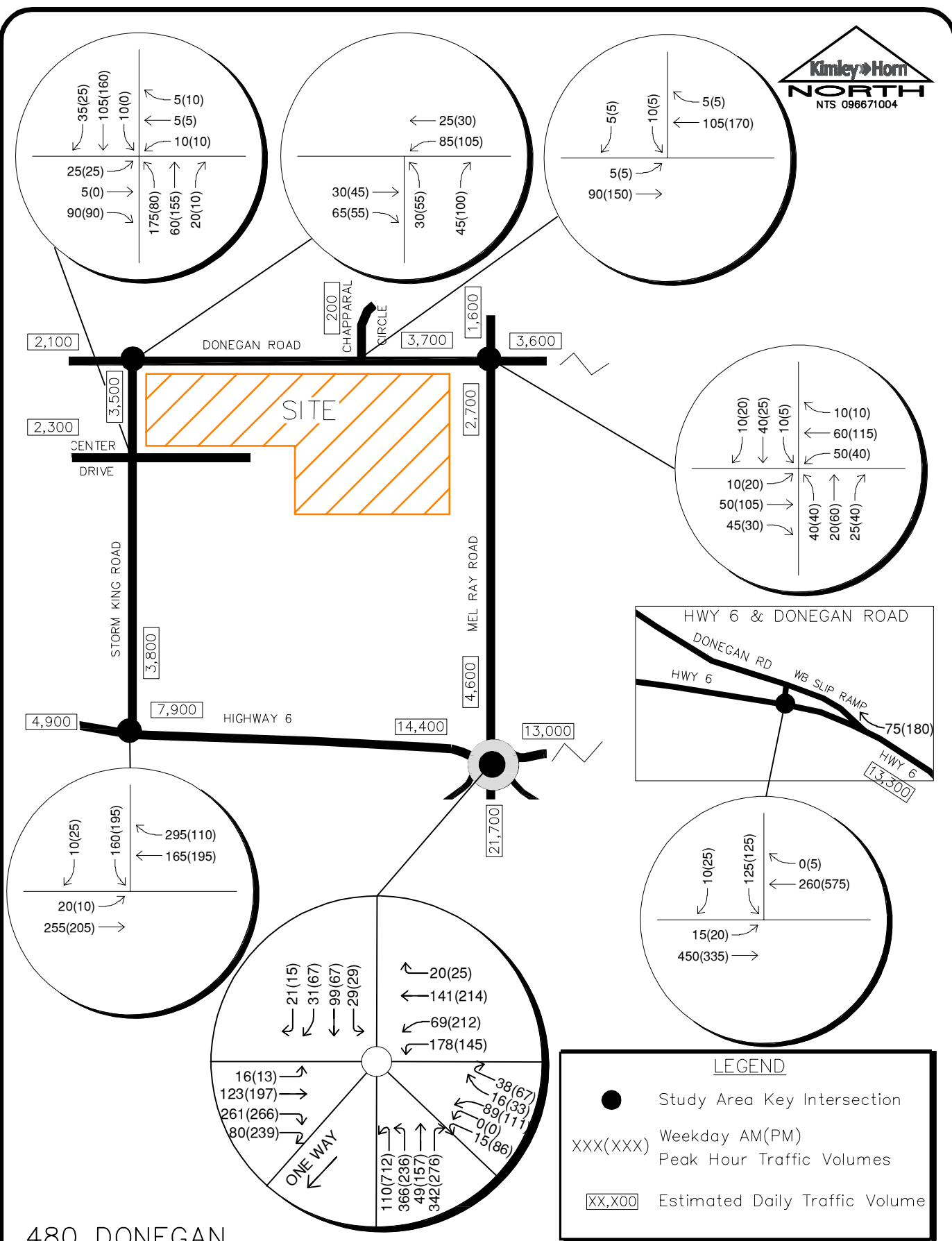


FIGURE 8

4.0 PROJECT TRAFFIC CHARACTERISTICS

4.1 Trip Generation

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

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

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

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

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

Table 1 – 480 Donegan Traffic Generation

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

4.2 Trip Distribution

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

4.3 Traffic Assignment and Total (Background Plus Project Traffic)

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

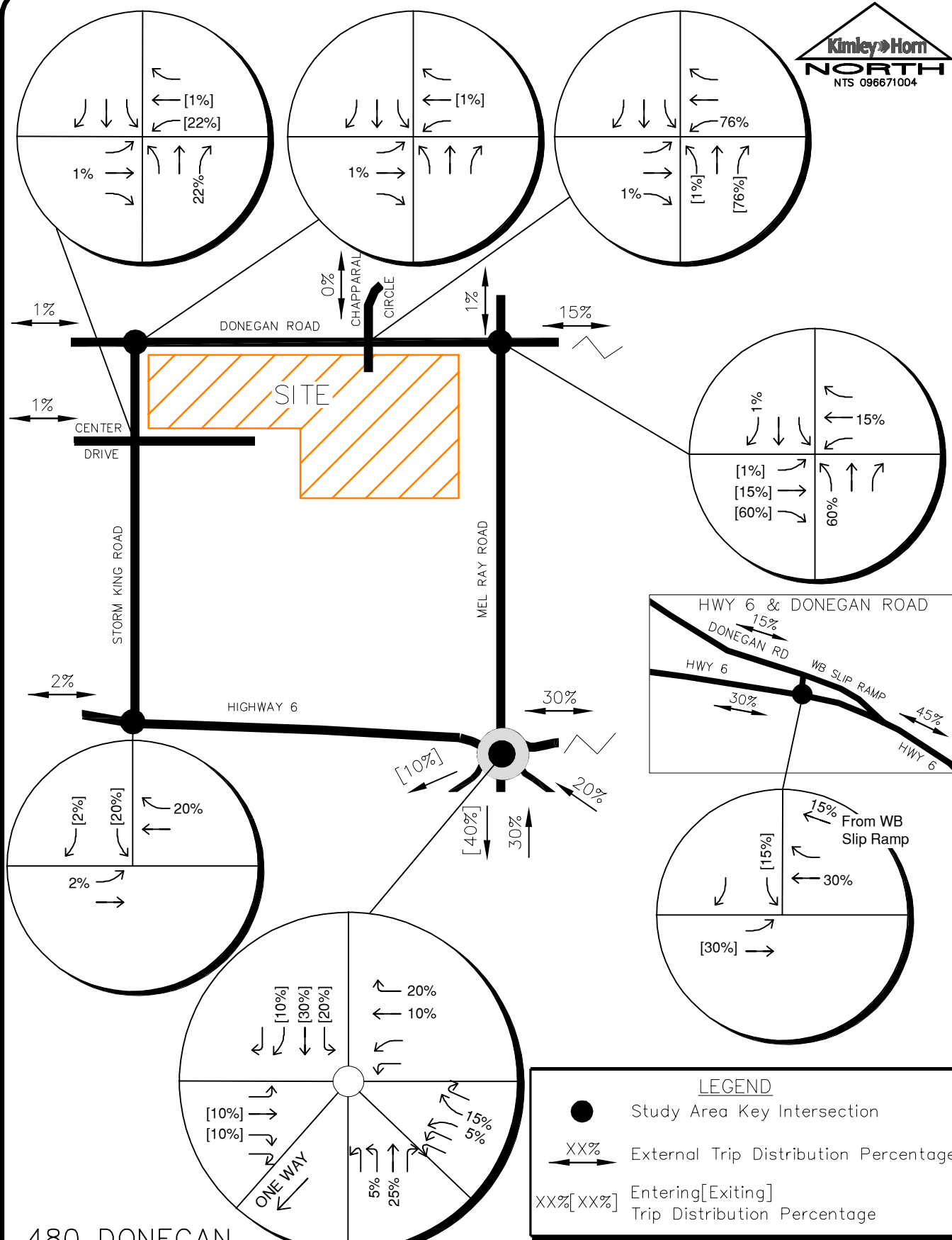


FIGURE 9

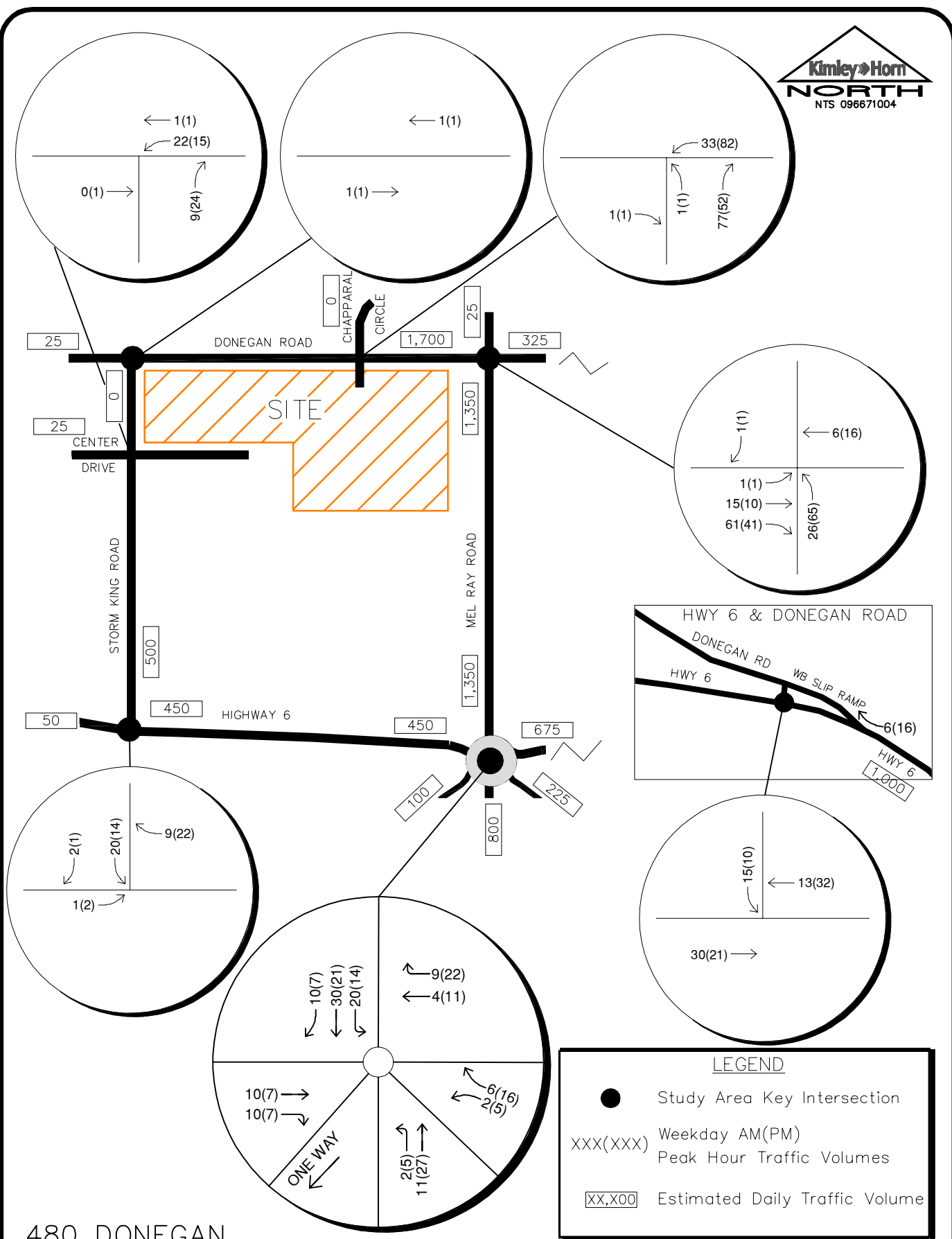


FIGURE 10

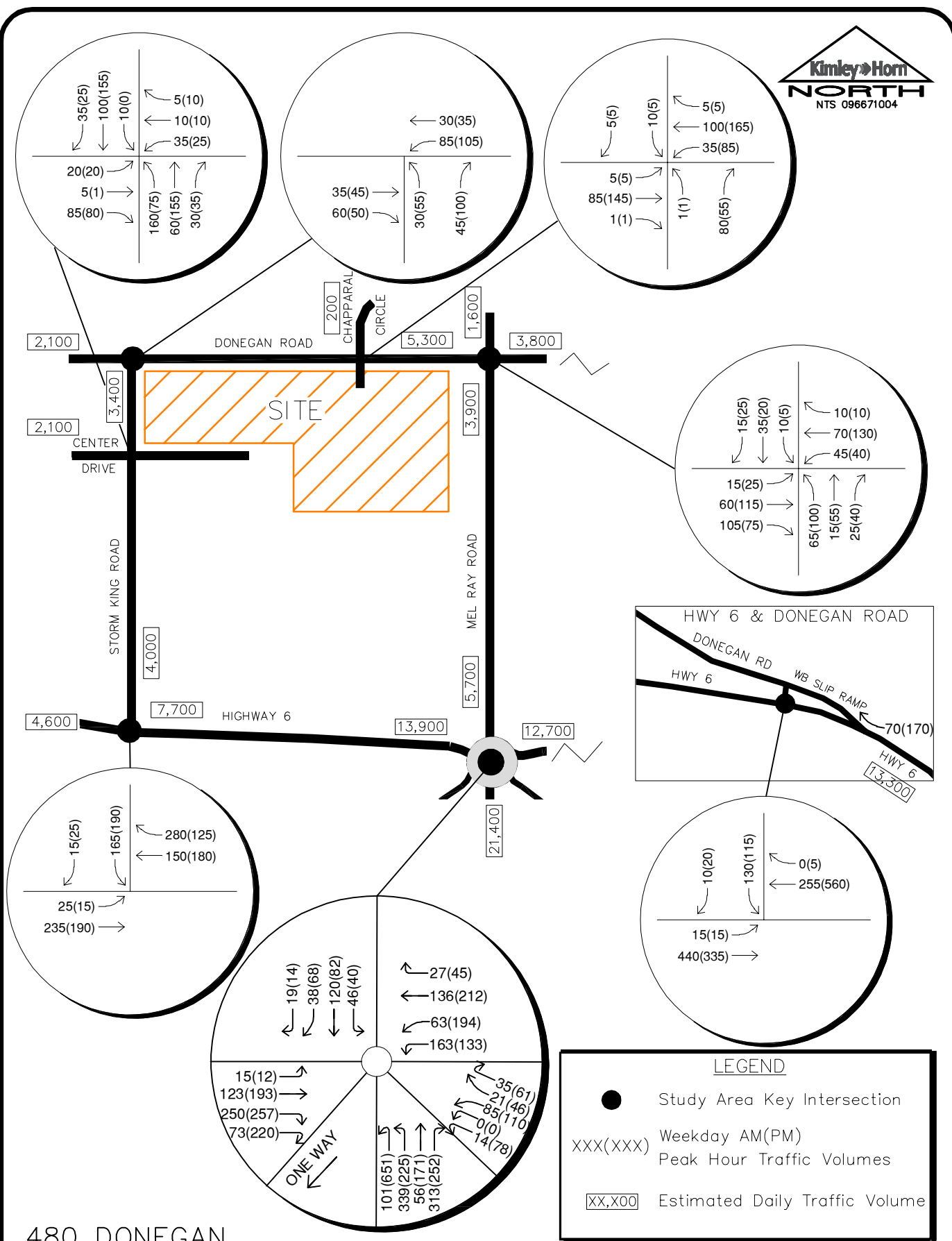


FIGURE 11

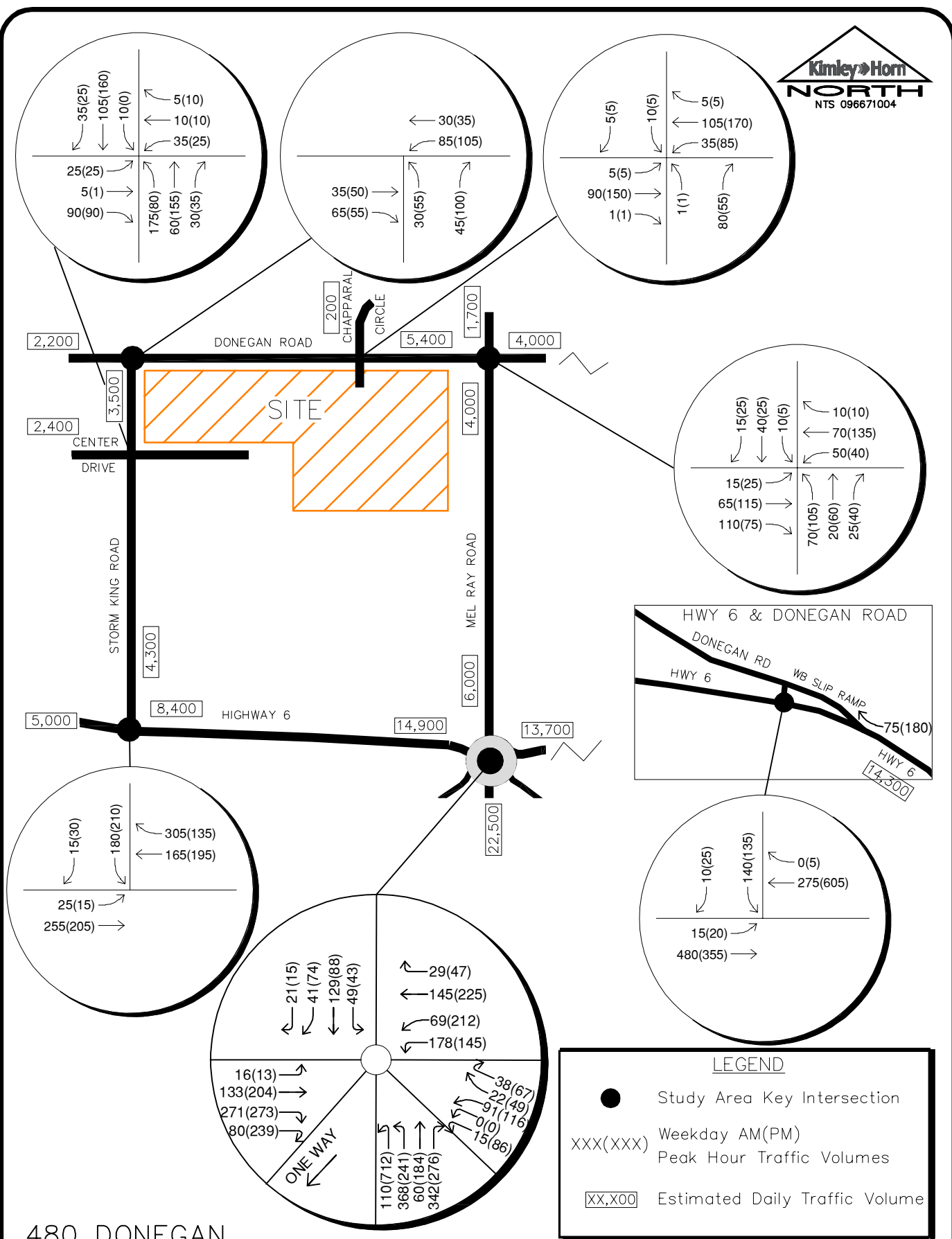


FIGURE 12

5.0 TRAFFIC OPERATIONS ANALYSIS

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

5.1 Analysis Methodology

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

Table 2 – Level of Service Definitions

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

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

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

5.2 Key Intersection Operational Analysis

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

Donegan Road and Chapparral Circle/Project Access

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

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

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

Donegan Road and Mel Ray Road

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

Table 4 – Donegan Road and Mel Ray Road LOS Results

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

SH-6 and Donegan Road

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

Table 5 – SH-6 and Donegan Road LOS Results

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

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

Center Drive/Project Access and Storm King Road

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

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

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

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

All Way Stop Control

SH-6 and Storm King Road

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

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

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

SH-6 and Mel Ray Road

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

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

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

Donegan Road and Storm King Road

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

Table 9 – Donegan Road and Storm King Road LOS Results

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

5.3 CDOT Access Permit Analysis Need

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

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

5.4 Vehicle Queuing Analysis

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

Table 10 – Turn Lane Queuing Analysis Results

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

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

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

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

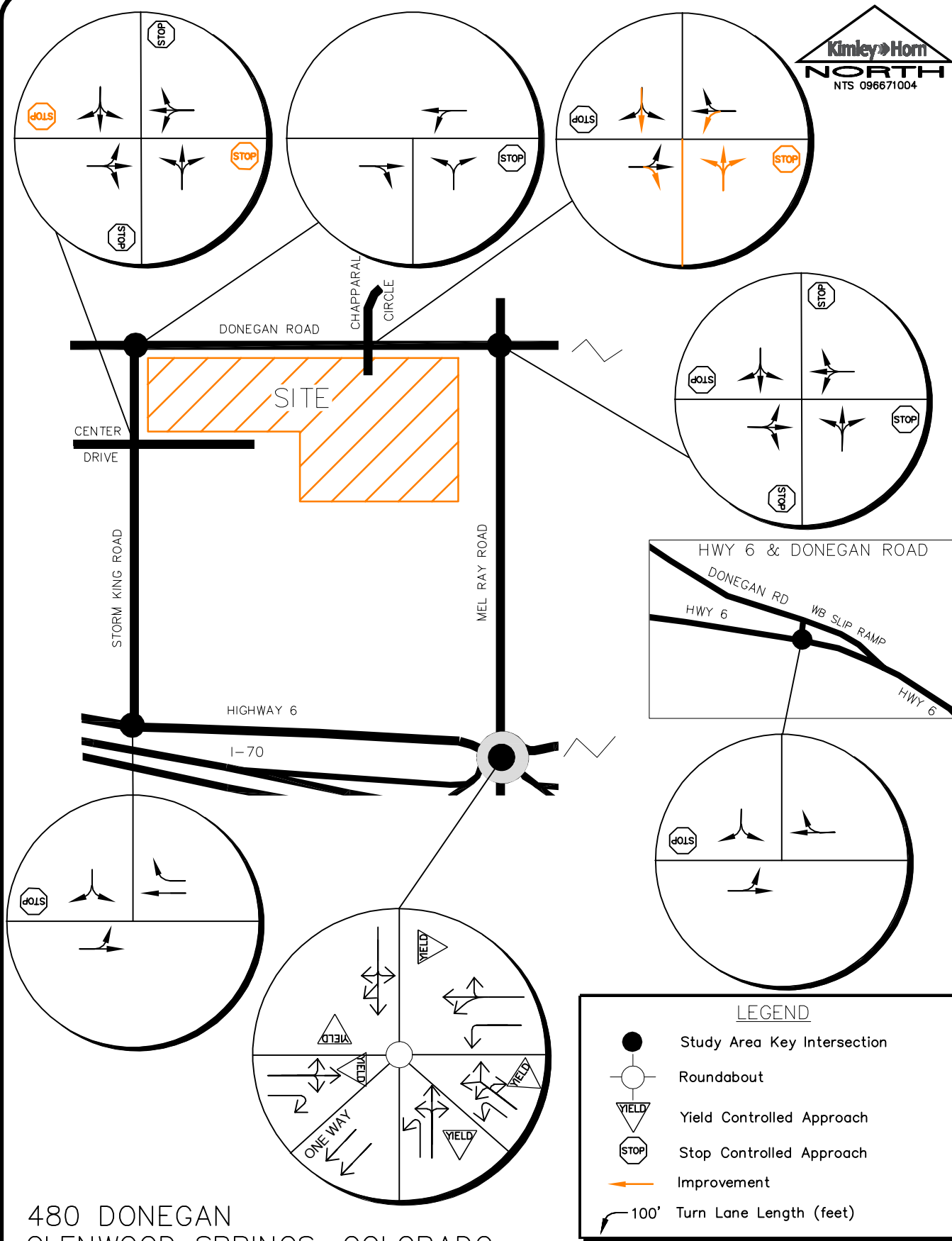
5.5 Bicycle and Pedestrian Access

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

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

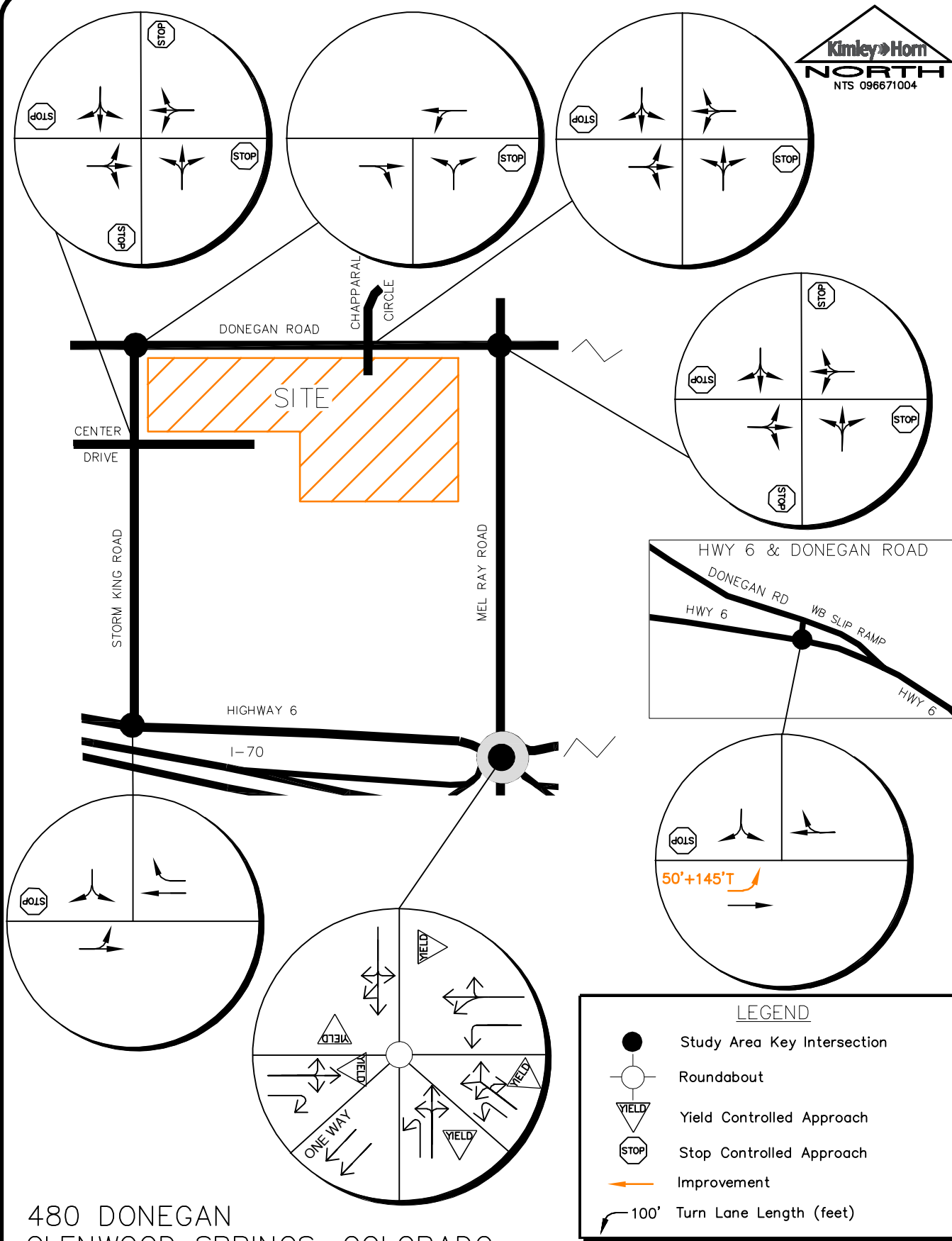
5.6 Improvement Summary

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



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

FIGURE 13



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

FIGURE 14

6.0 CONCLUSIONS AND RECOMMENDATIONS

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

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

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

APPENDICES

APPENDIX A

Intersection Count Sheets

MEL RAY RD DONEGAN RD

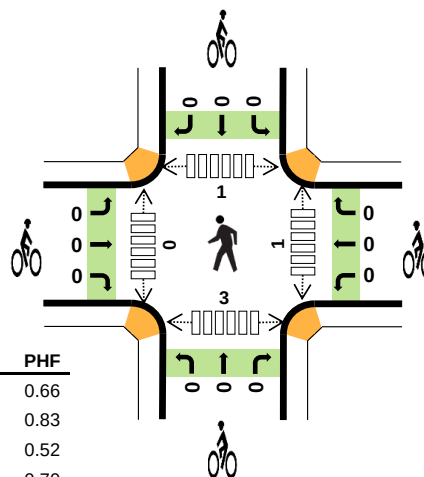
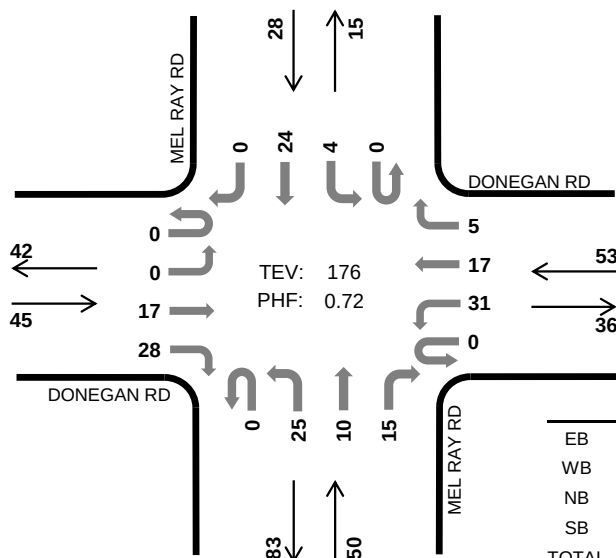


Peak Hour

Date: 03/03/2021

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

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



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

Two-Hour Count Summaries

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

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

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

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

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

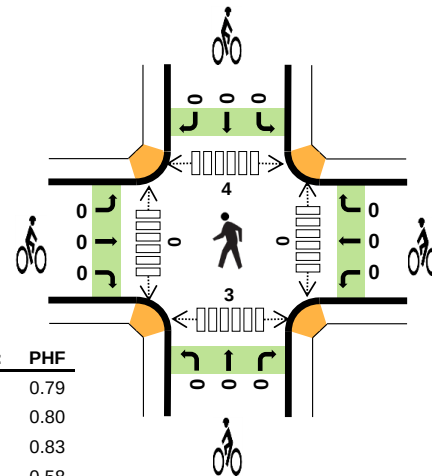
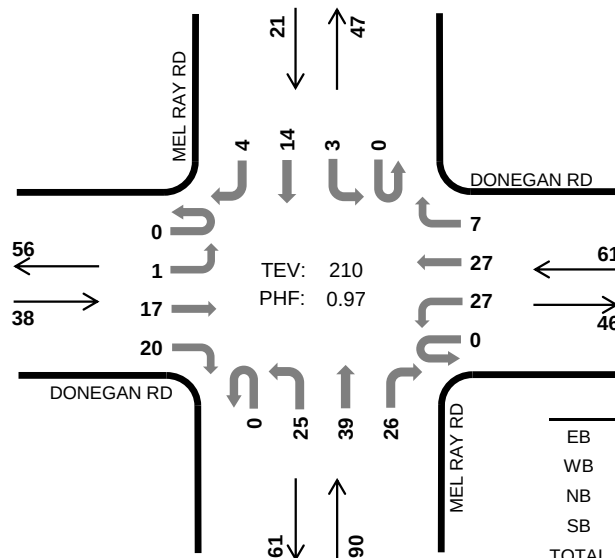


Peak Hour

Date: 03/03/2021

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

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



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

Four-Hour Count Summaries

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

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

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

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

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

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

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



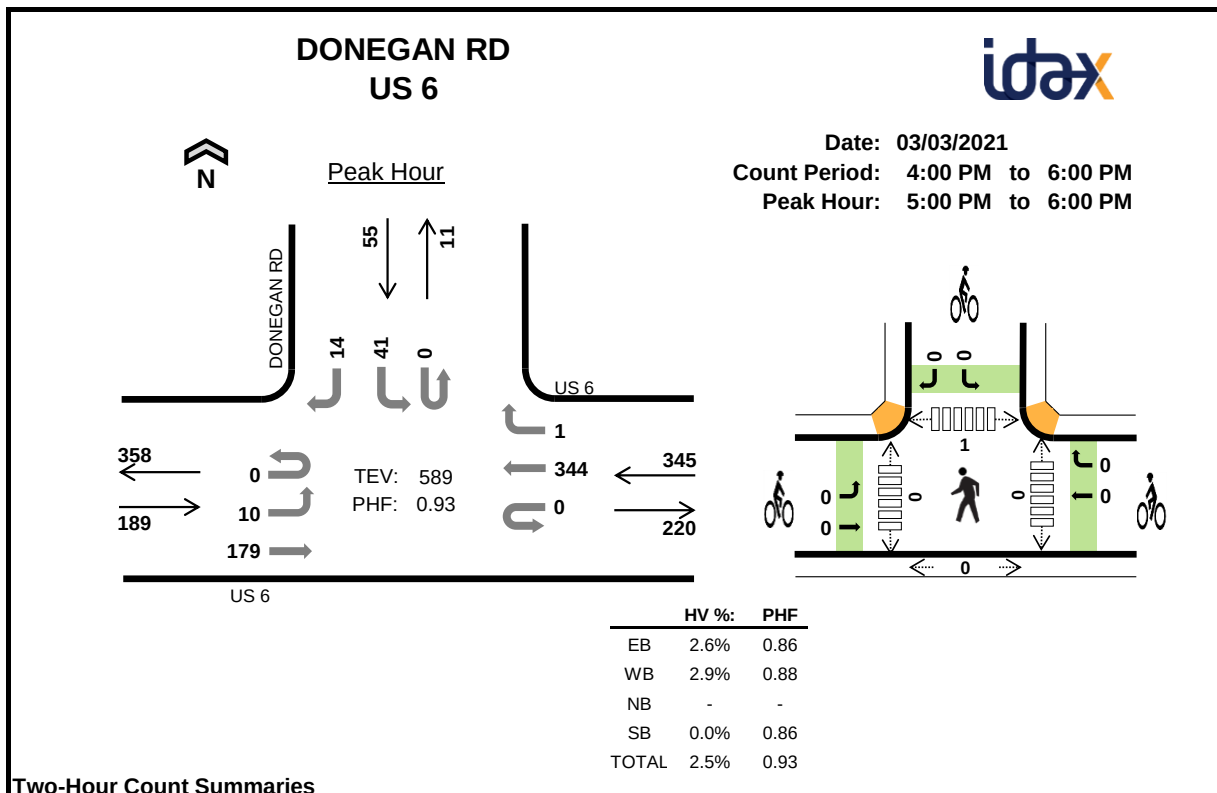
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

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

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

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

**Two-Hour Count Summaries**

Interval Start		US 6				US 6				0				DONEGAN RD				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	2	36	0	0	0	62	0	0	0	0	0	13	0	11	124	0	
4:15 PM		0	0	52	0	0	0	90	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	7	0	1	128	0	
4:45 PM		0	0	38	0	0	0	85	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	11	0	3	158	579	
5:15 PM		0	4	38	0	0	0	85	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	10	0	5	137	575	
5:45 PM		0	4	51	0	0	0	85	1	0	0	0	0	9	0	1	151	589	
Count Total		0	13	348	0	0	0	657	1	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	41	0	14	589	0	
	HV	0	0	5	0	0	0	10	0	0	0	0	0	0	0	0	15	0	
	HV%	-	0%	3%	-	-	-	3%	0%	-	-	-	-	-	0%	-	0%	3%	0

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

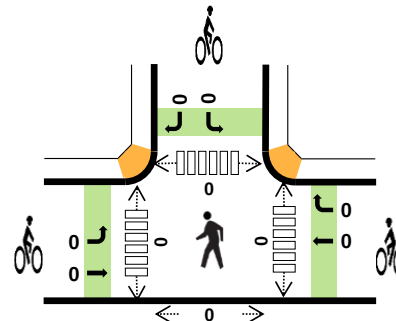
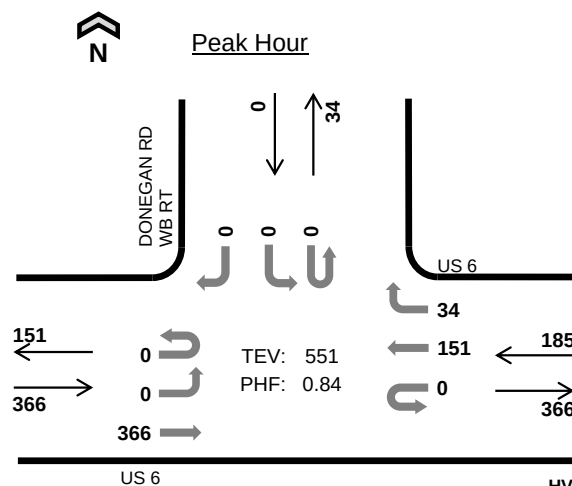
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	3	3	0	1	7	0	0	0	0	0	0	0	0	0	0
4:15 PM	2	2	0	0	4	0	0	0	0	0	0	0	2	0	2
4:30 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0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

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

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

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

DONEGAN RD WB RT US 6



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

Two-Hour Count Summaries

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

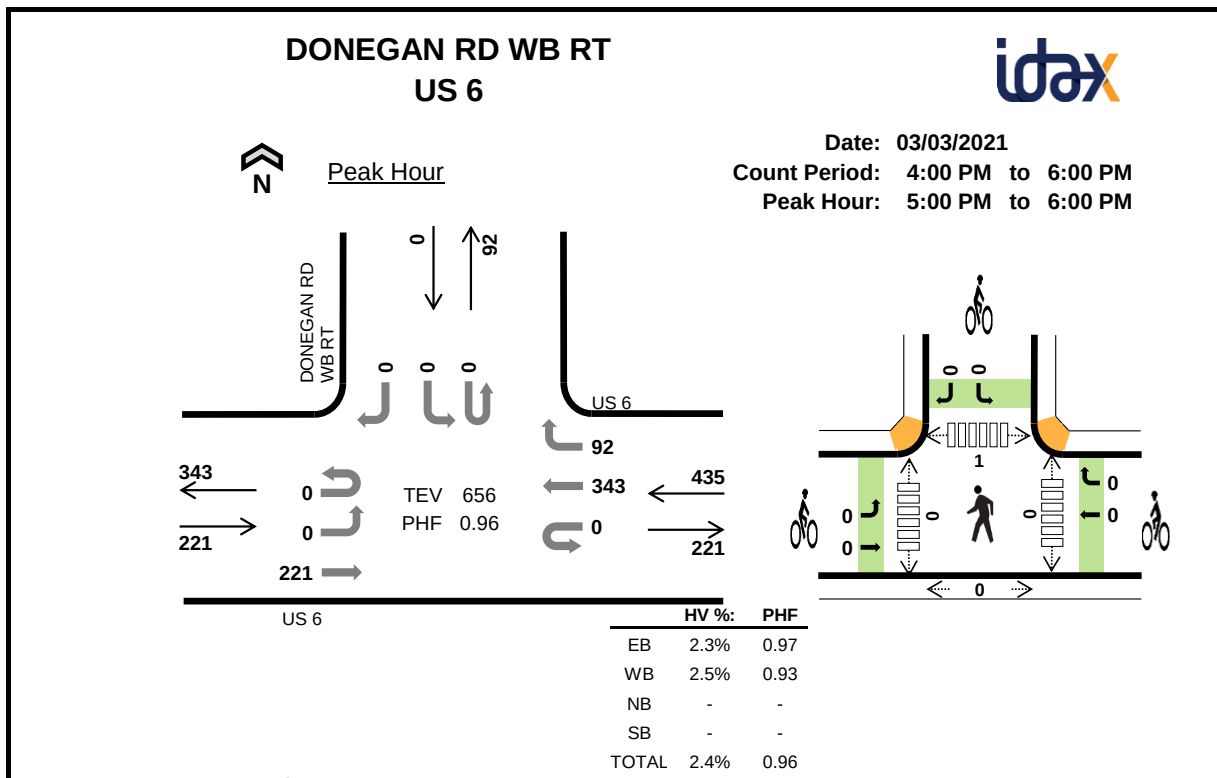
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

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

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	US 6				US 6				0				DONEGAN RD WB RT				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	6	0
7:15 AM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0
7:30 AM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15
8:00 AM	0	0	5	0	0	0	2	1	0	0	0	0	0	0	0	0	8	17
8:15 AM	0	0	4	0	0	0	1	1	0	0	0	0	0	0	0	0	6	19
8:30 AM	0	0	5	0	0	0	2	1	0	0	0	0	0	0	0	0	8	23
8:45 AM	0	0	3	0	0	0	2	1	0	0	0	0	0	0	0	0	6	28
Count Total	0	0	28	0	0	0	11	4	0	0	0	0	0	0	0	0	43	0
Peak Hour	0	0	17	0	0	0	7	4	0	0	0	0	0	0	0	0	28	0

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

**Two-Hour Count Summaries**

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

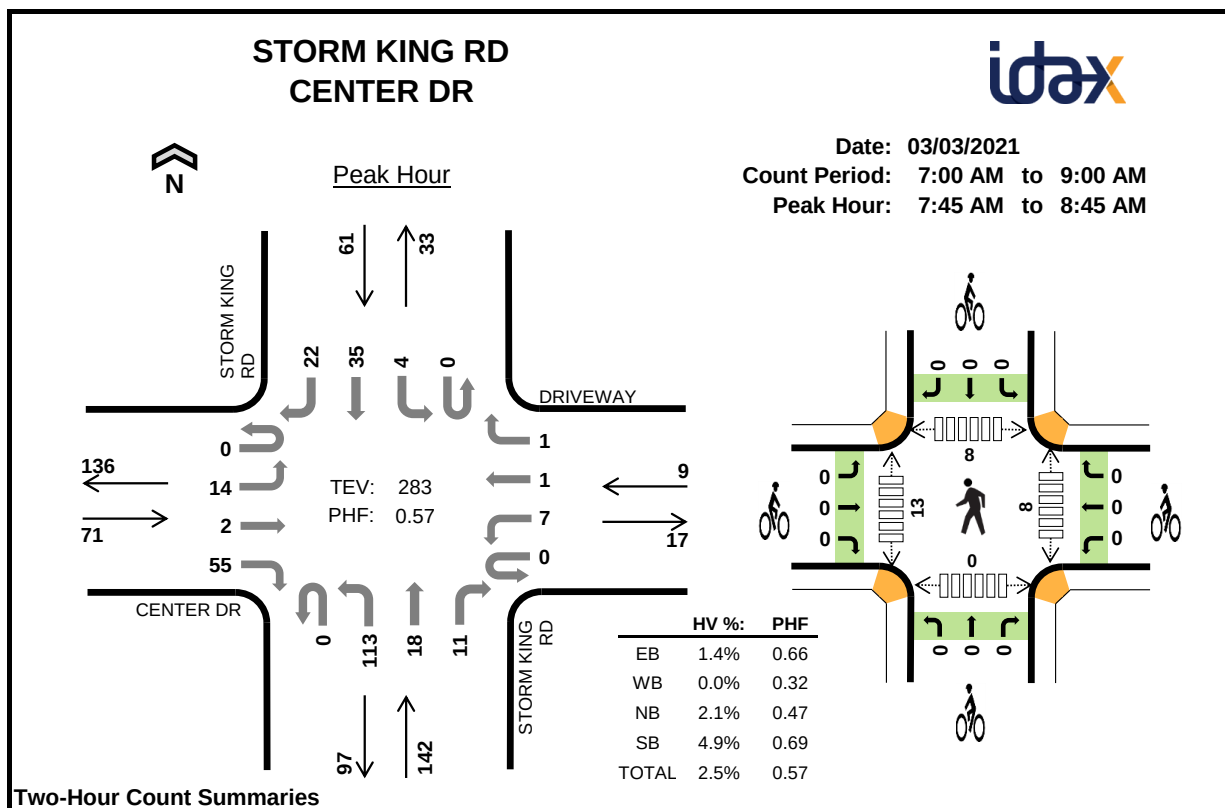
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

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

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

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

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



Two-Hour Count Summaries

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

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

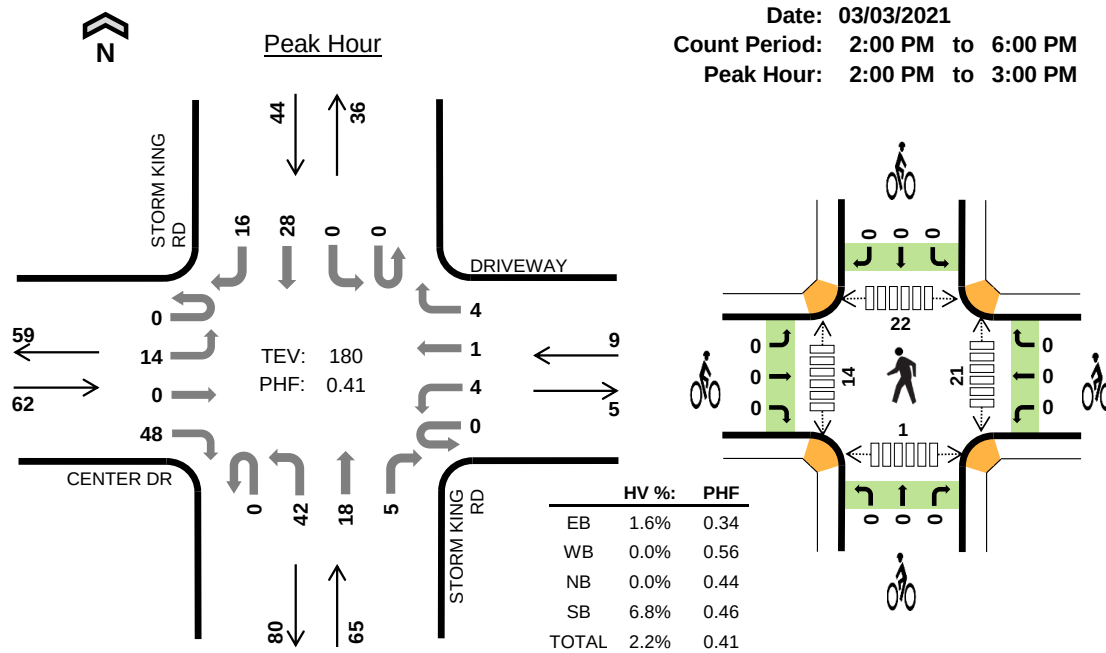
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	4	3	4	0	11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

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

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



Four-Hour Count Summaries

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

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

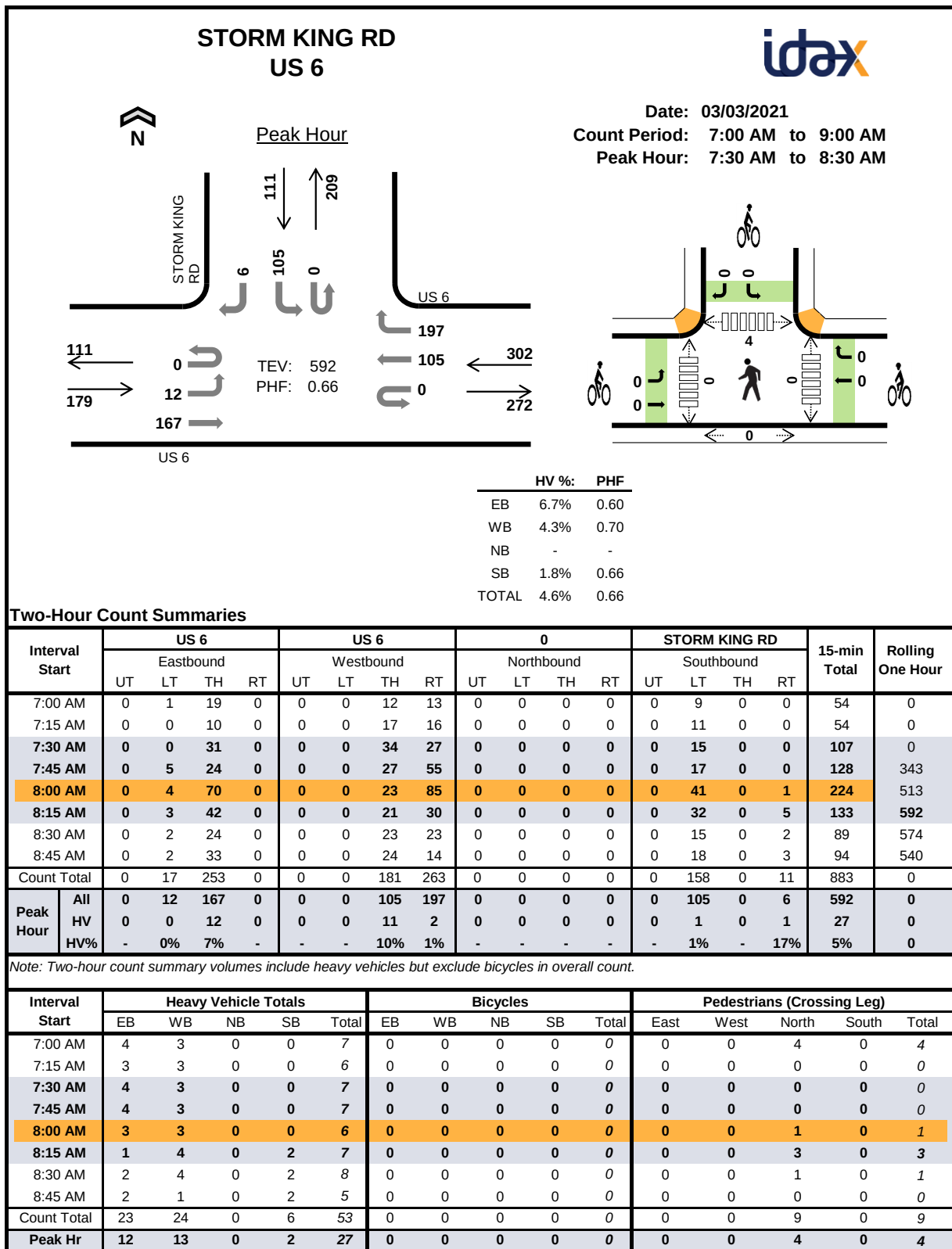
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	0	3	3	0	0	0	0	0	19	11	22	1	53
2:15 PM	1	0	0	0	1	0	0	0	0	0	2	1	0	0	3
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0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

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

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

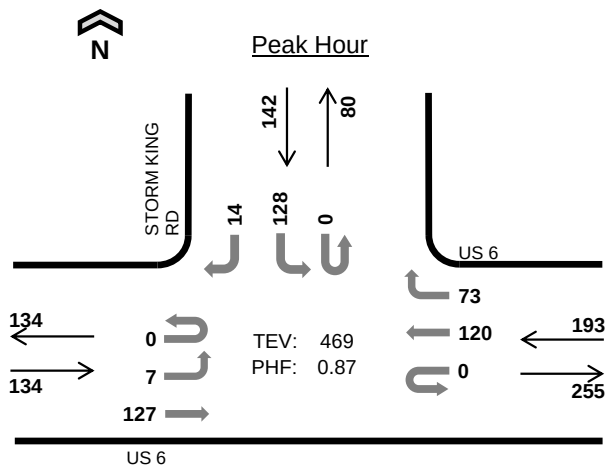
Four-Hour Count Summaries - Bikes																			
Interval Start	CENTER DR			DRIVEWAY			STORM KING RD			STORM KING RD			15-min Total	Rolling One Hour					
	Eastbound			Westbound			Northbound			Southbound									
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT							
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0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

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

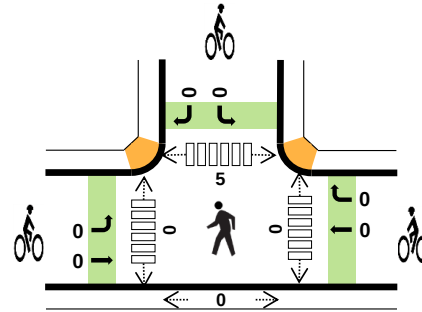


Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	US 6				US 6				0				STORM KING RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	7	0
7:15 AM	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	0			
7:15 AM	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			
7:45 AM	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			
8:15 AM	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			
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Note: U-Turn volumes for bikes are included in Left-Turn, if any.																		

STORM KING RD US 6



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



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

Four-Hour Count Summaries

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

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

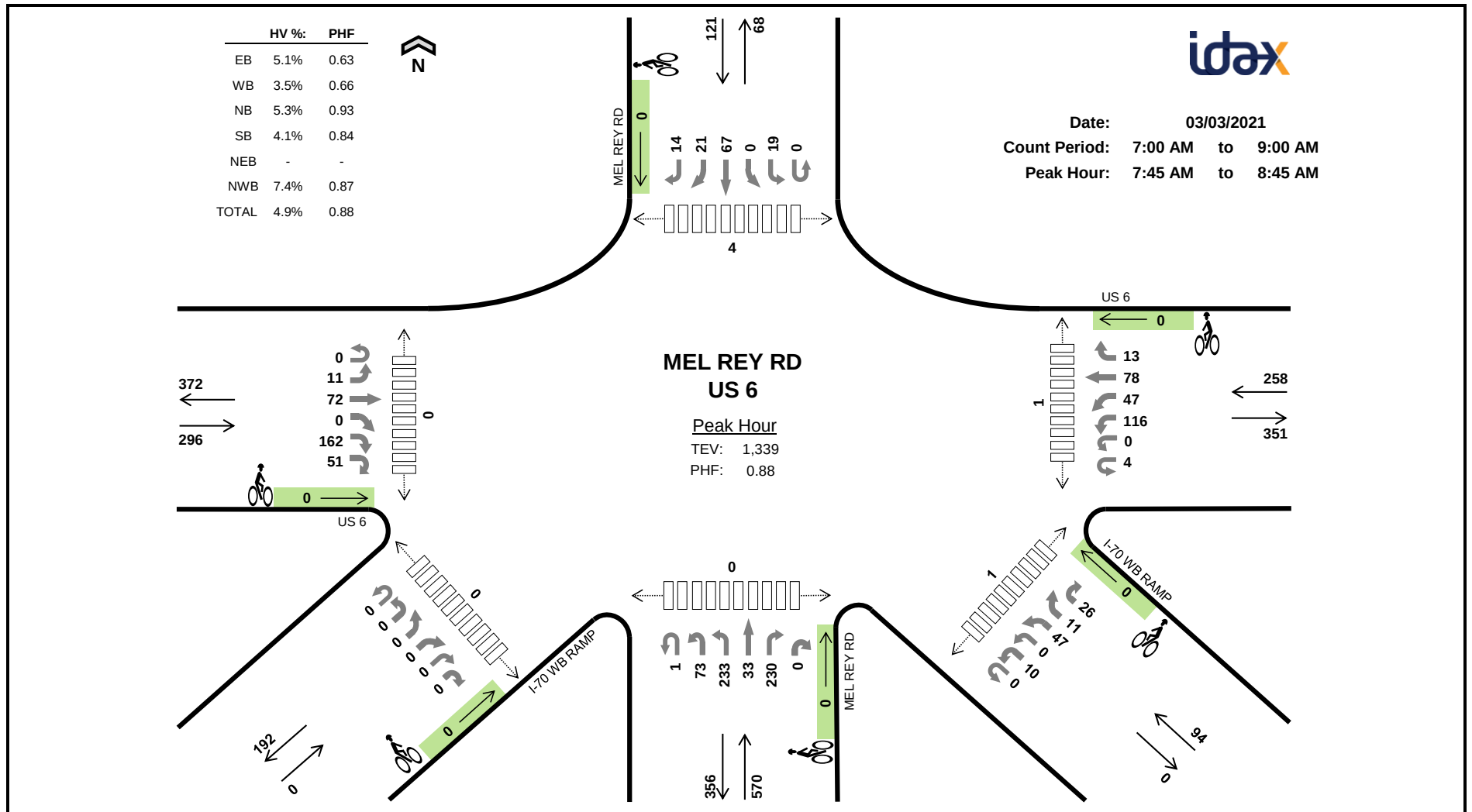
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:15 PM	2	2	0	1	5	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	3	0	1	5	0	0	0	0	0	0	0	1	0	1
4:45 PM	1	2	0	1	4	0	0	0	0	0	0	0	1	0	1
5:00 PM	1	3	0	1	5	0	0	0	0	0	0	0	3	0	3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

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



70-Hour Count Summaries	
Section	Count
1. Introduction to the Program	1
2. Program Objectives	1
3. Program Structure	1
4. Program Evaluation	1
5. Program Conclusion	1
6. Program Appendix	1
7. Program Bibliography	1
8. Program Glossary	1
9. Program Index	1
10. Program Summary	1
11. Program Acknowledgments	1
12. Program Credits	1
13. Program Contact Information	1
14. Program Disclaimer	1
15. Program Copyright	1
16. Program Privacy Policy	1
17. Program Terms and Conditions	1
18. Program License Agreement	1
19. Program End User License Agreement	1
20. Program Final Review	1
21. Program Final Approval	1
22. Program Final Distribution	1
23. Program Final Archiving	1
24. Program Final Backup	1
25. Program Final Restoration	1
26. Program Final Archiving	1
27. Program Final Backup	1
28. Program Final Restoration	1
29. Program Final Archiving	1
30. Program Final Backup	1
31. Program Final Restoration	1
32. Program Final Archiving	1
33. Program Final Backup	1
34. Program Final Restoration	1
35. Program Final Archiving	1
36. Program Final Backup	1
37. Program Final Restoration	1
38. Program Final Archiving	1
39. Program Final Backup	1
40. Program Final Restoration	1
41. Program Final Archiving	1
42. Program Final Backup	1
43. Program Final Restoration	1
44. Program Final Archiving	1
45. Program Final Backup	1
46. Program Final Restoration	1
47. Program Final Archiving	1
48. Program Final Backup	1
49. Program Final Restoration	1
50. Program Final Archiving	1
51. Program Final Backup	1
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68. Program Final Archiving	1
69. Program Final Backup	1
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98. Program Final Archiving	1
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100. Program Final Restoration	1
101. Program Final Archiving	1
102. Program Final Backup	1
103. Program Final Restoration	1
104. Program Final Archiving	1
105. Program Final Backup	1
106. Program Final Restoration	1
107. Program Final Archiving	1
108. Program Final Backup	1
109. Program Final Restoration	1
110. Program Final Archiving	1
111. Program Final Backup	1
112. Program Final Restoration	1
113. Program Final Archiving	1
114. Program Final Backup	1
115. Program Final Restoration	1
116. Program Final Archiving	1
117. Program Final Backup	1
118. Program Final Restoration	1
119. Program Final Archiving	1
120. Program Final Backup	1
121. Program Final Restoration	1
122. Program Final Archiving	1
123. Program Final Backup	1
124. Program Final Restoration	1
125. Program Final Archiving	1
126. Program Final Backup	1
127. Program Final Restoration	1
128. Program Final Archiving	1
129. Program Final Backup	1
130. Program Final Restoration	1
131. Program Final Archiving	1
132. Program Final Backup	1
133. Program Final Restoration	1
134. Program Final Archiving	1
135. Program Final Backup	1
136. Program Final Restoration	1
137. Program Final Archiving	1
138. Program Final Backup	1
139. Program Final Restoration	1
140. Program Final Archiving	1
141. Program Final Backup	1
142. Program Final Restoration	1
143. Program Final Archiving	1
144. Program Final Backup	1
145. Program Final Restoration	1
146. Program Final Archiving	1
147. Program Final Backup	1
148. Program Final Restoration	1
149. Program Final Archiving	1
150. Program Final Backup	1
151. Program Final Restoration	1
152. Program Final Archiving	1

Interval Start		US 6						US 6						MEL REY RD						MEL REY RD						I-70 WB RAMP						I-70 WB RAMP						15-min Total	Rolling One Hour
		Eastbound						Westbound						Northbound						Southbound						Northeastbound						Northwestbound							
		UT	LT	TH	BR	RT	HR	UT	HL	LT	BL	TH	RT	UT	HL	LT	TH	RT	HR	UT	LT	BL	TH	BR	RT	UT	HL	BL	BR	RT	HR	UT	HL	LT	BL	BR	HR		
7:00 AM	All	0	2	11	0	15	4	2	0	15	2	10	1	1	15	26	10	33	0	1	3	0	16	2	0	0	0	0	0	0	6	0	4	0	2	181	0		
7:15 AM	HV	0	0	12	0	14	1	0	0	16	7	5	1	0	15	35	6	33	0	0	1	0	9	4	2	0	0	0	0	0	2	0	3	0	2	168	0		
7:30 AM	HV%	0	2	14	0	31	4	3	0	9	8	13	1	1	18	47	12	36	0	0	2	0	16	6	3	0	0	0	0	0	5	0	13	2	2	248	0		
7:45 AM	All	0	0	9	0	31	7	2	0	10	9	14	3	1	13	81	8	47	0	0	3	0	14	6	4	0	0	0	0	0	5	0	14	2	6	289	886		
8:00 AM	HV	0	6	24	0	68	20	0	0	16	8	21	3	0	17	80	15	42	0	0	6	0	20	6	3	0	0	0	0	0	4	0	14	5	4	382	1,087		
8:15 AM	HV%	0	4	24	0	43	14	0	0	42	16	11	5	0	15	30	7	74	0	0	8	0	18	5	5	0	0	0	0	0	1	0	13	3	9	347	1,266		
8:30 AM	All	0	1	15	0	20	10	2	0	48	14	32	2	0	28	42	3	67	0	0	2	0	15	4	2	0	0	0	0	0	0	0	6	1	7	321	1,339		
8:45 AM	HV	0	2	23	0	31	8	2	0	26	11	16	2	1	23	26	14	31	0	0	5	0	17	3	0	0	0	0	0	0	10	0	16	5	4	276	1,326		
Count Total	All	0	17	132	0	253	68	11	0	182	75	122	18	4	144	367	75	363	0	1	30	0	125	36	19	0	0	0	0	0	33	0	83	18	36	2,212	0		
Peak Hour	All	0	11	72	0	162	51	4	0	116	47	78	13	1	73	233	33	230	0	0	19	0	67	21	14	0	0	0	0	0	10	0	47	11	26	1,339	0		
	HV	0	0	4	0	7	4	0	0	1	3	4	1	0	8	10	5	7	0	0	1	0	4	0	0	0	0	0	0	0	2	0	2	0	3	66	0		
	HV%	-	0%	6%	-	4%	8%	0%	-	1%	6%	5%	8%	0%	11%	4%	15%	3%	-	-	5%	-	6%	0%	0%	-	-	-	-	-	-	20%	-	4%	0%	12%	5%	0	

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

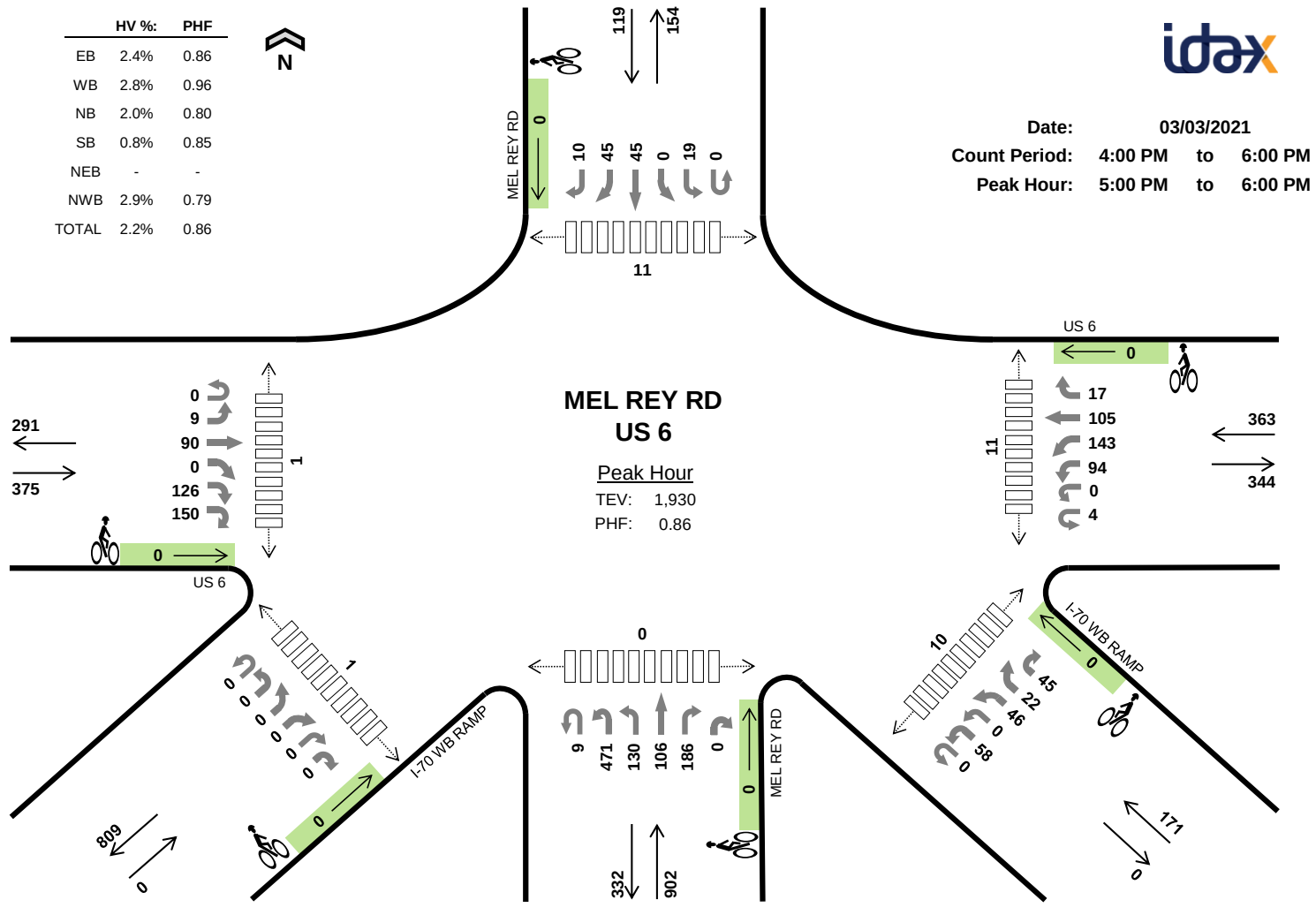
Interval	Heavy Vehicle Totals							Bicycles							Pedestrians (Crossing Leg)						
Start	EB	WB	NB	SB	NEB	NWB	Total	EB	WB	NB	SB	NEB	NWB	Total	East	West	North	South	SE	SW	Total
7:00 AM	3	0	6	0	0	1	10	0	0	0	0	0	0	0	1	0	0	0	0	0	2
7:15 AM	3	2	2	0	0	0	7	0	0	0	0	0	0	0	2	0	2	0	1	0	5
7:30 AM	4	4	3	0	0	1	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	5	0	7	1	0	1	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	2	1	7	1	0	1	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	5	4	7	2	0	4	22	0	0	0	0	0	0	0	0	0	3	0	0	0	3
8:30 AM	3	4	9	1	0	1	18	0	0	0	0	0	0	0	1	0	1	0	1	0	3
8:45 AM	3	1	6	3	0	3	16	0	0	0	0	0	0	0	1	0	1	0	1	0	3
Count Total	28	16	47	8	0	12	111	0	0	0	0	0	0	0	5	0	7	1	3	0	16
Peak Hr	15	9	30	5	0	7	66	0	0	0	0	0	0	0	1	0	4	0	1	0	6

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	US 6						US 6						MEL REY RD						MEL REY RD						I-70 WB RAMP						I-70 WB RAMP						15-min Total	Rolling One Hour
	Eastbound						Westbound						Northbound						Southbound						Northeastbound						Northwestbound							
	UT	LT	TH	BR	RT	HR	UT	HL	LT	BL	TH	RT	UT	HL	LT	TH	RT	HR	UT	LT	BL	TH	BR	RT	UT	HL	BL	BR	RT	HR	UT	HL	LT	BL	BR	HR		
7:00 AM	0	1	0	0	1	1	0	0	0	0	0	0	0	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
7:15 AM	0	0	1	0	2	1	0	0	1	1	0	0	0	2	0	2	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	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	0	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	0	0
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	0	0
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	12	60
8:30 AM	0	0	0	0	2	1	0	0	1	1	2	0	0	4	2	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	18	66
8:45 AM	0	0	0	0	3	0	0	0	1	0	0	0	0	2	0	1	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	1	0	1	16	68
Count Total	0	1	6	0	15	6	0	0	3	5	7	1	0	14	15	6	12	0	0	1	0	7	0	0	0	0	0	0	0	0	0	4	0	4	0	4	111	0
Peak Hour	0	0	4	0	7	4	0	0	1	3	4	1	0	8	10	5	7	0	0	1	0	4	0	0	0	0	0	0	0	0	0	2	0	2	0	3	66	0

Two-Hour Count Summaries - Bikes

[illegible]



Interval Start		US 6														US 6														MEL REY RD														MEL REY RD														I-70 WB RAMP														I-70 WB RAMP														15-min Total	Rolling One Hour
		Eastbound														Westbound														Northbound														Southbound														Northwestbound														Northeastbound															
		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	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 HV	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	58	0	46	22	45	1,930	0																																																	
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	2	2	1	43	0																																																	
		-	0%	3%	-	2%	2%	0%	-	2%	4%	2%	0%	0%	1%	6%	0%	2%	0%	-	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

Interval Start		US 6								US 6						MEL REY RD								MEL REY RD								I-70 WB RAMP								I-70 WB RAMP								15-min Total	Rolling One Hour
		Eastbound								Westbound						Northbound								Southbound								Northeastbound								Northwestbound									
		UT	LT	TH	BR	RT	HR	UT	HL	LT	BL	TH	RT	UT	HL	LT	TH	RT	HR	UT	LT	BL	TH	BR	RT	UT	HL	BL	BR	RT	HR	UT	HL	LT	BL	BR	HR												
4:00 PM	0	0	0	0	1	0	0	0	1	1	1	0	0	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0											
4:15 PM	0	0	1	0	4	1	0	0	0	0	0	2	0	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3	19	0											
4:30 PM	0	0	0	0	0	1	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	0												
4:45 PM	0	0	1	0	3	0	0	0	0	0	1	1	0	1	3	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12	49												
5:00 PM	0	0	0	0	0	0	0	0	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	10	47												
5:15 PM	0	0	2	0	1	1	0	0	0	1	0	0	0	2	2	0	2	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	0	1	0	0	0	1	1	0	1	0	0	0	0	1	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	0	1	0	0	1	4	0	1	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	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	2	2	1	4	43	0												

[illegible]

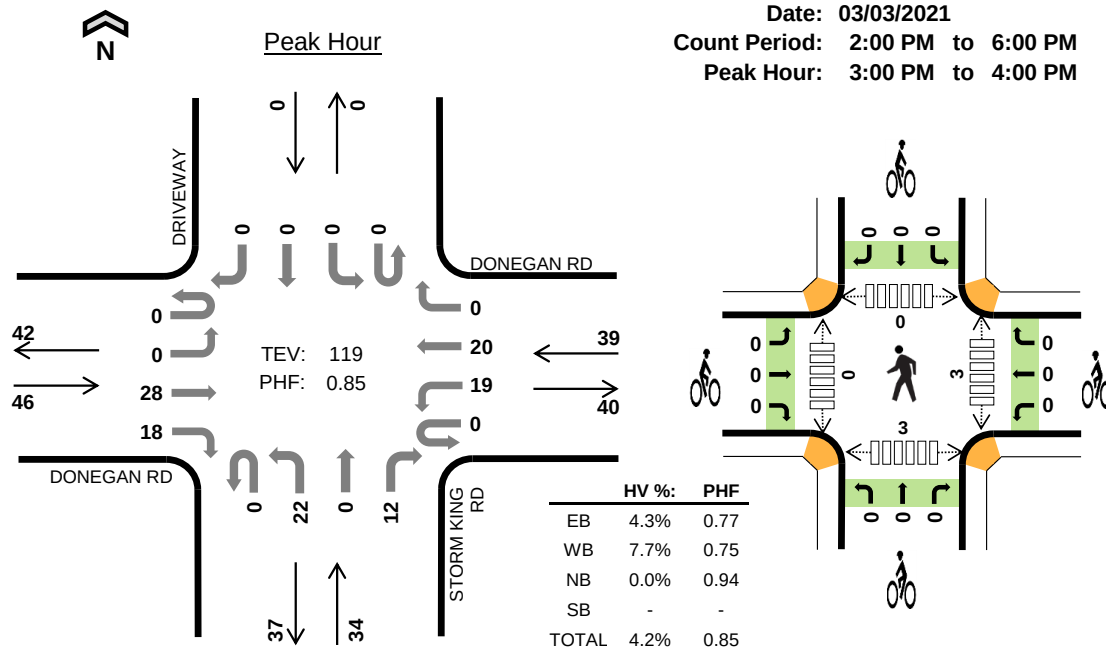


Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	DONEGAN RD				DONEGAN RD				STORM KING RD				DRIVEWAY				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	3	0	0	0	1	0	0	0	0	0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

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

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

STORM KING RD DONEGAN RD



Four-Hour Count Summaries

Interval Start		DONEGAN RD				DONEGAN RD				STORM KING RD				DRIVEWAY				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
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					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	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				DONEGAN RD				STORM KING RD				DRIVEWAY				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	2:00 PM	0	0	3	6	0	12	7	0	0	5	0	12	0	0	1	0	46	0
	2:15 PM	0	0	5	3	0	1	2	0	0	3	0	6	0	0	0	1	21	0
	2:30 PM	0	0	3	4	0	4	3	0	0	1	0	3	0	0	0	0	18	0
	2:45 PM	0	0	2	6	0	3	4	0	0	1	0	4	0	0	0	0	20	105
	3:00 PM	0	0	5	8	0	7	6	0	0	7	0	2	0	0	0	0	35	94
	3:15 PM	0	0	10	5	0	8	4	0	0	5	0	3	0	0	0	0	35	108
	3:30 PM	0	0	8	2	0	1	4	0	0	5	0	4	0	0	0	0	24	114
	3:45 PM	0	0	5	3	0	3	6	0	0	5	0	3	0	0	0	0	25	119
	4:00 PM	0	0	7	8	0	5	6	0	0	2	0	3	0	0	0	0	31	115
	4:15 PM	0	0	3	4	0	4	4	0	0	5	0	5	0	0	0	0	25	105
	4:30 PM	0	0	3	4	0	5	4	0	0	5	0	3	0	0	0	0	24	105
	4:45 PM	0	0	6	5	0	6	2	0	0	5	0	5	0	0	0	0	29	109
	5:00 PM	0	0	2	6	0	5	5	0	0	7	0	5	0	0	0	0	30	108
	5:15 PM	0	0	1	5	0	2	4	0	0	9	0	1	0	0	0	0	22	105
	5:30 PM	0	0	1	4	0	3	3	0	0	8	0	2	0	0	0	0	21	102
	5:45 PM	0	0	0	5	0	2	2	0	0	6	0	4	0	0	0	0	19	92
Count Total		0	0	64	78	0	71	66	0	0	79	0	65	0	0	1	1	425	0
Peak Hour	All	0	0	28	18	0	19	20	0	0	22	0	12	0	0	0	0	119	0
	HV	0	0	2	0	0	2	1	0	0	0	0	0	0	0	0	0	5	0
	HV%	-	-	7%	0%	-	11%	5%	-	-	0%	-	0%	-	-	-	-	4%	0
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start		Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
		EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	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

Project 480 Donegan
 Subject Trip Generation for Multifamily Housing (Low-Rise)
 Designed by JRP Date March 10, 2021 Job No. 096671004
 Checked by _____ Date _____ Sheet No. 1 of 1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Fitted Curve Equations

Land Use Code - Multifamily Housing (Low-Rise) (220)

Independant Variable - Dwelling Units (X)

$$X = 20$$

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (Series 200 Page 32)

$\ln(T) = 0.95 \ln(X) - 0.51$ $\ln(T) = 0.95 * \ln(20.0) - 0.51$	Directional Distribution: 23% ent. 77% exit. T = 10 Average Vehicle Trip Ends 2 entering 8 exiting 2 + 8 = 10
--	--

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

$\ln(T) = 0.89 \ln(X) - 0.02$ $\ln(T) = 0.89 * \ln(20.0) - 0.02$	Directional Distribution: 63% ent. 37% exit. T = 14 Average Vehicle Trip Ends 9 entering 5 exiting 9 + 5 = 14
--	--

Weekday (Series 200 Page 31)

$(T) = 7.56*(X) - 40.86$ $(T) = 7.56 * 20 - 40.86$	Directional Distribution: 50% ent. 50% exit. T = 110 Average Vehicle Trip Ends 55 entering 55 exiting 55 + 55 = 110
--	--

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

$(T) = 1.08*(X) - 33.24$ $(T) = 1.08 * 20 - 33.24$	Directional Distribution: 50% ent. 50% exit. T = -12 Average Vehicle Trip Ends -6 entering -6 exiting -6 + -6 = -12
--	--

Project 480 Donegan
 Subject Trip Generation for Multifamily Housing (Mid-Rise)
 Designed by JRP Date March 10, 2021 Job No. 096671004
 Checked by _____ Date _____ Sheet No. 1 of 1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Fitted Curve Equations

Land Use Code - Multifamily Housing (Mid-Rise) (221)

Independant Variable - Dwelling Units (X)

$$X = 340$$

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (Series 200 Page 74)

$\ln(T) = 0.98 \ln(X) - 0.98$ $\ln(T) = 0.98 * \ln(340.0) - 0.98$	Directional Distribution: 26% ent. 74% exit. T = 114 Average Vehicle Trip Ends 30 entering 84 exiting 30 + 84 = 114
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Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (Series 200 Page 75)

$\ln(T) = 0.96 \ln(X) - 0.63$ $\ln(T) = 0.96 * \ln(340.0) - 0.63$	Directional Distribution: 61% ent. 39% exit. T = 143 Average Vehicle Trip Ends 87 entering 56 exiting 87 + 56 = 143
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Weekday (Series 200 Page 73)

$(T) = 5.45*(X) - 1.75$ $(T) = 5.45 * 340 - 1.75$	Directional Distribution: 50% ent. 50% exit. T = 1852 Average Vehicle Trip Ends 926 entering 926 exiting 926 + 926 = 1852
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Peak Hour of Generator, Saturday (Series 200 Page 79)

$(T) = 0.42*(X) + 6.73$ $(T) = 0.42 * 340 + 6.73$	Directional Distribution: 49% ent. 51% exit. T = 150 Average Vehicle Trip Ends 72 entering 77 exiting 72 + 77 = not ok
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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	935
Stage 1	-	-	570
Stage 2	-	-	365
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1001	-	295
Stage 1	-	-	566
Stage 2	-	-	702
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	999	-	288
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	EBLn1WBLn1	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		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: Mel Rey Rd														
3b	L3	100	5.3	108	5.3	0.103	4.3	LOS A	0.4	10.0	0.33	0.21	0.33	32.6
3	L2	315	5.3	339	5.3	0.645	12.1	LOS B	6.5	170.3	0.59	0.53	0.75	30.5
8	T1	45	5.3	48	5.3	0.645	12.1	LOS B	6.5	170.3	0.59	0.53	0.75	30.5
18	R2	311	5.3	334	5.3	0.645	12.1	LOS B	6.5	170.3	0.59	0.53	0.75	29.7
Approach		771	5.3	829	5.3	0.645	11.1	LOS B	6.5	170.3	0.55	0.49	0.69	30.4
SouthEast: I-70 Off Ramp														
3bx	L3	14	7.4	16	7.4	0.035	8.3	LOS A	0.1	2.9	0.64	0.63	0.64	30.9
3x	L2	1	7.4	1	7.4	0.251	10.4	LOS B	0.8	22.1	0.67	0.67	0.67	31.2
3ax	L1	63	7.4	72	7.4	0.251	10.4	LOS B	0.8	22.1	0.67	0.67	0.67	30.9
18ax	R1	15	7.4	17	7.4	0.251	10.4	LOS B	0.8	22.1	0.67	0.67	0.67	31.0
18bx	R3	35	7.4	40	7.4	0.251	10.4	LOS B	0.8	22.1	0.67	0.67	0.67	30.0
Approach		128	7.4	147	7.4	0.251	10.2	LOS B	0.8	22.1	0.66	0.66	0.66	30.6
East: Highway 6														
1	L2	162	3.5	245	3.5	0.346	9.4	LOS A	1.5	38.5	0.63	0.65	0.69	30.6
1a	L1	63	3.5	95	3.5	0.360	9.0	LOS A	1.6	40.9	0.62	0.64	0.69	32.1
6	T1	105	3.5	159	3.5	0.360	9.0	LOS A	1.6	40.9	0.62	0.64	0.69	32.5
16	R2	18	3.5	27	3.5	0.360	9.0	LOS A	1.6	40.9	0.62	0.64	0.69	31.5
Approach		348	3.5	527	3.5	0.360	9.2	LOS A	1.6	40.9	0.62	0.65	0.69	31.5
North: Mel Rey Rd														
7	L2	26	4.1	31	4.1	0.357	12.1	LOS B	1.5	37.5	0.70	0.76	0.90	31.4
4	T1	90	4.1	107	4.1	0.357	12.1	LOS B	1.5	37.5	0.70	0.76	0.90	31.4
14a	R1	28	4.1	33	4.1	0.357	12.1	LOS B	1.5	37.5	0.70	0.76	0.90	31.1
14	R2	19	4.1	23	4.1	0.357	12.1	LOS B	1.5	37.5	0.70	0.76	0.90	30.5
Approach		163	4.1	194	4.1	0.357	12.1	LOS B	1.5	37.5	0.70	0.76	0.90	31.2
West: Highway 6														
5	L2	15	5.1	24	5.1	0.683	17.6	LOS C	6.4	165.5	0.79	1.06	1.56	29.3
2	T1	97	5.1	154	5.1	0.683	17.6	LOS C	6.4	165.5	0.79	1.06	1.56	29.3
12	R2	219	5.1	348	5.1	0.683	17.6	LOS C	6.4	165.5	0.79	1.06	1.56	28.5
12b	R3	69	5.1	110	5.1	0.100	4.2	LOS A	0.4	9.5	0.33	0.22	0.33	34.0
Approach		400	5.1	635	5.1	0.683	15.3	LOS C	6.4	165.5	0.71	0.91	1.35	29.6
All Vehicles		1810	5.0	2332	4.9	0.683	11.8	LOS B	6.5	170.3	0.63	0.67	0.89	30.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 Site: 101 [2021 Existing Adjusted PM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] ft				mph
South: Mel Rey Rd														
3b	L3	648	2.0	810	2.0	0.684	12.8	LOS B	8.2	208.0	0.62	0.52	0.77	29.3
3	L2	176	2.0	220	2.0	0.641	12.0	LOS B	6.1	154.4	0.60	0.48	0.68	31.0
8	T1	143	2.0	179	2.0	0.641	12.0	LOS B	6.1	154.4	0.60	0.48	0.68	30.9
18	R2	251	2.0	314	2.0	0.641	12.0	LOS B	6.1	154.4	0.60	0.48	0.68	30.1
Approach		1218	2.0	1523	2.0	0.684	12.4	LOS B	8.2	208.0	0.61	0.50	0.73	29.9
SouthEast: I-70 Off Ramp														
3bx	L3	78	2.9	99	2.9	0.374	23.4	LOS C	1.3	33.8	0.86	0.94	1.16	25.9
3x	L2	1	2.9	1	2.9	0.622	31.7	LOS D	2.8	72.2	0.90	1.08	1.61	24.3
3ax	L1	62	2.9	78	2.9	0.622	31.7	LOS D	2.8	72.2	0.90	1.08	1.61	24.1
18ax	R1	30	2.9	38	2.9	0.622	31.7	LOS D	2.8	72.2	0.90	1.08	1.61	24.2
18bx	R3	61	2.9	77	2.9	0.622	31.7	LOS D	2.8	72.2	0.90	1.08	1.61	23.6
Approach		232	2.9	294	2.9	0.622	28.9	LOS D	2.8	72.2	0.88	1.03	1.46	24.6
East: Highway 6														
1	L2	132	2.8	138	2.8	0.405	19.6	LOS C	1.6	40.2	0.83	0.91	1.15	27.0
1a	L1	193	2.8	201	2.8	0.942	64.1	LOS F	10.3	263.6	0.97	1.65	3.55	18.0
6	T1	142	2.8	148	2.8	0.942	64.1	LOS F	10.3	263.6	0.97	1.65	3.55	18.1
16	R2	23	2.8	24	2.8	0.942	64.1	LOS F	10.3	263.6	0.97	1.65	3.55	17.8
Approach		490	2.8	510	2.8	0.942	52.2	LOS F	10.3	263.6	0.93	1.45	2.90	19.8
North: Mel Rey Rd														
7	L2	26	0.8	31	0.8	0.591	29.0	LOS D	2.7	66.7	0.89	1.05	1.53	25.5
4	T1	61	0.8	72	0.8	0.591	29.0	LOS D	2.7	66.7	0.89	1.05	1.53	25.5
14a	R1	61	0.8	72	0.8	0.591	29.0	LOS D	2.7	66.7	0.89	1.05	1.53	25.3
14	R2	14	0.8	16	0.8	0.591	29.0	LOS D	2.7	66.7	0.89	1.05	1.53	24.9
Approach		162	0.8	191	0.8	0.591	29.0	LOS D	2.7	66.7	0.89	1.05	1.53	25.4
West: Highway 6														
5	L2	12	2.4	14	2.4	0.876	51.0	LOS F	7.6	194.8	0.94	1.45	2.83	20.4
2	T1	122	2.4	142	2.4	0.876	51.0	LOS F	7.6	194.8	0.94	1.45	2.83	20.4
12	R2	170	2.4	198	2.4	0.876	51.0	LOS F	7.6	194.8	0.94	1.45	2.83	20.1
12b	R3	203	2.4	236	2.4	0.436	13.9	LOS B	2.0	51.1	0.73	0.83	1.06	29.7
Approach		507	2.4	590	2.4	0.876	36.1	LOS E	7.6	194.8	0.86	1.20	2.12	23.1
All Vehicles		2609	2.2	3107	2.2	0.942	26.0	LOS D	10.3	263.6	0.75	0.87	1.47	25.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 Site: 101 [2022 Background AM (Site Folder: General)]

New Site

Site Category: (None)

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: Mel Rey Rd														
3b	L3	101	5.3	109	5.3	0.106	4.5	LOS A	0.4	10.3	0.35	0.24	0.35	32.6
3	L2	337	5.3	362	5.3	0.683	13.5	LOS B	9.1	238.1	0.65	0.69	1.00	29.9
8	T1	45	5.3	48	5.3	0.683	13.5	LOS B	9.1	238.1	0.65	0.69	1.00	29.9
18	R2	313	5.3	337	5.3	0.683	13.5	LOS B	9.1	238.1	0.65	0.69	1.00	29.1
Approach		796	5.3	856	5.3	0.683	12.3	LOS B	9.1	238.1	0.61	0.63	0.91	29.9
SouthEast: I-70 Off Ramp														
3bx	L3	14	7.4	16	7.4	0.037	8.7	LOS A	0.1	3.0	0.66	0.66	0.66	30.7
3x	L2	1	7.4	1	7.4	0.309	12.0	LOS B	1.1	29.5	0.70	0.74	0.83	30.5
3ax	L1	83	7.4	95	7.4	0.309	12.0	LOS B	1.1	29.5	0.70	0.74	0.83	30.1
18ax	R1	15	7.4	17	7.4	0.309	12.0	LOS B	1.1	29.5	0.70	0.74	0.83	30.2
18bx	R3	35	7.4	40	7.4	0.309	12.0	LOS B	1.1	29.5	0.70	0.74	0.83	29.3
Approach		148	7.4	170	7.4	0.309	11.6	LOS B	1.1	29.5	0.69	0.73	0.81	30.0
East: Highway 6														
1	L2	163	3.5	247	3.5	0.364	10.1	LOS B	1.6	42.2	0.65	0.69	0.77	30.3
1a	L1	63	3.5	95	3.5	0.431	10.5	LOS B	2.2	57.3	0.66	0.74	0.89	31.5
6	T1	132	3.5	200	3.5	0.431	10.5	LOS B	2.2	57.3	0.66	0.74	0.89	31.8
16	R2	18	3.5	27	3.5	0.431	10.5	LOS B	2.2	57.3	0.66	0.74	0.89	30.9
Approach		376	3.5	570	3.5	0.431	10.4	LOS B	2.2	57.3	0.66	0.72	0.84	31.1
North: Mel Rey Rd														
7	L2	26	4.1	31	4.1	0.387	13.6	LOS B	1.6	41.3	0.73	0.81	1.00	30.8
4	T1	90	4.1	107	4.1	0.387	13.6	LOS B	1.6	41.3	0.73	0.81	1.00	30.7
14a	R1	28	4.1	33	4.1	0.387	13.6	LOS B	1.6	41.3	0.73	0.81	1.00	30.5
14	R2	19	4.1	23	4.1	0.387	13.6	LOS B	1.6	41.3	0.73	0.81	1.00	29.9
Approach		163	4.1	194	4.1	0.387	13.6	LOS B	1.6	41.3	0.73	0.81	1.00	30.6
West: Highway 6														
5	L2	15	5.1	24	5.1	0.761	21.8	LOS C	8.8	228.5	0.84	1.22	1.92	27.8
2	T1	113	5.1	179	5.1	0.761	21.8	LOS C	8.8	228.5	0.84	1.22	1.92	27.7
12	R2	240	5.1	381	5.1	0.761	21.8	LOS C	8.8	228.5	0.84	1.22	1.92	27.1
12b	R3	73	5.1	116	5.1	0.106	4.2	LOS A	0.4	10.1	0.34	0.22	0.34	34.0
Approach		441	5.1	700	5.1	0.761	18.9	LOS C	8.8	228.5	0.76	1.05	1.66	28.2
All Vehicles		1924	5.0	2490	4.9	0.761	13.8	LOS B	9.1	238.1	0.68	0.79	1.11	29.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 Site: 101 [2022 Background PM (Site Folder: General)]

New Site

Site Category: (None)

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] ft				mph
South: Mel Rey Rd														
3b	L3	651	2.0	814	2.0	0.706	13.8	LOS B	10.7	271.7	0.67	0.66	0.99	28.9
3	L2	220	2.0	275	2.0	0.714	14.7	LOS B	11.5	292.2	0.70	0.74	1.09	29.8
8	T1	144	2.0	180	2.0	0.714	14.7	LOS B	11.5	292.2	0.70	0.74	1.09	29.8
18	R2	252	2.0	315	2.0	0.714	14.7	LOS B	11.5	292.2	0.70	0.74	1.09	29.0
Approach		1267	2.0	1584	2.0	0.714	14.2	LOS B	11.5	292.2	0.69	0.70	1.04	29.2
SouthEast: I-70 Off Ramp														
3bx	L3	78	2.9	99	2.9	0.408	26.7	LOS D	1.4	36.9	0.88	0.97	1.23	25.0
3x	L2	1	2.9	1	2.9	0.862	61.7	LOS F	5.7	146.6	0.96	1.39	2.67	18.3
3ax	L1	105	2.9	133	2.9	0.862	61.7	LOS F	5.7	146.6	0.96	1.39	2.67	18.2
18ax	R1	30	2.9	38	2.9	0.862	61.7	LOS F	5.7	146.6	0.96	1.39	2.67	18.2
18bx	R3	61	2.9	77	2.9	0.862	61.7	LOS F	5.7	146.6	0.96	1.39	2.67	17.9
Approach		275	2.9	348	2.9	0.862	51.8	LOS F	5.7	146.6	0.94	1.27	2.26	19.7
East: Highway 6														
1	L2	133	2.8	139	2.8	0.453	23.4	LOS C	1.8	45.6	0.85	0.96	1.26	25.9
1a	L1	194	2.8	202	2.8	1.212	150.7	LOS F	32.5	831.7	1.00	2.86	8.14	10.7
6	T1	201	2.8	209	2.8	1.212	150.7	LOS F	32.5	831.7	1.00	2.86	8.14	10.7
16	R2	23	2.8	24	2.8	1.212	150.7	LOS F	32.5	831.7	1.00	2.86	8.14	10.6
Approach		551	2.8	574	2.8	1.212	120.0	LOS F	32.5	831.7	0.96	2.40	6.48	12.5
North: Mel Rey Rd														
7	L2	26	0.8	31	0.8	0.656	36.2	LOS E	3.0	76.2	0.91	1.11	1.70	23.6
4	T1	90	0.8	106	0.8	0.656	36.2	LOS E	3.0	76.2	0.91	1.11	1.70	23.6
14a	R1	28	0.8	33	0.8	0.656	36.2	LOS E	3.0	76.2	0.91	1.11	1.70	23.4
14	R2	19	0.8	22	0.8	0.656	36.2	LOS E	3.0	76.2	0.91	1.11	1.70	23.1
Approach		163	0.8	192	0.8	0.656	36.2	LOS E	3.0	76.2	0.91	1.11	1.70	23.5
West: Highway 6														
5	L2	12	2.4	14	2.4	1.258	162.8	LOS F	42.8	1091.1	1.00	3.27	9.45	10.1
2	T1	186	2.4	216	2.4	1.258	162.8	LOS F	42.8	1091.1	1.00	3.27	9.45	10.1
12	R2	250	2.4	291	2.4	1.258	162.8	LOS F	42.8	1091.1	1.00	3.27	9.45	10.0
12b	R3	220	2.4	256	2.4	0.447	13.5	LOS B	2.1	54.3	0.72	0.81	1.05	29.8
Approach		668	2.4	777	2.4	1.258	113.6	LOS F	42.8	1091.1	0.91	2.46	6.68	12.8
All Vehicles		2924	2.3	3474	2.2	1.258	58.9	LOS F	42.8	1091.1	0.82	1.45	3.36	18.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 Site: 101 [2022 Total AM (Site Folder: General)]

New Site

Site Category: (None)

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: Mel Rey Rd														
3b	L3	101	5.3	109	5.3	0.110	4.7	LOS A	0.4	10.7	0.38	0.27	0.38	32.5
3	L2	339	5.3	365	5.3	0.721	15.3	LOS C	11.4	297.1	0.72	0.87	1.29	29.3
8	T1	56	5.3	60	5.3	0.721	15.3	LOS C	11.4	297.1	0.72	0.87	1.29	29.3
18	R2	313	5.3	337	5.3	0.721	15.3	LOS C	11.4	297.1	0.72	0.87	1.29	28.5
Approach		809	5.3	870	5.3	0.721	13.9	LOS B	11.4	297.1	0.68	0.80	1.17	29.3
SouthEast: I-70 Off Ramp														
3bx	L3	14	7.4	16	7.4	0.039	9.2	LOS A	0.1	3.1	0.68	0.68	0.68	30.5
3x	L2	1	7.4	1	7.4	0.343	13.2	LOS B	1.3	34.1	0.72	0.78	0.92	30.0
3ax	L1	85	7.4	98	7.4	0.343	13.2	LOS B	1.3	34.1	0.72	0.78	0.92	29.7
18ax	R1	21	7.4	24	7.4	0.343	13.2	LOS B	1.3	34.1	0.72	0.78	0.92	29.8
18bx	R3	35	7.4	40	7.4	0.343	13.2	LOS B	1.3	34.1	0.72	0.78	0.92	28.9
Approach		156	7.4	179	7.4	0.343	12.8	LOS B	1.3	34.1	0.72	0.77	0.90	29.6
East: Highway 6														
1	L2	163	3.5	247	3.5	0.373	10.5	LOS B	1.7	43.7	0.66	0.71	0.81	30.2
1a	L1	63	3.5	95	3.5	0.467	11.5	LOS B	2.6	66.4	0.68	0.78	0.98	31.2
6	T1	136	3.5	206	3.5	0.467	11.5	LOS B	2.6	66.4	0.68	0.78	0.98	31.5
16	R2	27	3.5	41	3.5	0.467	11.5	LOS B	2.6	66.4	0.68	0.78	0.98	30.6
Approach		389	3.5	589	3.5	0.467	11.0	LOS B	2.6	66.4	0.67	0.75	0.91	30.8
North: Mel Rey Rd														
7	L2	46	4.1	55	4.1	0.535	18.0	LOS C	2.7	69.3	0.78	0.93	1.30	29.0
4	T1	120	4.1	143	4.1	0.535	18.0	LOS C	2.7	69.3	0.78	0.93	1.30	28.9
14a	R1	38	4.1	45	4.1	0.535	18.0	LOS C	2.7	69.3	0.78	0.93	1.30	28.7
14	R2	19	4.1	23	4.1	0.535	18.0	LOS C	2.7	69.3	0.78	0.93	1.30	28.2
Approach		223	4.1	265	4.1	0.535	18.0	LOS C	2.7	69.3	0.78	0.93	1.30	28.8
West: Highway 6														
5	L2	15	5.1	24	5.1	0.855	31.3	LOS D	12.4	322.1	0.92	1.48	2.61	24.8
2	T1	123	5.1	195	5.1	0.855	31.3	LOS D	12.4	322.1	0.92	1.48	2.61	24.8
12	R2	250	5.1	397	5.1	0.855	31.3	LOS D	12.4	322.1	0.92	1.48	2.61	24.3
12b	R3	73	5.1	116	5.1	0.107	4.3	LOS A	0.4	10.2	0.34	0.23	0.34	34.0
Approach		461	5.1	732	5.1	0.855	27.0	LOS D	12.4	322.1	0.83	1.28	2.25	25.6
All Vehicles		2038	4.9	2636	4.9	0.855	17.3	LOS C	12.4	322.1	0.73	0.93	1.41	28.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 Site: 101 [2022 Total PM (Site Folder: General)]

New Site

Site Category: (None)

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] ft				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		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: Mel Rey Rd														
3b	L3	110	5.3	118	5.3	0.118	4.7	LOS A	0.4	11.6	0.37	0.26	0.37	32.5
3	L2	366	5.3	394	5.3	0.758	16.8	LOS C	14.4	374.0	0.75	0.94	1.42	28.7
8	T1	49	5.3	53	5.3	0.758	16.8	LOS C	14.4	374.0	0.75	0.94	1.42	28.7
18	R2	342	5.3	368	5.3	0.758	16.8	LOS C	14.4	374.0	0.75	0.94	1.42	27.9
Approach		867	5.3	932	5.3	0.758	15.2	LOS C	14.4	374.0	0.70	0.86	1.28	28.8
SouthEast: I-70 Off Ramp														
3bx	L3	15	7.4	17	7.4	0.043	9.7	LOS A	0.1	3.5	0.69	0.69	0.69	30.3
3x	L2	1	7.4	1	7.4	0.362	14.1	LOS B	1.4	36.4	0.74	0.81	0.98	29.6
3ax	L1	89	7.4	102	7.4	0.362	14.1	LOS B	1.4	36.4	0.74	0.81	0.98	29.3
18ax	R1	16	7.4	18	7.4	0.362	14.1	LOS B	1.4	36.4	0.74	0.81	0.98	29.4
18bx	R3	38	7.4	44	7.4	0.362	14.1	LOS B	1.4	36.4	0.74	0.81	0.98	28.5
Approach		159	7.4	183	7.4	0.362	13.7	LOS B	1.4	36.4	0.74	0.80	0.95	29.2
East: Highway 6														
1	L2	178	3.5	270	3.5	0.420	11.7	LOS B	2.1	53.6	0.68	0.76	0.93	29.7
1a	L1	69	3.5	105	3.5	0.489	12.2	LOS B	2.8	71.7	0.70	0.81	1.05	30.8
6	T1	141	3.5	214	3.5	0.489	12.2	LOS B	2.8	71.7	0.70	0.81	1.05	31.1
16	R2	20	3.5	30	3.5	0.489	12.2	LOS B	2.8	71.7	0.70	0.81	1.05	30.2
Approach		408	3.5	618	3.5	0.489	12.0	LOS B	2.8	71.7	0.69	0.79	1.00	30.4
North: Mel Rey Rd														
7	L2	29	4.1	35	4.1	0.465	16.8	LOS C	2.1	53.1	0.78	0.89	1.18	29.5
4	T1	99	4.1	118	4.1	0.465	16.8	LOS C	2.1	53.1	0.78	0.89	1.18	29.5
14a	R1	31	4.1	37	4.1	0.465	16.8	LOS C	2.1	53.1	0.78	0.89	1.18	29.2
14	R2	21	4.1	25	4.1	0.465	16.8	LOS C	2.1	53.1	0.78	0.89	1.18	28.7
Approach		180	4.1	214	4.1	0.465	16.8	LOS C	2.1	53.1	0.78	0.89	1.18	29.3
West: Highway 6														
5	L2	16	5.1	25	5.1	0.873	33.3	LOS D	13.7	356.5	0.93	1.55	2.78	24.3
2	T1	123	5.1	195	5.1	0.873	33.3	LOS D	13.7	356.5	0.93	1.55	2.78	24.3
12	R2	261	5.1	414	5.1	0.873	33.3	LOS D	13.7	356.5	0.93	1.55	2.78	23.8
12b	R3	80	5.1	127	5.1	0.118	4.4	LOS A	0.4	11.3	0.36	0.25	0.36	33.9
Approach		480	5.1	762	5.1	0.873	28.5	LOS D	13.7	356.5	0.84	1.33	2.38	25.2
All Vehicles		2094	5.0	2709	4.9	0.873	18.2	LOS C	14.4	374.0	0.75	0.97	1.49	28.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 Site: 101 [2040 Background PM (Site Folder: General)]

New Site

Site Category: (None)

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: Mel Rey Rd														
3b	L3	712	2.0	890	2.0	0.763	16.0	LOS C	15.6	396.1	0.74	0.77	1.21	28.2
3	L2	236	2.0	295	2.0	0.765	16.9	LOS C	16.0	405.9	0.77	0.85	1.28	29.0
8	T1	157	2.0	196	2.0	0.765	16.9	LOS C	16.0	405.9	0.77	0.85	1.28	28.9
18	R2	276	2.0	345	2.0	0.765	16.9	LOS C	16.0	405.9	0.77	0.85	1.28	28.2
Approach		1381	2.0	1726	2.0	0.765	16.5	LOS C	16.0	405.9	0.76	0.81	1.24	28.4
SouthEast: I-70 Off Ramp														
3bx	L3	86	2.9	109	2.9	0.508	35.4	LOS E	1.9	47.8	0.91	1.03	1.42	22.9
3x	L2	1	2.9	1	2.9	1.037	108.0	LOS F	12.0	307.3	1.00	1.87	4.52	13.3
3ax	L1	111	2.9	141	2.9	1.037	108.0	LOS F	12.0	307.3	1.00	1.87	4.52	13.3
18ax	R1	33	2.9	42	2.9	1.037	108.0	LOS F	12.0	307.3	1.00	1.87	4.52	13.3
18bx	R3	67	2.9	85	2.9	1.037	108.0	LOS F	12.0	307.3	1.00	1.87	4.52	13.1
Approach		298	2.9	377	2.9	1.037	87.1	LOS F	12.0	307.3	0.97	1.62	3.62	15.1
East: Highway 6														
1	L2	145	2.8	151	2.8	0.556	31.4	LOS D	2.3	59.1	0.89	1.04	1.48	23.8
1a	L1	212	2.8	221	2.8	1.458	253.1	LOS F	53.9	1377.8	1.00	3.68	11.52	7.2
6	T1	214	2.8	223	2.8	1.458	253.1	LOS F	53.9	1377.8	1.00	3.68	11.52	7.3
16	R2	25	2.8	26	2.8	1.458	253.1	LOS F	53.9	1377.8	1.00	3.68	11.52	7.2
Approach		596	2.8	621	2.8	1.458	199.1	LOS F	53.9	1377.8	0.97	3.04	9.08	8.7
North: Mel Rey Rd														
7	L2	29	0.8	34	0.8	0.771	50.7	LOS F	4.1	102.5	0.95	1.23	2.12	20.5
4	T1	67	0.8	79	0.8	0.771	50.7	LOS F	4.1	102.5	0.95	1.23	2.12	20.5
14a	R1	67	0.8	79	0.8	0.771	50.7	LOS F	4.1	102.5	0.95	1.23	2.12	20.4
14	R2	15	0.8	18	0.8	0.771	50.7	LOS F	4.1	102.5	0.95	1.23	2.12	20.1
Approach		178	0.8	209	0.8	0.771	50.7	LOS F	4.1	102.5	0.95	1.23	2.12	20.4
West: Highway 6														
5	L2	13	2.4	15	2.4	1.465	250.3	LOS F	63.5	1618.0	1.00	4.02	12.50	7.3
2	T1	197	2.4	229	2.4	1.465	250.3	LOS F	63.5	1618.0	1.00	4.02	12.50	7.3
12	R2	266	2.4	309	2.4	1.465	250.3	LOS F	63.5	1618.0	1.00	4.02	12.50	7.2
12b	R3	239	2.4	278	2.4	0.532	17.1	LOS C	2.7	70.0	0.77	0.92	1.27	28.4
Approach		715	2.4	831	2.4	1.465	172.4	LOS F	63.5	1618.0	0.92	2.99	8.75	9.6
All Vehicles		3168	2.3	3765	2.2	1.465	90.0	LOS F	63.5	1618.0	0.86	1.76	4.48	14.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 Site: 101 [2040 Total AM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: Mel Rey Rd														
3b	L3	110	5.3	118	5.3	0.123	4.9	LOS A	0.5	12.0	0.40	0.30	0.40	32.4
3	L2	368	5.3	396	5.3	0.799	19.6	LOS C	17.1	445.0	0.83	1.16	1.77	27.7
8	T1	60	5.3	65	5.3	0.799	19.6	LOS C	17.1	445.0	0.83	1.16	1.77	27.7
18	R2	342	5.3	368	5.3	0.799	19.6	LOS C	17.1	445.0	0.83	1.16	1.77	27.0
Approach		880	5.3	946	5.3	0.799	17.8	LOS C	17.1	445.0	0.78	1.05	1.60	28.0
SouthEast: I-70 Off Ramp														
3bx	L3	15	7.4	17	7.4	0.046	10.2	LOS B	0.1	3.6	0.71	0.71	0.71	30.1
3x	L2	1	7.4	1	7.4	0.401	15.7	LOS C	1.6	41.7	0.76	0.85	1.08	29.1
3ax	L1	91	7.4	105	7.4	0.401	15.7	LOS C	1.6	41.7	0.76	0.85	1.08	28.8
18ax	R1	22	7.4	25	7.4	0.401	15.7	LOS C	1.6	41.7	0.76	0.85	1.08	28.9
18bx	R3	38	7.4	44	7.4	0.401	15.7	LOS C	1.6	41.7	0.76	0.85	1.08	28.0
Approach		167	7.4	192	7.4	0.401	15.2	LOS C	1.6	41.7	0.76	0.84	1.04	28.7
East: Highway 6														
1	L2	178	3.5	270	3.5	0.430	12.1	LOS B	2.2	55.3	0.69	0.78	0.96	29.6
1a	L1	69	3.5	105	3.5	0.528	13.4	LOS B	3.2	82.3	0.72	0.86	1.15	30.3
6	T1	145	3.5	220	3.5	0.528	13.4	LOS B	3.2	82.3	0.72	0.86	1.15	30.6
16	R2	29	3.5	44	3.5	0.528	13.4	LOS B	3.2	82.3	0.72	0.86	1.15	29.8
Approach		421	3.5	638	3.5	0.528	12.9	LOS B	3.2	82.3	0.71	0.82	1.07	30.1
North: Mel Rey Rd														
7	L2	49	4.1	58	4.1	0.626	23.3	LOS C	3.4	88.4	0.83	1.03	1.55	27.1
4	T1	129	4.1	154	4.1	0.626	23.3	LOS C	3.4	88.4	0.83	1.03	1.55	27.1
14a	R1	41	4.1	49	4.1	0.626	23.3	LOS C	3.4	88.4	0.83	1.03	1.55	26.9
14	R2	21	4.1	25	4.1	0.626	23.3	LOS C	3.4	88.4	0.83	1.03	1.55	26.5
Approach		240	4.1	286	4.1	0.626	23.3	LOS C	3.4	88.4	0.83	1.03	1.55	27.0
West: Highway 6														
5	L2	16	5.1	25	5.1	0.976	53.3	LOS F	21.8	568.0	1.00	2.04	4.22	20.0
2	T1	133	5.1	211	5.1	0.976	53.3	LOS F	21.8	568.0	1.00	2.04	4.22	20.0
12	R2	271	5.1	430	5.1	0.976	53.3	LOS F	21.8	568.0	1.00	2.04	4.22	19.6
12b	R3	80	5.1	127	5.1	0.120	4.5	LOS A	0.4	11.5	0.36	0.26	0.36	33.9
Approach		500	5.1	794	5.1	0.976	45.5	LOS E	21.8	568.0	0.90	1.76	3.60	21.1
All Vehicles		2208	4.9	2855	4.9	0.976	24.8	LOS C	21.8	568.0	0.80	1.18	2.00	26.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 Site: 101 [2040 Total PM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] ft				mph
South: Mel Rey Rd														
3b	L3	712	2.0	890	2.0	0.771	16.6	LOS C	16.6	421.6	0.77	0.84	1.31	28.0
3	L2	241	2.0	301	2.0	0.811	19.9	LOS C	21.2	538.6	0.86	1.06	1.62	28.0
8	T1	184	2.0	230	2.0	0.811	19.9	LOS C	21.2	538.6	0.86	1.06	1.62	27.9
18	R2	276	2.0	345	2.0	0.811	19.9	LOS C	21.2	538.6	0.86	1.06	1.62	27.2
Approach		1413	2.0	1766	2.0	0.811	18.2	LOS C	21.2	538.6	0.82	0.95	1.46	27.8
SouthEast: I-70 Off Ramp														
3bx	L3	86	2.9	109	2.9	0.533	38.8	LOS E	2.0	50.5	0.92	1.05	1.47	22.2
3x	L2	1	2.9	1	2.9	1.193	161.3	LOS F	21.9	559.8	1.00	2.38	6.66	10.2
3ax	L1	116	2.9	147	2.9	1.193	161.3	LOS F	21.9	559.8	1.00	2.38	6.66	10.1
18ax	R1	49	2.9	62	2.9	1.193	161.3	LOS F	21.9	559.8	1.00	2.38	6.66	10.1
18bx	R3	67	2.9	85	2.9	1.193	161.3	LOS F	21.9	559.8	1.00	2.38	6.66	10.0
Approach		319	2.9	404	2.9	1.193	128.3	LOS F	21.9	559.8	0.98	2.02	5.26	11.9
East: Highway 6														
1	L2	145	2.8	151	2.8	0.577	33.8	LOS D	2.4	61.7	0.90	1.06	1.53	23.2
1a	L1	212	2.8	221	2.8	1.620	322.9	LOS F	68.2	1742.7	1.00	4.11	13.26	5.9
6	T1	225	2.8	234	2.8	1.620	322.9	LOS F	68.2	1742.7	1.00	4.11	13.26	5.9
16	R2	47	2.8	49	2.8	1.620	322.9	LOS F	68.2	1742.7	1.00	4.11	13.26	5.9
Approach		629	2.8	655	2.8	1.620	256.3	LOS F	68.2	1742.7	0.98	3.40	10.55	7.2
North: Mel Rey Rd														
7	L2	43	0.8	51	0.8	0.930	76.9	LOS F	7.5	188.7	0.98	1.53	3.23	16.6
4	T1	88	0.8	104	0.8	0.930	76.9	LOS F	7.5	188.7	0.98	1.53	3.23	16.6
14a	R1	74	0.8	87	0.8	0.930	76.9	LOS F	7.5	188.7	0.98	1.53	3.23	16.5
14	R2	15	0.8	18	0.8	0.930	76.9	LOS F	7.5	188.7	0.98	1.53	3.23	16.3
Approach		220	0.8	259	0.8	0.930	76.9	LOS F	7.5	188.7	0.98	1.53	3.23	16.5
West: Highway 6														
5	L2	13	2.4	15	2.4	1.551	287.7	LOS F	71.8	1829.6	1.00	4.27	13.51	6.5
2	T1	204	2.4	237	2.4	1.551	287.7	LOS F	71.8	1829.6	1.00	4.27	13.51	6.5
12	R2	273	2.4	317	2.4	1.551	287.7	LOS F	71.8	1829.6	1.00	4.27	13.51	6.4
12b	R3	239	2.4	278	2.4	0.529	16.9	LOS C	2.7	69.4	0.77	0.91	1.26	28.5
Approach		729	2.4	848	2.4	1.551	198.9	LOS F	71.8	1829.6	0.92	3.17	9.49	8.6
All Vehicles		3310	2.2	3932	2.2	1.620	112.0	LOS F	71.8	1829.6	0.89	1.99	5.22	13.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Intersection						
Int Delay, s/veh	4.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	26	43	50	22	18	22
Future Vol, veh/h	26	43	50	22	18	22
Conflicting Peds, #/hr	0	3	3	0	5	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	54	63	28	23	28
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	90	0	222	64
Stage 1	-	-	-	-	63	-
Stage 2	-	-	-	-	159	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1505	-	766	1000
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	870	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1501	-	727	996
Mov Cap-2 Maneuver	-	-	-	-	727	-
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	828	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		5.2		9.5	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	854	-	-	1501	-	
HCM Lane V/C Ratio	0.059	-	-	0.042	-	
HCM Control Delay (s)	9.5	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-	

Intersection						
Int Delay, s/veh	4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	38	24	26	27	30	16
Future Vol, veh/h	38	24	26	27	30	16
Conflicting Peds, #/hr	0	13	13	0	10	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	45	28	31	32	35	19
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	86	0	176	78
Stage 1	-	-	-	-	72	-
Stage 2	-	-	-	-	104	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1510	-	814	983
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	920	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1491	-	780	965
Mov Cap-2 Maneuver	-	-	-	-	780	-
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	892	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		3.7		9.6	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	836	-	-	1491	-	
HCM Lane V/C Ratio	0.065	-	-	0.021	-	
HCM Control Delay (s)	9.6	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-	

Intersection						
Int Delay, s/veh	5.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	30	60	85	25	30	45
Future Vol, veh/h	30	60	85	25	30	45
Conflicting Peds, #/hr	0	3	3	0	5	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	76	108	32	38	57
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	117	0	332	80
Stage 1	-	-	-	-	79	-
Stage 2	-	-	-	-	253	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1471	-	663	980
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	789	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1467	-	609	976
Mov Cap-2 Maneuver	-	-	-	-	609	-
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	727	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		5.9		10.2	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	786	-	-	1467	-	
HCM Lane V/C Ratio	0.121	-	-	0.073	-	
HCM Control Delay (s)	10.2	-	-	7.6	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-	

Intersection						
Int Delay, s/veh	6.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	40	50	105	30	55	100
Future Vol, veh/h	40	50	105	30	55	100
Conflicting Peds, #/hr	0	13	13	0	10	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	59	124	35	65	118
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	119	0	383	96
Stage 1	-	-	-	-	90	-
Stage 2	-	-	-	-	293	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1469	-	620	960
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	757	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1451	-	554	943
Mov Cap-2 Maneuver	-	-	-	-	554	-
Stage 1	-	-	-	-	923	-
Stage 2	-	-	-	-	684	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		6		11.3	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	755	-	-	1451	-	
HCM Lane V/C Ratio	0.242	-	-	0.085	-	
HCM Control Delay (s)	11.3	-	-	7.7	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.9	-	-	0.3	-	

Intersection

Int Delay, s/veh 5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	35	60	85	30	30	45
Future Vol, veh/h	35	60	85	30	30	45
Conflicting Peds, #/hr	0	3	3	0	5	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	76	108	38	38	57

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	123
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1464
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1460
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.7	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	776	-	-	1460	-
HCM Lane V/C Ratio	0.122	-	-	0.074	-
HCM Control Delay (s)	10.3	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-

Intersection						
Int Delay, s/veh	6.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	45	50	105	35	55	100
Future Vol, veh/h	45	50	105	35	55	100
Conflicting Peds, #/hr	0	13	13	0	10	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	59	124	41	65	118
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	125	0	395	102
Stage 1	-	-	-	-	96	-
Stage 2	-	-	-	-	299	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1462	-	610	953
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	752	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1444	-	544	936
Mov Cap-2 Maneuver	-	-	-	-	544	-
Stage 1	-	-	-	-	917	-
Stage 2	-	-	-	-	679	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		5.8		11.4	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	745	-	-	1444	-	
HCM Lane V/C Ratio	0.245	-	-	0.086	-	
HCM Control Delay (s)	11.4	-	-	7.7	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	1	-	-	0.3	-	

Intersection						
Int Delay, s/veh	5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	30	65	85	25	30	45
Future Vol, veh/h	30	65	85	25	30	45
Conflicting Peds, #/hr	0	3	3	0	5	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	82	108	32	38	57
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	123	0	335	83
Stage 1	-	-	-	-	82	-
Stage 2	-	-	-	-	253	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1464	-	660	976
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	789	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1460	-	606	972
Mov Cap-2 Maneuver	-	-	-	-	606	-
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	727	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	5.9		10.2		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	783	-	-	1460	-	
HCM Lane V/C Ratio	0.121	-	-	0.074	-	
HCM Control Delay (s)	10.2	-	-	7.7	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-	

Intersection						
Int Delay, s/veh	6.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	45	55	105	30	55	100
Future Vol, veh/h	45	55	105	30	55	100
Conflicting Peds, #/hr	0	13	13	0	10	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	65	124	35	65	118
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	131	0	392	105
Stage 1	-	-	-	-	99	-
Stage 2	-	-	-	-	293	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1454	-	612	949
Stage 1	-	-	-	-	925	-
Stage 2	-	-	-	-	757	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1436	-	546	932
Mov Cap-2 Maneuver	-	-	-	-	546	-
Stage 1	-	-	-	-	914	-
Stage 2	-	-	-	-	684	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		6		11.4	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	745	-	-	1436	-	
HCM Lane V/C Ratio	0.245	-	-	0.086	-	
HCM Control Delay (s)	11.4	-	-	7.7	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	1	-	-	0.3	-	

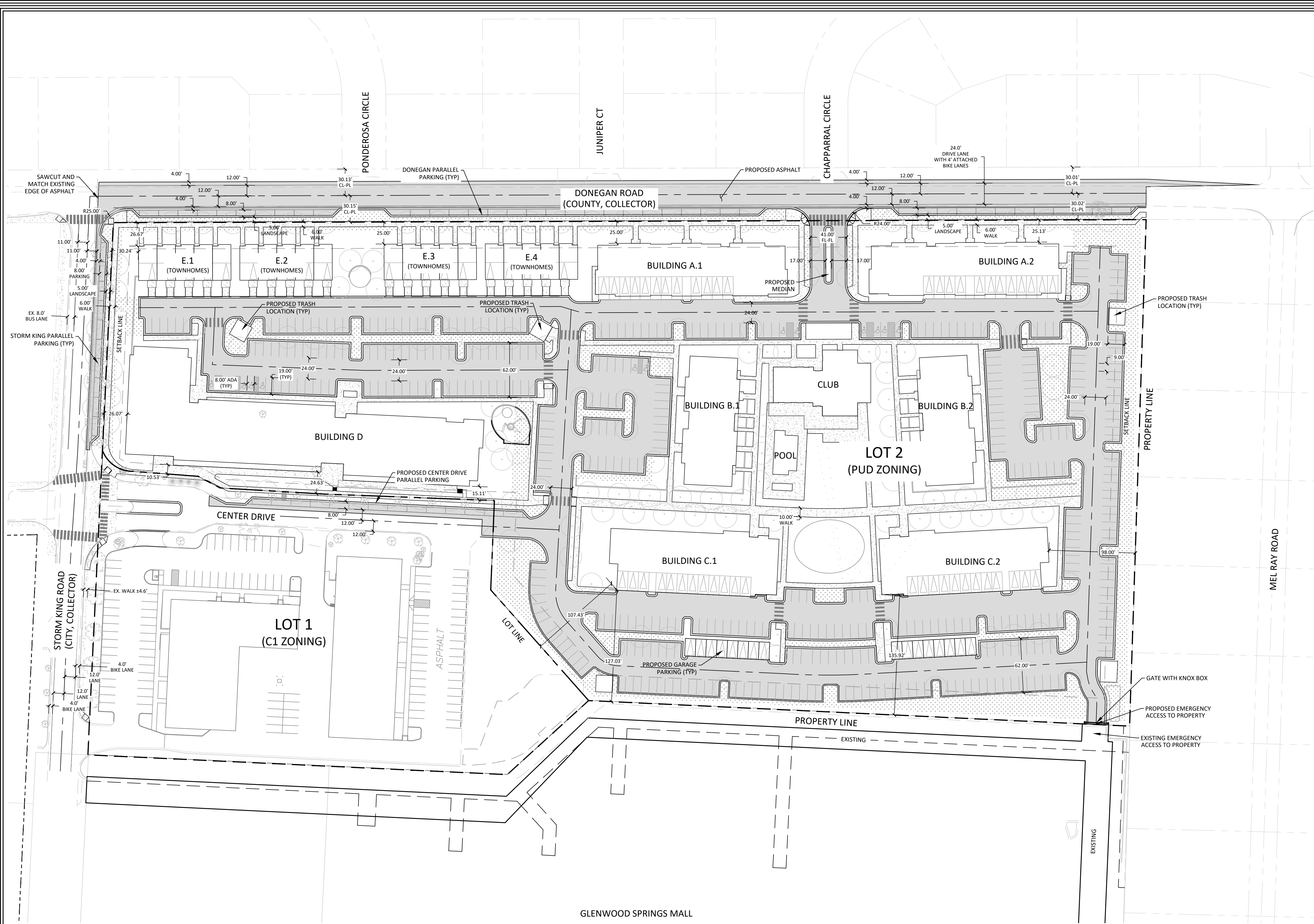
Intersection						
Int Delay, s/veh	4.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	35	65	85	30	30	45
Future Vol, veh/h	35	65	85	30	30	45
Conflicting Peds, #/hr	0	3	3	0	5	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	82	108	38	38	57
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	129	0	347	89
Stage 1	-	-	-	-	88	-
Stage 2	-	-	-	-	259	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1457	-	650	969
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	784	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1453	-	596	965
Mov Cap-2 Maneuver	-	-	-	-	596	-
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	721	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		5.7		10.3	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	773	-	-	1453	-	
HCM Lane V/C Ratio	0.123	-	-	0.074	-	
HCM Control Delay (s)	10.3	-	-	7.7	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-	

Intersection						
Int Delay, s/veh	6.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	50	55	105	35	55	100
Future Vol, veh/h	50	55	105	35	55	100
Conflicting Peds, #/hr	0	13	13	0	10	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	59	65	124	41	65	118
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	137	0	404	111
Stage 1	-	-	-	-	105	-
Stage 2	-	-	-	-	299	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1447	-	603	942
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	752	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1429	-	537	925
Mov Cap-2 Maneuver	-	-	-	-	537	-
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	678	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		5.8		11.5	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	736	-	-	1429	-	
HCM Lane V/C Ratio	0.248	-	-	0.086	-	
HCM Control Delay (s)	11.5	-	-	7.8	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	1	-	-	0.3	-	

APPENDIX E

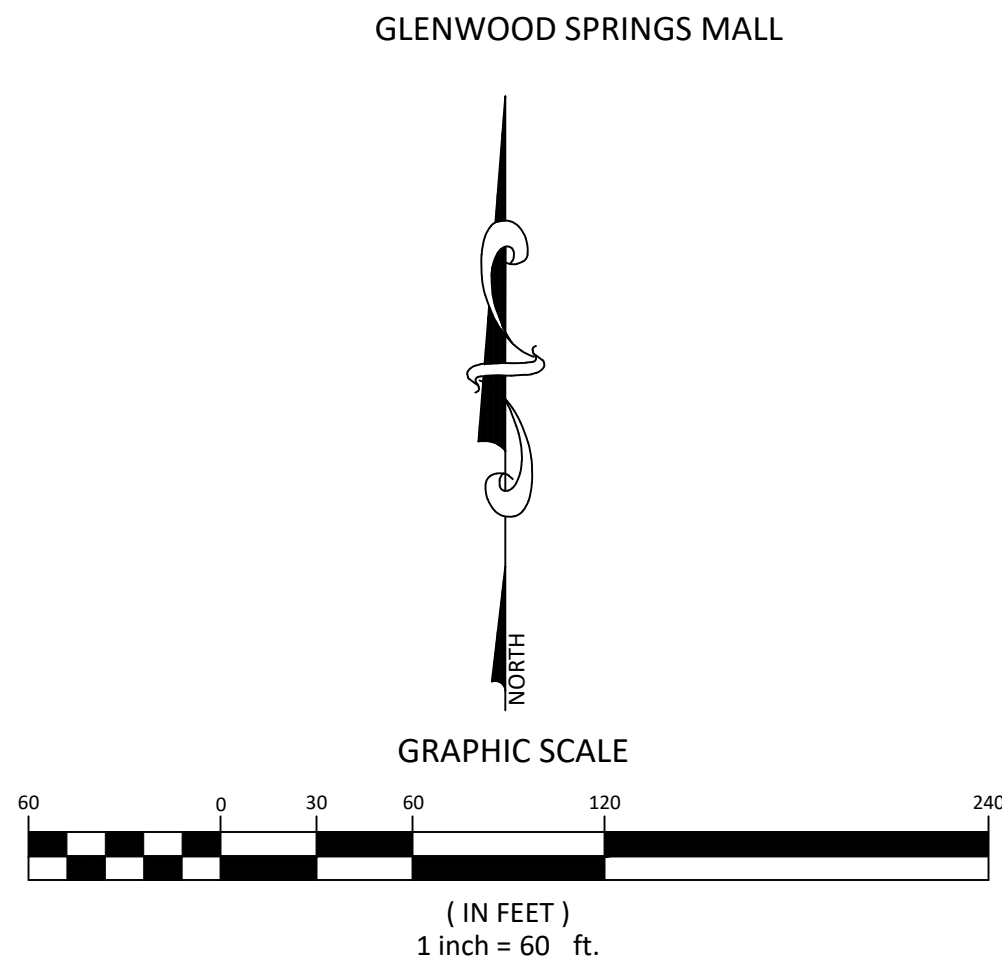
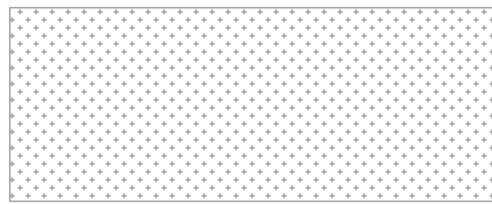
Conceptual Site Plan

G:\2020\2007\LOCAL\CIVIL\DWG\SPLOT\2017 SITE PLAN.DWG - 04/21/2021 2:03pm



LEGEND:

SNOW STORAGE AREA:



GENERAL PLAN NOTES:

SITE AREA = 15.82 ACRES +/-
LOT 1 AREA = 3.54 ACRES +/-
LOT 2 AREA = 12.28 ACRES +/-

PROPERTY DESCRIPTION

COMMENCING AT A POINT, WHENCE THE THENCE N°87°11'46"W A DISTANCE OF 670.12 FEET; TO THE POINT OF BEGINNING;
BEGINNING AT A POINT; THENCE S°01°52'00"W A DISTANCE OF 575.96 FEET;
THENCE N°87°18'00"W A DISTANCE OF 615.36 FEET;
THENCE S°47°42'00"W A DISTANCE OF 125.06 FEET;
THENCE N°87°18'00"W A DISTANCE OF 476.98 FEET;
THENCE N°02°44'00"E A DISTANCE OF 605.64 FEET;
THENCE N°89°52'00"E A DISTANCE OF 312.68 FEET;
THENCE N°89°49'18"E A DISTANCE OF 860.83 FEET;

COUNTY OF GARFIELD
STATE OF COLORADO

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

DEVELOPMENT SUMMARY:

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

LAND USES:

RESIDENTIAL 402,320 GSF +/-
CLUBHOUSE (RESIDENTIAL OFFICE/AMENITY) 9,600 GSF +/-
CLUBHOUSE (RESIDENTIAL RESTAURANT/PUB) 2,000 GSF +/-
TOTAL GROSS SQUARE FOOTAGE= 413,920 GSF +/-

Proposed Dwelling Units (DU): 360 DU

NOTE: FINAL BUILDING GROSS SQUARE FOOTAGES ARE CONCEPTUAL AND SUBJECT TO REFINEMENT AT THE TIME OF MAJOR SITE PLAN REVIEW.

DEVELOPMENT CRITERIA:

DEVELOPMENT DENSITY

Maximum Gross Residential Density: 29.29 dwelling units/acre

Maximum Gross Non-Residential FAR/Density: 0.022 FAR or 944 GSF/acre

COMMON OPEN SPACE

Minimum Required: 2.46 AC (20% of the Gross Site Area)
Area Provided: 2.52 AC (20.5% of the Gross Site Area)

SETBACKS

Minimum Building Setback from Public Streets:
Donegan Road 25 feet from street right-of-way
Storm King Road 20 feet from street right-of-way

Minimum Building Setback from Private Streets:
Center Drive 10 feet from property line

Minimum Building Setback Internal to the Property
Face of Garage 3 feet from cartway
Abutting Properties 30 feet from property line
Building to Building 20 feet from main building face

Minimum Surface Parking Setback from Public Streets:
Donegan Road 30 feet from street right-of-way
Storm King Road 30 feet from street right-of-way

Minimum Garage Setback from Public Streets:
Donegan Road 30 feet from street right-of-way
Storm King Road 25 feet from street right-of-way

Minimum Side or Rear Parking Setback
Abutting Properties 10 feet from lot line

Notes:

- Setbacks are measured from the face of the building to the existing public street right-of-way, edge of driveway or from abutting property lines.
- Permitted setback encroachments from public streets include the following:
 - Front porches, stoops and balconies may encroach six (6) feet into the setback.
 - Porches, slabs, patios, walks and steps may encroach into setback by any amount provided all components of the encroachment are no greater than 36 inches above ground level.
 - Building roof eaves and other incidental architectural features may encroach 18 inches into setback.
 - Other exceptions to structures within a setback shall comply with Glenwood Springs Development Code.

BUILDING HEIGHT

Maximum Building Height:
Residential Buildings 55 feet
Ancillary Buildings 35 feet
Freestanding Garages 25 feet

PARKING

Minimum Required Parking:	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/DU	70 Spaces
	Subtotal		604 Spaces

Non-Residential (Clubhouse)	Quantity	Rate	Required Spaces
Restaurant	2,000 SF	1 SP/200 SF	10 Spaces
Office & Amenity	9,600 SF	1 SP/1,000 SF	10 Spaces
	Subtotal		20 Spaces

TOTAL REQUIRED 624 SPACES

Note:

- Guest Parking applies to Dwelling: Townhouse and Multifamily

Proposed Parking:

On-site Parking		
Surface Parking Lot	478	Spaces
Center Street	14	Spaces
Freestanding Garages	16	Spaces
Integral Garages	66	Spaces
Subtotal	574	Spaces ²
Off-site Parking on Public Streets		
Donegan Street	41	Spaces
Storm King Road	10	Spaces
Subtotal	51	Spaces ²
TOTAL PARKING PROVIDED:	625	SPACES

Notes:

- On-site parking includes 14 accessible parking spaces.
- Off-site parking accounts for 8.2% of total parking provided.

Designated Snow Storage:
Snow storage concept locations shown on the PUD plan. Final snow removal and storage plan will be determined for the Major Site Plan submittal.



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

SOPRIS ENGINEERING, LLC.
CIVIL CONSULTANTS

502 MAIN STREET
CARBONDALE, CO 81623
(970) 704-0311
FAX: (970) 704-0313

DESIGNED BY JPP

DRAWN BY JPP

CHECKED BY YTN

DATE: 01/26/2021

JOB NO. 30017

GLENWOOD APARTMENTS
GLENWOOD SPRINGS, COLORADO

CONCEPT

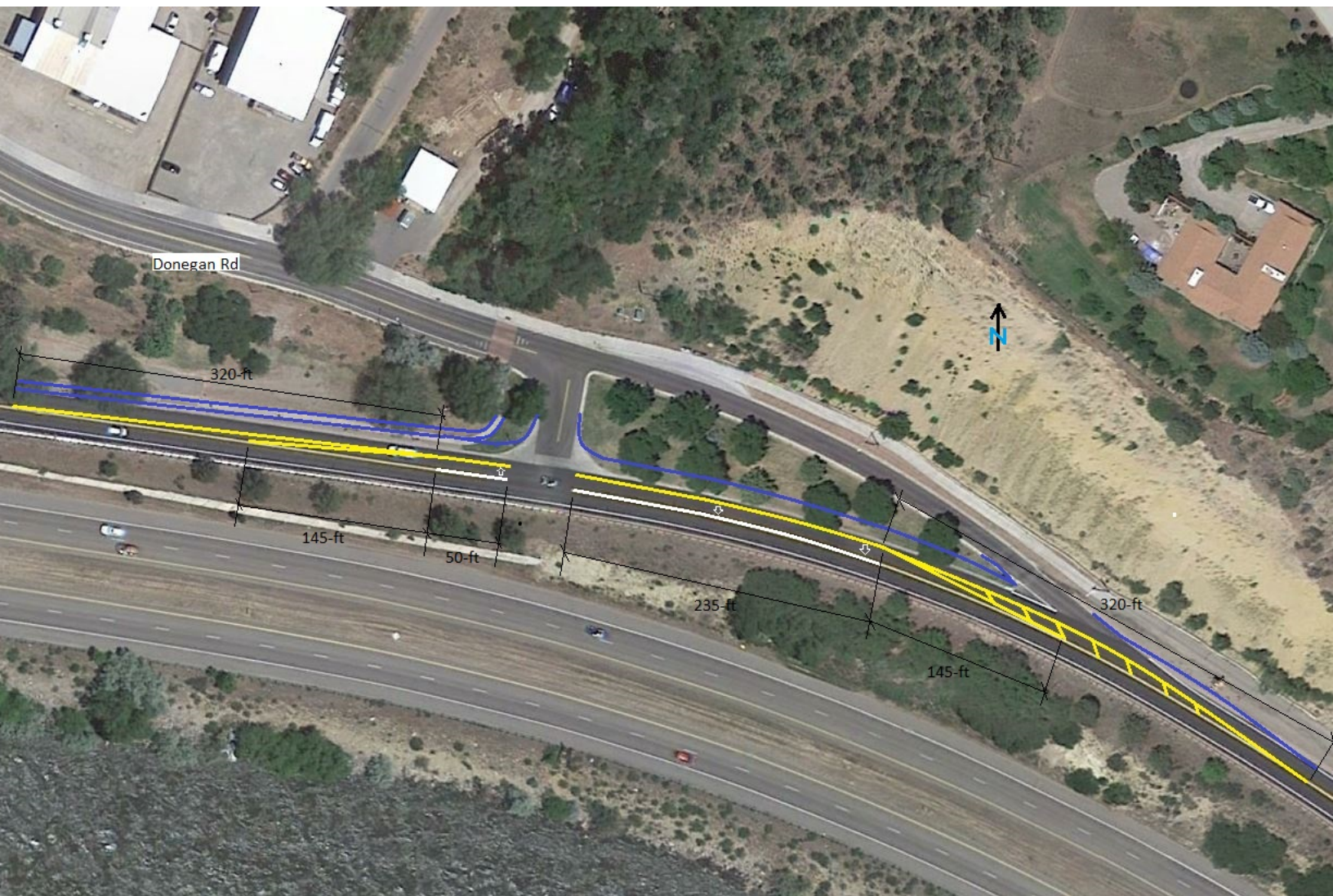
DATE REVISION

TITLE

LOT 2
CONCEPTUAL PUD
PLAN

DRAWING NO.

C-1.0



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

GARFIELD & HECHT, P.C.

ATTORNEYS AT LAW
Since 1975

www.garfieldhecht.com

David McConaughy
dmcconaughey@garfieldhecht.com
Haley Carmer
hcarmer@garfieldhecht.com

January 26, 2021

VIA ELECTRONIC SUBMISSION

Trent Hyatt, Planning Director
City of Glenwood Springs
Community Development Department
101 West 8th Street
Glenwood Springs, Colorado 81601

RE: 214 Center Drive/480 Donegan
Annexation and Zoning Submission

Dear Trent:

214 Center Drive, LLC (“Applicant”) hereby submits applications for the annexation, and zoning (collectively, the “Application”) of the property currently known as 214 Center Drive, Glenwood Springs, Parcel Number 218506100042 (the “Property”). The Property comprises 15.82 acres and is owned by Glenwood Partnership, LLLP (“GP”). Applicant’s affiliate, Commercial Development Services Group, LLC, is under contract to purchase the vacant portion of the Property consisting of 12.29 acres (the “Vacant Parcel”) and will be developing the land after purchase. A duly-noticed neighborhood meeting regarding the proposed annexation of the Property and development of the Vacant Parcel was held on July 1, 2020. Applicant submits and will be pursuing the Application with GP’s approval.

I. DEVELOPMENT TEAM

Applicant: 214 Center Drive, LLC
P.O. Box 9833
Cincinnati, Ohio 45209
paul.schirmer@CDSG-US.COM

Engineer: Sopris Engineering, LLC
502 Main Street, Suite A3
Carbondale, CO 81623
ynichol@sopriseng.com

Architect: Hord Coplan Macht
1800 Wazee Street, Suite 450
Denver, Colorado 80202
miraola@hcm2.com
dkessler@hcm2.com

Legal: Garfield & Hecht, P.C.
901 Grand Avenue, Suite 201
Glenwood Springs, CO 81601
dmcconaughey@garfieldhecht.com
hcarmer@garfieldhecht.com

II. EXISTING CONDITIONS AND UTILITIES

The Property is located in unincorporated Garfield County immediately to the north of the Glenwood Springs Mall and is zoned Commercial Limited. The western Property boundary is adjacent to Storm King Road, its northern boundary is adjacent to Donegan Road, and the eastern boundary abuts six residential lots accessed from Mel Ray Road. Approximately 3.53 acres of the Property are developed with two commercial buildings and related improvements used for office and flex-warehouse space (the “Developed Parcel”). A playground also exists just north of the private road (Center Drive) that provides access to the Property off of Storm King Road. The balance of the Property is a vacant, irrigated field. Submitted herewith is a report from Applicant’s engineer, Sopris Engineering, LLC, that describes, among other things, the existing utilities that serve the Property and future utility needs.

III. SUMMARY OF PROPOSED DEVELOPMENT OF VACANT PARCEL

As noted in the recent market study conducted by Greater Roaring Fork Region Municipal and Organizational Partnership and Applicant’s own independent market study, there appears to be a notable lack of housing available in the Glenwood Springs market. Accordingly, Applicant intends to develop the Vacant Parcel as a primarily residential development with residential, residential amenity, and commercial components. Applicant feels the Vacant Parcel is uniquely positioned for such development seeing as it is only a quarter mile north of the Interstate 70 interchange, making new housing units easily accessible to employment centers throughout the valley. It is also within close walking distance to shopping, restaurants, and schools. The Developed Parcel will remain unchanged as no new development is proposed at this time.

The residential component of the proposed Vacant Parcel development will consist of 360 dwelling units distributed among eleven buildings and three types of housing—townhouse, multi-family, and live/work units. At that unit count, the density of the project would be 29.29 units/acre, which is less than the other apartment complexes recently approved by the City. The entire development will be operated as a rental apartment complex. Under Applicant’s current plan, there will be 95 studio units, 13 live/work units, 110 1-bedroom units, 94 2-bedroom units, 28 3-bedroom units, and 20 townhouse units. The residential buildings range in height from two to or four stories. On-site parking will consist of uncovered surface parking, free-standing garages, and internal garages. Applicant is also proposing to construct additional on-street parallel parking on Donegan Road and Storm King Road, which will provide parking for development residents and the public.

Applicant is aware of the need for affordable housing in the City and therefore intends to participate in the City’s affordable housing program. The rents for approximately ten percent of each housing type except for the live-work units will be deed-restricted to not exceed the maximum rent established by CHFA for 120% AMI in Garfield County. A breakdown of the affordable units is below:

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

- c. 2-Bedroom multi-family units (94 total units): 5 units restricted to 100% AMI, 5 units restricted to 120% AMI;
- d. 3-Bedroom multi-family units (28 total units): 1 unit restricted to 100% AMI, 2 units restricted to 120% AMI; and
- e. Townhomes (20 total units): 2 units restricted to 120% AMI
- f. **Total units in development: 360; Total deed-restricted units: 38 units**

The non-residential component of the development will consist of a central clubhouse that includes residential amenities such as a workout facility, meeting rooms, and a lounge area as well as the leasing and administrative office for the complex. The clubhouse will also include a full-service restaurant/pub that will be open to the public and have indoor and outdoor seating. The clubhouse building is planned to be approximately 11,600 square feet. For reference, Applicant anticipates the restaurant to be similar to the Kitchen at Ironbridge. There will also be a pool and spa at the clubhouse, which will be for resident-use only and centrally located within the development as indicated on the illustrative concept plan.

Plans showing conceptual landscaping and general architectural styles anticipated for the Vacant Parcel are included with the Application. Note that all such renderings are conceptual only at this point and are subject to change and refinement at the time of major site plan review.

IV. ANNEXATION

Enclosed with the Application is an annexation petition to signed by GP, the current owner of the Property. The petition asks City Council to annex the entire Property as it currently exists. Once annexed, Applicant will pursue subdivision of the Property into two lots as shown on the conceptual subdivision plat provided herewith concurrently with major site plan review of the PUD portion of the Property. No platted street will be included in the petition, and the entire width of the private street located on the Property will be annexed. Per the annexation map, there will be no issue meeting the 1/6th contiguity requirement for annexation.

There have been no attempts to annex the Property, or any portion thereof, by petition or election within the last twelve months. Considering the location of the Property and the proposed development thereof described below, Applicant believes that a community of interests exists between the City and the Property and that integrating the Property into the City and surrounding development is feasible and desirable. Because the Property is more than 10 acres, an annexation report to be prepared by the City will be required unless the City and Garfield County agree that the report may be waived. C.R.S. § 31-12-108.5(1).

Include among the Application materials is a draft Annexation Agreement. No pre-annexation agreement is needed here because the developed portion of the Property is already served with City water, and no City services will be extended to or utilized on the Vacant Parcel unless and until the Property is annexed and the land is developed. The draft Annexation Agreement addresses issues such as impact fee payment, water rights dedications, and anticipated off-site improvement work. As explained in the engineer's report, Applicant and GP have sufficient Reynolds & Cain ditch shares to dedicate to the City to cover the irrigation needs and consumptive uses on the Vacant Parcel and Developed Parcel. Applicant and GP propose that a portion of those shares be leased back to the Property owners to allow for continued raw water irrigation of the Property. Since the Developed Parcel

is commercial and is already served by City water, the standard impact fees and dedications would not apply to that portion of the Property. Applicant's affiliate has agreed to participate in the City's affordable housing programs and is therefore requesting that the impact fees and dedications for the Vacant Parcel be reduced as provided in Section 070.040.120 of the Municipal Code. Applicant and GP look forward to working with the City to refine the Annexation Agreement.

According to Section 070.060.040.(d) of the City's Municipal Code, annexation plans must conform to state statute, be consistent with the Comprehensive Plan, and include enough information to allow the City to evaluate whether and to what extent the annexation will impact the health, safety, and welfare of the City. As described above, the proposed annexation and the petition for the same satisfy applicable state statutory requirements for annexation. Included with the Application are conceptual engineering plans, an engineering report, a traffic study, and other information related to the impacts of the proposed development of the Vacant Parcel that will allow the City to analyze the impacts of the development on City resources. The impacts of annexation of the Developed Parcel will be minimal seeing as it is already served by City water, receives sanitary sewer service from the West Glenwood Springs Sanitation District, and will not generate any new traffic or use of City streets than has occurred since the Property was developed.

The Future Land Use Map that is part of the City's Comp Plan designates the Property as Mixed-Use and within the Urban Growth Boundary. A mixed-use designation "allows for a variety of uses including commercial, retail, office, restaurant, entertainment and multi-family housing co-existing through design either in a horizontal or vertical fashion." The proposed development of the Vacant Parcel, both alone and combined with the existing development on the Developed Parcel, is consistent with this description. The variety of housing types, restaurant, office space available in the live/work units and on the Development Parcel, and open space areas throughout the property make for a cohesive and workable addition to the City.

Annexing and developing the Property as proposed is consistent with several of the community goals and visions articulated in the Comp Plan. For one, the annexation will direct development to a location that is easy and cost effective to serve. Since the Property is essentially an infill area, all of the infrastructure and services necessary to serve the Property already exist in the immediate vicinity of the Property, including easy access to bus transportation. And the proposed bike lanes on Storm King Road and Donegan Road will add an improved transportation choice for new and existing residents in the area. Annexing the Property will also provide much-needed housing opportunities for a variety of residents, especially considering the affordable housing component of the development. Moreover, annexing the Property will maintain the "small town" character of the City by integrating the new housing with surrounding neighborhoods, providing residents of the development a large, central common area where they can walk, talk, engage, and be active, and offering the public to a place to dine and be social, which is currently lacking in the subject part of the City.

As stated in the Comp Plan, secondary commercial areas such as the Glenwood Springs Mall area are the primary locations for additional growth, including housing and employment uses as they will have minimal impact on the City's older, more established traditional neighborhoods. For that reason, the Comp Plan envisions secondary commercial areas "redevelop into mixed-use neighborhoods with a significant housing component." Indeed, the Comp Plan expressly envisions that the mall and the properties immediately to the north of it (i.e., the Property) "be integrated and

redeveloped into a mixed-use community including a significant component of medium to high density residential uses with an internal system of sidewalks and community spaces thus creating a center focal point for the west end of town.” The annexation and proposed development of the Property squarely meet this vision. Finally, the City’s overall annexation position set forth in the Comp Plan indicates that the City encourages and supports the annexation of the property north of the Glenwood Springs Mall to facilitate a compatible/coordinated mixed-use development. The proposed annexation is therefore consistent in numerous ways the City’s Comp Plan and its annexation policies.

V. PROPOSED ZONING

Upon annexation, the Property must be zoned according to the City’s zoning provisions. Applicant is proposing PUD zoning for the Vacant Parcel since it will include residential and commercial components. A PUD plan showing the proposed layout of the Vacant Parcel and the development standards including, height, setback, density, and parking requirements is submitted with the Application. Commercial District (CO) zoning under the City code is proposed for the Developed Parcel. As indicated on the Lot 1 Proposed Zoning plan, the existing development of the Developed Parcel meets all of the dimensional standards of the CO District except for the front yard setback—the western building on the site is more than the maximum distance from Storm King Road. Additionally, the principal uses on the site—office, warehousing, and a preschool—are all permitted uses in the CO district.

The review criteria applicable to rezoning and PUD rezoning are set forth below, along with Applicant’s response to each:

- a. **The rezoning is consistent with the City’s comprehensive plan and the purpose of the Code:** As explained in the Annexation section of this letter, the Comp Plan contemplates mixed-use development of the property north of the Glenwood Springs Mall. The higher density residential and non-residential components proposed in the PUD plan for the Vacant Parcel, individually and coupled with the commercial-only use of the Developed Parcel, achieve the type of mixed-use development contemplated in the Comp Plan. The housing, transportation, and infill goals met by the proposed development also bring the proposed zoning of the Property in line with the Comprehensive Plan.
- b. **The rezoning is consistent with the proposed purpose statement of the proposed zoning district:** The CO district is intended to, among other things, accommodate general commercial uses with some limited residential uses and to provide a transition between mixed-use and/or residential districts. Zoning the Developed Parcel CO will achieve this purpose in that the existing uses on the parcel are all permitted under the proposed zoning designation. It will serve as a transition between the mall which is commercial-only and the Vacant Parcel which will include both residential and non-residential components. This criteria does not apply to the proposed PUD zoning as there is no purpose statement associated with PUD zoning.
- c. **Substantial changes in the subject area warrant a zoning change:** The Property is currently located in unincorporated Garfield County. If the Property is annexed, it will

come under the City's jurisdiction. The annexation marks a substantial change to the Property seeing as state statute requires that the Property be zoned under the City code within 90 days of annexation.

- d. **The intensity of development in the new zoning district is not expected to create significantly adverse impacts to surrounding properties or the neighborhood:** Zoning the Developed Parcel CO will not create adverse impacts to surrounding properties or neighborhoods because (i) the zoning designation will not result in a change in intensity or type of use from what is currently existing on that portion of the Property, and (ii) the uses allowed under the existing County zoning (CL) are similar to those allowed in the City's CO zone district.

Similarly, the PUD zoning proposed for the Vacant Parcel will not adversely affect the surrounding neighborhood. While the Vacant Parcel is currently undeveloped, it is not subject to a conservation easement or otherwise restricted as open space. As such, development of the Vacant Parcel has always been an option, whether under the County's jurisdiction or the City's. The parking requirements in the proposed PUD plan meet the City's parking requirements, ensuring that parking impacts on surrounding neighborhoods will be mitigated. The traffic generated by the development under the densities and uses proposed will be successfully incorporated into the existing and future roadway network in the area. The required common open space will allow residents to enjoy the outdoors and other residential amenities on-site, reducing impacts to surrounding areas. Required landscaping will also create a buffer between the development and neighboring properties.

- e. **The PUD zoning addresses a unique situation, provides substantial benefit to the City, or incorporates innovative design, layout, or configuration resulting in quality over what could have been accomplished through strict application of a base zoning district or other standards of this Code:** The PUD plan incorporates a design, layout, and configuration for development of the Vacant Parcel that could not be accomplished through strict application of the City's residential or mixed-use zoning regulations. Specifically, the PUD plan contemplates residential density and maximum building heights that are not achievable under the City Code, yet are contemplated in the Comp Plan. That is, the Comp Plan states that secondary centers such as the one at issue here may be redeveloped with buildings up to 4-5 stories. Incorporating these elements into the proposed PUD plan allows for the higher-density residential development envisioned in the Comp Plan at an achievable cost and in a manner the leaves more open space within the development.
- f. **The PUD Plan meets all applicable standards of this Code not expressly modified by the PUD application:** While a summary of the development proposed for the Vacant Parcel is provided with this Application for context, a development permit application has not yet been submitted. As such, whether development of the Vacant Parcel will meet all applicable standards of the Code not modified by the PUD will be evaluated at the time of major site plan approval. The proposed PUD Plan does state, however, that all development standards in the City code not modified by the PUD will apply to development within the PUD going forward.

- g. The PUD Plan includes varied types of housing and densities:** The proposed PUD plan for the Vacant Parcel includes three types of housing: multi-family apartment buildings, townhouses, and live-work units. Since the site is not divided into individual districts, density is determined for the parcel as a whole but is divided between residential and non-residential uses.

VI. SUBMITTAL DOCUMENTS

Applicant submits the following as its Application:

1. Land Use Application form and fee payment (via credit card)
2. Submittal letter
3. Proof of Ownership
4. Annexation Map
5. Annexation Petition
6. Draft Annexation Agreement
7. Improvement Survey Plat
8. Traffic Study
9. Engineer Report from Sopris Engineers
10. Engineering and Architectural Plans including:
 - a. Lot 1 Proposed Zoning plan
 - b. Lot 2 PUD Plan
 - c. Conceptual Plat
 - d. Conceptual Utility Plan
 - e. Conceptual Grading Plan
 - f. Offsite Drainage Plan
 - g. Conceptual Onsite Drainage Plan
 - h. Illustrative Concept Plan And Site Massing
 - i. Conceptual Open Space And Landscape Framework Plan
 - j. Conceptual Architectural Renderings (conceptual renderings only—subject to change)

Please contact us if you need additional information or have questions regarding this letter or any of the Application materials. Applicant requests that the Application be considered by the Planning & Zoning Commission at its March 23, 2021. We look forward to working with the City as we proceed through the application process.

Sincerely,
GARFIELD & HECHT, P.C.



David McConaughy
Haley Carmer
Attorneys for 214 Center Drive, LLC

Enclosures

2400634_1

Paul Schirmer
214 Center Drive, LLC
PO Box 9833
Cincinnati, OH 45209
paul.schirmer@CDSG-US.COM

RE: 480 Donegan, Glenwood Springs, CO – Annexation & Zoning Submission
SE Job # 30017

Paul,

Sopris Engineering, LLC (SE) has prepared the following Engineering Letter for the Annexation & Zoning Submission for the proposed 480 Donegan Subdivision (site) in Glenwood Springs, CO.

The subject property is located directly north of the West Glenwood Mall, north of State Highway 6, east of Storm King Road, south of Donegan Road, and west of the residential units along the west side of Mel Ray Road. The current parcel area is approximately 15.82 acres which will be subdivided into two Lots. Lot 1 is the 3.53 acre developed site in the southwest corner, which has two office buildings and associated parking. Lot 2 is the remaining 12.29 acre parcel which is currently undeveloped open pasture land.

The existing office building development on Lot 1 will remain unchanged with this development. The proposed Lot 2 will be a 360 unit multi-family residential project with a club house. The proposed improvements are shown on the civil plans included with this application.

Existing Conditions

SE has prepared an Improvement Survey Plat (ISP) of the subject property which is included in the application. For the ISP, SE researched the referenced Title Commitment to show easements on and off site that benefit or encumber this property.

Note the existing access easement shown on the mall property as it benefits this property. Refer to the access section below for more information on the mall access.

Note also that a recorded easement document for the existing utilities along the east property line was not found. This easement will be included on the Major Site Plan during the development approval process.

Access

The site has two existing access to Storm King Road which will be maintained. Lot 1 has an existing access at the south west corner of the site. No improvements are proposed to this access. Lot 1 and Lot 2 will share the Center Drive access to Storm King Road, which is the existing street on the north side of Lot 1. In coordination with Lot 1, the island at the Center Drive intersection will be lengthened to the east and the first parking intersection on the south side will be modified to allow for right in turning movements only. This change will improve the traffic flow on Lot 1 and at the Center Drive intersection with Storm King Road.

Lot 2 has a second primary access connection to Donegan Road across from Chaparral Circle.

Note that Storm King Road and Donegan Road are in the County, not in the City Limits. The current Annexation plan does not annex these roads. Further discussion will need to occur with the County to determine if Storm King and Donegan along the project frontage will be annexed or not. As currently proposed, an updated driveway permit will be required for Center Drive, and a new driveway permit for the Lot 2 access at Chapparral will be obtained.

In addition to the primary access locations, an emergency and pedestrian access to the south to the mall is proposed at the SE corner of Lot 2. This development is only proposing pedestrian and emergency access because a street section does not exist on the mall property within the described easement location, and because traffic from the site is served by the primary access locations. Pedestrian access is provided within the existing access easement to the transit stop on State Highway 6 (near the southeast corner of the mall property).

Kimley Horn has prepared a traffic study for the proposed development. The study has identified that a CDOT Access Permit will be necessary at the north leg of the I-70 roundabout interchange known as the Mel Ray Road and Highway 6 intersection. No improvements are necessary at the two primary CDOT intersections adjacent to the site. Refer to the traffic study for more information. It is our understanding that the Mel Ray Road right-of-way at Highway 6 is owned and maintained by Garfield County. SE will coordinate a CDOT access permit submittal with Garfield County and the City of Glenwood Springs during the development approval process.

Emergency Access

The site will have good emergency access from Storm King Road, Donegan Road, and from the mall at the SE corner of Lot 2. The internal streets and parking access aisles have been designed to provide access to all fire trucks and other emergency vehicles. SE will coordinate with the Glenwood Springs Fire District during the Major Site Plan approval process to discuss access, staging, and fire protection hydrant and connection requirements.

Offsite Street Improvements

During the preliminary review and coordination with the City, bike lane and pedestrian connectivity comments were received. The following offsite street improvements are proposed;

Donegan Road: Bike lanes will be added in both directions. Parallel parking and a detached 6 foot wide sidewalk are proposed on the south side of the road. Crosswalk and handicap ramps will be added at each intersection on the south side of the road.

Storm King Road, south of Center Drive: The existing street width provides for two vehicle lanes plus bike lanes. The street will be striped to delineate the lanes. Crosswalk and handicap ramps will be added at each intersection on the east side of the road along the length of the 480 Donegan site frontage.

Storm King Road, north of Center Drive: The existing street section includes parallel parking on the west side that is used by the Two Rivers school for bus parking. The street section will be widened on the east side to include a north bound bike lane, parallel parking, and a detached 6 foot wide sidewalk. Note that a southbound bike lane is not proposed at this time as this would require replacement of the west curb and gutter. The street slope in this section is 5-6% down to the south. With the moderate slope down, bikes and cars can share the lane down to Center Drive. The speed of the bikes will be comparable to the vehicles, and this provides an acceptable solution until the west side of the street is redeveloped. The street will be striped to delineate the lanes. Crosswalk and handicap ramps will be added at each intersection on the east side of the road.

Parking

Refer to the conceptual PUD plans sheet C1.1 and C1.2 for concept parking layout and breakdown by type. Lot 1 has a total of 112 parking spaces with 4 handicap parking spaces. Lot 2 parking is summarized on Sheet C1.2 and will be further detailed for Major Site Plan.

Grading & Drainage

The grading and drainage concept will comply with the City of Glenwood Springs code requirements. The proposed onsite street and parking improvements will be treated for water quality. The increased storm water runoff will be detained to the pre-development existing rate, or the existing storm sewer capacity will be calculated and will not be exceeded. Offsite runoff which flows onsite will be routed through the site. SE will prepare a detailed grading and drainage plan and report for the Major Site Plan submittal. The concept grading and drainage plans are included in the concept site plan set.

The drainage criteria for the City of Glenwood Springs are detailed in Chapter 4 of the Engineering standards. In summary, development is required to provide for water quality treatment, and development shall '*detain for the minor and major storm event up to the point that the stormwater system downstream can accommodate*'.

Offsite:

SE has walked the drainage areas above and below Lot 2, researched storm water as-builts and reviewed old drainage reports. From this research we have prepared a preliminary drainage model in order to understand drainage impacts and to approximate the storm water infrastructure necessary. As described below, the majority of the offsite storm water runoff flows around Lot 2 in Storm King Road and Mel Ray Road. The small drainage basin directly north of Lot 2 will be routed through Lot 2. Offsite drainage is shown on Sheets C4.0.

The drainage basins above Lot 2 are complicated by the existing streets and residential development. Prior to development, the drainage basins followed the natural topography. With development, the storm water runoff flows around structures down to the streets. Each street has a local high point. The storm water runoff flows east and west in drainage channels and in the curb & gutter. There is evidence of reactionary drainage infrastructure including low berms and walls on the downstream side of the street. These apparently have responded to flood events to divert flow around individual properties. The majority of storm water above Lot 2 ends up in the streets which generally direct storm water east and west.

West of Lot 2 and north of Donegan Road, storm water runoff flows down to Donegan Road and then is carried east in the street curb section to the intersection with Storm King Road. If the curb does not have capacity, the storm water will overtop and flow south through residential properties and the Two Rivers Community School. The offsite storm water runoff from this point will flow down Storm King Road following existing patterns. Storm water from this part of the offsite basin doesn't enter the subject site.

East of Lot 2 and north of Donegan Road, storm water flows down to the Donegan Road and Mel Ray Road intersection which is east of Lot 2. A large offsite basin extends to the north, northeast up to an elevation of 9,200+/- . With the existing residential development, the exact storm water runoff pattern is not readily discernible. Storm water runoff from this basin does appear to concentrate at Mel Ray Road. During larger storm events some storm water runoff may reach the east end of Lot 2. With development Lot 2 will accommodate storm water runoff along the east end. This matches the existing condition.

Directly north of Lot 2, the offsite storm water is limited to the runoff from the residential lots directly adjacent to Donegan Road or the residential lots above that. As noted above, the streets above Lot 2 consistently direct runoff east and west. Runoff that hits Donegan Road generally appears to stage up to the crown of Donegan Road and sheet flow south on to the subject site. Donegan Road has local high and low points with very flat grades east and west.

The existing office buildings on Lot 1 in the Southwest corner of the overall site are modeled as offsite drainage. Storm water runoff is directed to curb inlets and storm sewer pipe which flows to the south to connect to existing storm sewer infrastructure on the north side of the mall.

South of the site, SE has reviewed drainage as-builts provided by the developer of the Lot 1 office buildings. The as-builts detail the storm sewer infrastructure on Lot 1 and on the north side of the mall. Two 24" storm sewer pipes were extended to service the subject property, in accordance with an agreement with the mall property to allow the development on Lot 1 and Lot 2 to connect to the storm drain system.

On the mall property, roof runoff and parking lot runoff is directed to curb inlets and storm sewer pipes which increase in size as runoff flows to the west. The storm sewer turns south in a manhole adjacent to Storm King Road and flows in a 42" pipe (per the as-builts) to the northeast corner of the intersection Storm King Road and Highway 6. The storm sewer pipe then turns to the west under Highway 6 and tees into the 72" Mitchell Creek culvert approximately 20' downstream of the 72" upstream pipe inlet. SE has confirmed the alignment of the storm sewer in the field and also confirmed pipe sizes where possible.

Onsite Existing:

The existing site generally slopes down from north to south at moderate slopes. Two concrete storm sewer inlets extend to Lot 2; one at the west central portion of Lot 2 north of the existing office building development, and the second at the east central portion on the south side of Lot 2. The existing site appears to be in good condition with no evidence of flooding or erosion.

Developed Site:

Storm water runoff will be routed on the surface via sheet flow and in drainage swales, and then will be routed in storm sewer pipes to underground detention systems. The storm water runoff will be detained to bleed off to the existing storm sewer at the pre-development rate or the existing storm sewer capacity will be calculated and will not be exceeded. The drainage system will meet the requirements of the Engineering Standards.

Lot 2 will provide water quality treatment for the street and parking improvements. Roof runoff and storm water runoff from landscape and park areas are not contaminated by hydrocarbons and will have separate storm sewer pipes that bypass the water quality treatment to flow direct to the detention system.

Water Quality treatment may include a variety of treatment options. Rain gardens and treatment swales will be used if possible. Treatment may implement water quality treatment manholes, similar to ADS Barracuda manholes, which are described as vortex hydrodynamic separators. The Barracuda manholes are designed to remove at least 80 percent of Total Suspended Solids (TSS) while capable of carrying 100 percent of the design peak flow. Water quality treatment may also utilize sand treatment vaults.

As described above, offsite storm water runoff from Donegan Road and the residential area directly north of the site enters the site. This storm water runoff will be captured in storm inlets constructed within Donegan Road, and will be routed through the site maintaining the historic flow path. The east portion of the runoff will flow to the drainage swale along the east property line. The majority of the runoff will be collected in storm inlets and will be routed in storm sewer pipes to the existing storm sewer infrastructure south of the site.

The drainage and water quality plan, calculations and preliminary details will be provided for the Major Site plan submittal.

Utilities

The existing site utilities are shown on existing condition base map. Based on our research to date it is our understanding that all utilities have capacity and will serve the proposed site. Will serve letters have been requested and letters received are included in the appendix to this report. Proposed utility improvements are discussed here and will be detailed for the Major Site Plan submittal. Concept utility improvements are shown on Sheet C2.0.

Water System

The City of Glenwood Springs water system currently serves Lot 1. Lot 2 will also be served by the city potable water system. The city water main lines exist on the south, west, and north side of Lot 2. There are several existing water service tees at several locations on the south side of Lot 2. SE has coordinated with the Public Works department and has received a will serve letter from the City for water service to this site. The will serve letter notes the City is updating a water model to determine if the offsite water mains have capacity. The estimate of Lot 2 water usage is summarized in Table 1 below.

TABLE 1 - WATER USAGE SUMMARY							
Unit Type	# Baths	SF+/-	# Units	EQR/Unit*	# EQRs	GPD/EQR	GPD
-Studio	1	416	110	0.250	27.500	350	9,625
-1 Bed	1	655	117	0.393	45.981	350	16,093
-2 Bed	2	970	101	0.582	58.782	350	20,574
-3 Bed	2	1330	32	0.798	25.536	350	8,938
Subtotal =			360		157.799		55,230
50% Raw Water Irrigation Reduction =					78.8995		27,615
Clubhouse Add fixtures:			Fixtures	EQR/Fixture	# EQRs	GPD/EQR	GPD
-Restaurant (seats)			100	0.65/10 seats	6.5	350	2,275
-Bathroom			2	0.5	1	350	350
-Sink			2	0.2	0.4	350	140
-Drinking Fountain			2	0.2	0.4	350	140
-Pool			33000	1.0/25,000 GAL	1.3	350	462
-Spa			4500	0.2/500 GAL	1.8	350	630
Subtotal =					11.4		3,367
TOTAL =					90.3	TOTAL =	30,982

*Multi Family EQRs calculated per GW EQR schedule 'Greater of 0.25 EQR per bedroom or 0.06 EQR per 100 square feet, not to exceed 1.00 EQR'.

Note this site will use Reynolds & Cain ditch water for irrigation water. Per the Glenwood Springs code EQR schedule 'When outside irrigation will be exclusively from a raw water source the EQR value as determined through this Section will be reduced by fifty percent (50%) for water only. The reduction of 50% for the residential uses is shown in Table 1 above. We understand from discussions with City Staff that this reduction will need to be discussed further.

The proposed connection locations, onsite water mains, water services and fire hydrants are shown on Sheet C2.0. Four connections to the existing water system are currently proposed, which provide for redundancy and increased flows onsite and offsite. SE will coordinate fire hydrant locations and preliminary building water service sizes during the Major Site Plan process.

Sanitary Sewer

Lot 1 is currently served by the West Glenwood Sanitation District (WGSD). Lot 2 will also be served by the WGSD. The existing sewer main on the north side of the mall is owned and maintained by the WGSD. This main line extends from the mall to the south central portion of Lot 2. SE coordinated the development concept with WGSD staff and also attended a WGSD board meeting on September 14th. WGSD staff has indicated their treatment plant has capacity to serve Lot 2. SE calculated that the existing sanitary sewer line north of the mall has capacity to serve Lot 2. Our calculations and assumptions will be confirmed with the Sanitation District.

There is also an existing private sanitary sewer main line which extends onsite from the WGSD main line through Lot 1. This line has been TV inspected, and the WGSD has indicated that this line is in good condition to be added to the district.

The proposed connection locations, onsite sanitary sewer mains, and services are shown on C2.0. The estimate of sewer usage for Lot 2 is summarized in Table 2 below. SE will continue to coordinate the sanitary service connection and EQR rate with the WGSD.

TABLE 2 - SEWER USAGE SUMMARY					
Multi Family	# Units	EQR/Unit	# EQRs	GPD/EQR	GPD
-Studio	110	0.25	27.5	300	8,250
-1 Bed	117	0.50	58.5	300	17,550
-2 Bed, 2 Bath	101	0.75	75.8	300	22,725
-3 Bed, 2 Bath	32	1.00	32.0	300	9,600
Subtotal =	360		193.8		48,525
Clubhouse Add fixtures:	Fixtures	EQR/Fixture	# EQRs	GPD/EQR	GPD
-Restaurant (seats)	100	0.65/10 seats	6.5	350	2,275
-Toilet	2	0.5	1.0	300	300
-Sink	2	0.2	0.4	300	120
-Drinking Fountain	2	0.2	0.4	300	120
-Pool/Spa	1	1.0	1.0	300	300
Subtotal =	7		9.3		3,115
TOTAL =			203.05	TOTAL =	51,640

Electric:

Lot 1 is currently served by the City of Glenwood Springs electric department. City electric mains exist on the north, south, and east side of Lot 2. SE has coordinated with the Public Works department and has received a will serve letter from the City for electric service to this site. In our coordination with Public Works personnel, the existing overhead three phase electric adjacent to Donegan Road on the north side of Lot 2 will be buried with development.

The concept electric main lines and transformers to serve Lot 2 are shown on C2.0. The locations and infrastructure details will be coordinated further during the Major Site Plan process and as electrical building demands are completed by others.

Fiber Optic:

City of Glenwood Springs fiber optic lines exist adjacent to Lot 2, the Public Works department has provided a will serve letter for fiber optic service. Per the utility locates performed for the ISP, fiber lines exist along the east and south property line, and extend onsite on the south side of Lot 1 to serve the existing onsite office buildings. The proposed fiber optic alignment is not shown specifically on sheet C2.0. We anticipate the alignment will generally follow the electric alignment onsite. SE will continue coordination with Public Works to determine the existing fiber line locations and the proposed alignment onsite.

Telephone/Cable:

SE has had limited communication with telephone and cable. The ISP utility locates show that communications utilities are directly adjacent to Lot 2. The telephone and cable alignments are not shown specifically on sheet C2.0. We anticipate the alignments will generally follow the electric alignment onsite.

Natural Gas:

SE has coordinated and received a will serve letter from Black Hills Energy for natural gas service for this site. Existing gas lines are on the north, west, and south sides of Lot 2. The concept natural gas main lines to serve Lot 2 are shown on C2.0. SE will coordinate the connection locations, main lines, and services with Black Hills Energy as the design progresses.

Irrigation Water

SE has walked the existing irrigation system for this site with the current property owner. The existing site has irrigation water rights from the Reynolds and Cain Ditch. An existing pump station is north of Lot 2 on the piped main ditch alignment. A 6" pressurized irrigation line and a gravity line extend to the existing site under Donegan Road to the north property line.

The proposed Lot 1 uses this irrigation system to irrigate the existing landscape areas onsite. The existing irrigation system also irrigates the landscape area in the Storm King Road right-of-way that adjoins this property. The table below summarizes the irrigated area on Lot 1.

The development on Lot 2 will use a portion of the total raw water shares associated with this property. SE has performed a preliminary analysis and estimate that the shares will be adequate to provide raw water irrigation to this site. We have calculated the approximate irrigation area based on the current site plan and have estimated the flow rate necessary to irrigate this site. The irrigation calculations are included in Table 3 below.

Lot 1 - Irrigation Summary		Lot 2 - Irrigation Summary	
Irrigation Area (SF)=	42,170	Irrigation Area (SF)=	157,000
Irrigation Area (AC)=	0.97	Irrigation Area (AC)=	3.60
Peak Irrigation depth/day (in) =	0.25	Peak Irrigation depth/day (in) =	0.25
Peak Irrigation depth/day (ft)=	0.0208	Peak Irrigation depth/day (ft)=	0.0208
Volume (CF/day) =	879	Volume (CF/day) =	3,271
Volume (gpd) =	6,572	Volume (gpd) =	24,467
Irrigation period (hr)	8	Irrigation period (hr)	8
Irr flow rate (gph)	821	Irr flow rate (gph)	3,058
Irr flow rate (gpm)	13.69	Irr flow rate (gpm)	50.97
Assumed irrigation efficiency	75%	Assumed irrigation efficiency	75%
Adjusted, Final Irr flow rate (gph)	1,095	Adjusted, Final Irr flow rate (gph)	4,078
Adjusted, Final Irr flow rate (gpm)	18.26	Adjusted, Final Irr flow rate (gpm)	67.97

SE will detail the proposed irrigation system as the Lot 2 plan develops. The pump station will be evaluated and will be used until demands exceed the pump ability or the pump needs to be replaced. The pump station will also be relocated and upgraded as necessary to meet the build out demands. Irrigation water flowing in the gravity line will be eliminated with development as flood irrigation will no longer be needed.

In our discussions with the Lot 1 owner, we anticipate this irrigation system will be shared for the entire site, and an agreement for maintenance will be in place. Additional irrigation details will be provided for the Major site plan submittal.

Conclusion

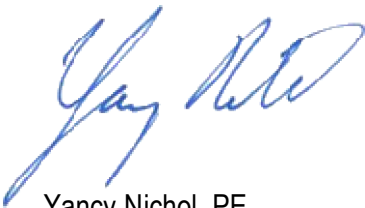
The proposed site has good access to Storm King Road and Donegan Road which provides direct access to the arterial road network. The traffic study demonstrates good levels of service are maintained on the road network and at the CDOT access intersections. The offsite drainage generally flows around Lot 2. Storm water runoff that enters Lot 2 will be routed around and through the site. Lot 2 will provide water quality and detention before connecting to the storm sewer pipes that directs flow direct to Mitchell Creek and the Colorado River. The existing utilities are directly adjacent and adequate to service Lot 2 and will be extended to serve the proposed site

If you have any questions or need any additional information, please call.

Sincerely,
SOPRIS ENGINEERING, LLC



John Petaisto, PE
Project Engineer



Yancy Nichol, PE
Principal

ANNEXATION AGREEMENT

THIS ANNEXATION AGREEMENT made and entered into this ____ day of _____, 20____ by and between the CITY OF GLENWOOD SPRINGS, COLORADO, a Colorado home-rule municipality (hereinafter “City”), GLENWOOD PARTNERSHIP LLLP, a Colorado limited liability limited partnership (“Owner”), and COMMERCIAL DEVELOPMENT SERVICES GROUP, LLC, a Delaware limited liability company (“CDSG”). Each of the City, Owner, and CDSG may be referred to as a Party, and all of the foregoing may be referred to hereinafter as the “Parties.”

W I T N E S S E T H:

WHEREAS, Owner is the owner of certain real property currently located in unincorporated Garfield County, Colorado, more particularly described on Exhibit A attached hereto and incorporated herein (the “Property”); and

WHEREAS, CDSG is under contract to purchase a portion of the Property and develop that portion as mixed-use, multi-family housing development; and

WHEREAS, the portion of the Property to be retained by Owner is currently developed for office and warehouse purposes; and

WHEREAS, Owner desires to annex the Property and connect it to the City of Glenwood Springs and has filed a Petition for Annexation (“Petition”) to do the same; and

WHEREAS, along with the Petition, Owner and CDSG submitted a zoning application for the Property asking that the City approve (i) Commercial (CO) zoning for Owner’s retained portion of the Property and (ii) Planned Unit Development (PUD) zoning for CDSG’s portion of the Property as more fully described in Exhibit B hereto; and

WHEREAS, on _____, 2021, the City Council held a duly and properly noticed public hearing at which time the City Council adopted a resolution finding Owner’s Petition to be in substantial compliance with the statutory requirements for annexation of the Property to the City; and

WHEREAS, on _____, 2021, the City Council held a duly and properly noticed annexation hearing at which time the City Council approved the annexation and zoning of the Property as set forth in Ordinance No. __, Series 2021, and Ordinance No. __, Series 2021; and

WHEREAS, C.R.S. §§31-12-101, *et seq.*, authorizes the City and Owner to enter into an Annexation Agreement; and

WHEREAS, the City and Owner desire to enter into this Agreement to set forth their agreements in writing concerning the terms and conditions of annexation of the Property to the City.

NOW, THEREFORE, for and in consideration of the mutual promises and covenants contained herein, and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the Parties agree as follows:

1. **Purpose.** The purpose of this Agreement is to set forth the terms and conditions of the annexation of the Property to the City. Except as expressly provided for herein to the contrary, all conditions herein are in addition to any and all requirements concerning annexation contained in the Municipal Code of the City of Glenwood Springs (hereinafter “City Code”) or the Municipal Annexation Act of 1965, as amended, C.R.S. §§31-12-101, *et seq.* This Agreement is intended to provide a contractual relationship between the City and Owner to ensure compliance with the City Code, state statutes, and all terms and conditions set forth herein. This Agreement includes additional terms and conditions for the purposes of the Municipal Annexation Act.

2. **Annexation.** The annexation of the Property shall be in accordance with the Colorado Municipal Annexation Act of 1965, C.R.S. §§31-12-101, *et seq.*, as amended.

3. **Zoning.** The PUD Plan attached hereto as Exhibit B shall govern the development of that portion of the Property designated as “PUD” in the Plan. The remaining portion of the Property shall be zoned as Commercial (CO) and subject to the regulations set forth in the City’s Municipal Code. The City agrees that, upon annexation of the Property, the zoning of a portion of the Property as PUD and the remaining portion as Commercial (CO) would be consistent with the City’s Comprehensive Plan.

4. **Specific Conditions.** In consideration of the annexation of the Property, and in further consideration of the City providing municipal services to the Property, as hereinafter provided, the Parties agree that it is appropriate that the following payments, dedications and other exactions be made:

- a. CDSG or its successor or assign shall pay Fire and Emergency Services Impact Fees for the PUD portion of the Property in accordance with Section 070.040.030(g)(5) at the time of building permit for each phase of development, provided that such fees shall be reduced as provided in Municipal Code Section 070.040.120 in connection with the affordable residential units to be constructed by CDSG as set forth in Section 6. Said fees will be paid by Owner or its successor or assign on the Commercial (CO) portion of the Property if required at the time of any future development.
- b. CDSG or its successor or assign shall pay and the City shall accept fees in lieu of land dedication for the benefit of schools in the RE-I School District (the “District”) pursuant to Municipal Code Section 070.040.030(g)(4), or any amended version thereof in force and effect at the time of the final development permit approval for the PUD portion of the Property. Such fees shall be applicable to the number of units proposed for all residential phases scheduled for development and shall be payable upon the issuance of a building permit for a residential dwelling unit. The amount of school impact fees to be paid by CDSG shall be reduced as provided in Municipal Code Section 070.040.120 in connection with the affordable residential units to be constructed by CDSG as set forth in Section 6 hereof. No school land dedication or fee in lieu thereof will be required for the Commercial (CO) portion of the Property.

- c. CDSG or its successor or assign shall pay and the City shall accept fees in lieu of parkland dedication pursuant to Municipal Code Section 070.040.030(g)(2), or any amended version thereof in force and effect at the time of the final development permit approval for the PUD portion of the Property, subject to reductions: (i) as provided in Municipal Code Section 070.040.120 in connection with the affordable residential units to be constructed by CDSG as set forth in Section 6; (ii) for private recreation facilities to be constructed on the PUD portion of the Property; (iii) for actual costs (excluding profit) incurred to construct off-site bike paths and pedestrian trails and sidewalks as explained in Section 8 of this Agreement; and (iv) on any other bases approved by the City under Municipal Code Section 070.040.030(g)(2). No parkland dedication or a fee in lieu thereof will be required for the Commercial (CO) portion of the Property.
- d. CDSG or its successor or assign shall pay all water tap fee and water system improvement fees required under Municipal Code Section 080.040.010(c) and Article 080.060, respectively, applicable to the development of the PUD portion of the Property; provided, however, that such fees shall be reduced as provided in Municipal Code Section 070.040.120 in connection with the affordable residential units to be constructed by CDSG as set forth in Section 6. No water tap fees or water system improvement fees will be required for the Commercial (CO) portion of the Property unless and until additional water capacity is needed therefor, subject to Section 7 of this Agreement. Should a change in use of any structure on any portion of the Property occur in the future that causes an increase in water usage, the owner of the structure will be required to pay the system improvement fee associated with the increased use in accordance with Municipal Code in effect at the time if the change in use.
- e. Owner agrees to pay all actual costs incurred for notice publication, recording fees, and similar reasonable administrative charges related to the annexation of the Property.

5. **Affordable Housing.** CDSG agrees to enter into a an affordable housing deed-restriction agreement consistent with the terms and conditions of Subsection 070.040.120(b)(1) of the Municipal Code. Under said agreement, CDSG will restrict the rent of 10% of each type housing within the PUD portion of the Property except for the live/work units to not more than the maximum rents established according to Colorado Housing and Finance Authority, Colorado County Income and Rent Table, for one hundred twenty (120) percent of the Garfield County Area Median Income (“AMI”), with said affordable units to be divided as follows:

- a. Studio units (95 total units): 5 units restricted to 100% AMI, 6 units restricted to 120% AMI;
- b. 1-Bedroom multi-family units (110 total units): 6 units restricted to 100% AMI, 6 units restricted to 120% AMI;
- c. 2-Bedroom multi-family units (94 total units): 5 units restricted to 100% AMI, 5 units restricted to 120% AMI;
- d. 3-Bedroom multi-family units (28 total units): 1 unit restricted to 100% AMI, 2

- units restricted to 120% AMI;
- e. Townhomes (20 total units): 2 units restricted to 120% AMI
- f. Total units in development: 360; Total deed-restricted units: 38 units

The affordable housing deed-restriction agreement will be finalized and recorded at the earlier of (a) the closing of CDSG's purchase of the PUD portion of the Property or (b) issuance of the first building permit for the same.

6. **Dedication of Water Rights.** At or before the time of recordation of the final plat subdividing the Property as shown in the PUD Plan, Owner and/or CDSG, as appropriate, shall assign to the City, free and clear of all liens and encumbrances (but subject to the provisions of Section 7, below), all of Owner or CDSG's right, title, and interest in and to ____ shares of Reynolds & Cain Ditch Company stock (the "Shares") for useful application within the Property to serve the existing and proposed development thereof. The City, Owner, and CDSG agree that of the Shares to be assigned to the City hereunder, ____ of the Shares satisfy the needs of the development proposed on the PUD portion of the Property and ____ of the Shares satisfy the needs of the existing and proposed development of the Commercial (CO) portion of the Property. Owner shall be entitled to sever and maintain ownership of those water rights not necessary for the City to offset the existing and future use on the Property. Owner or CDSG, as applicable, shall be solely responsible for the costs associated with any legal proceedings, including those related to approval of an augmentation plan or request for change in use, arising from the retention by Owner of any portion of its present water rights. By this conveyance, Owner and CDSG shall fully satisfy any and all water rights dedication requirements of the City for annexation and development of the Property as set forth in the Municipal Charter and Municipal Code and as approved by the City Council.

7. **Lease-Back of Water Rights.** As consideration for the Shares, the City hereby leases all of the water represented by the Shares to Owner and CDSG in the proportion mentioned in Section 6, above, for irrigation of the Property at the rate of \$1.00 per year. The City agrees to lease the Shares to Owner and CDSG until such time as the City may be required to use the Shares for another purpose. In the event the City can no longer lease the Shares to Owner and CDSG, the City will provide notice to Owner and CDSG thereof at least sixty (60) days prior to the termination of use of the Shares and will waive any tap or service improvement fees Owner and CDSG would otherwise be required to pay for increasing their use of City water as a result of losing use of the Shares.

8. **Off-Site Improvement Obligations.** As an element of the City's approval of (i) the Petition, (ii) the PUD zoning application, and (iii) acceptance of this Agreement, CDSG has agreed to design and, upon approval of the City Engineer, construct certain improvements to the surrounding street system, namely:

- a. installing a bike lane along the north and south sides of Donegan Road for the length of the Property and extending east to Soccer Field Road;
- b. installing parallel parking and a detached 6-foot sidewalk on the south side of Donegan Road and extending the sidewalk and related improvements east to Soccer Field Road;

- c. striping bike lanes on the east and west side of Storm King Road south of Center Drive;
- d. widening the east side of Storm King Drive north of Center Drive to add a northbound bike lane, parallel parking, and a detached 6 foot wide sidewalk; ~~and~~
- e. installing an eastbound left turn lane and an eastbound acceleration lane from the southbound left turn lane at the State Highway 6 and Donegan Road intersection consistent with recommendation set forth in CDSG's traffic study; and
- f. improving said streets in connection with the foregoing work.

The improvements described in this Section 8 shall be completed prior to or contemporaneously with the issuance of a final and permanent certificate of occupancy for the first building to be constructed within the PUD portion of the Property. Parkland dedication fees required in connection with development of the PUD portion of the Property shall be reduced by the total actual costs incurred by CDSG to (i) install the northern bike lane along Donegan Road from the western edge of the Property east to Soccer Field Road; (ii) install the southern bike lane, sidewalk, and wall (where necessary) along Donegan Road from the eastern boundary of the Property east to Soccer Field Road; and (iii) grade, asphalt, and improve the northern half of Donegan Road for the length of the Property line. Additionally, fire and emergency service impact fees required in connection with development of the PUD portion of the Property shall be reduced by the total actual costs incurred by CDSG to install the improvements at the Highway 6 and Donegan Road intersection. improvements discussed in this Section 8.

9. **Vested Rights.** In order to allow Owner and CDSG a reasonable opportunity to develop the Property in accordance with this Agreement and the PUD Plan, the development rights and uses approved hereby shall, to the extent allowed by law, constitute a "site specific development plan" under C.R.S. §§24-68-101 *et seq.*, as amended. The site specific development plan shall be vested for a period of five years beginning on the date the final plat subdividing the Property as shown in the PUD Plan is recorded (the "Vested Period"). The Property as to which rights have been vested shall be immune from changes in the City's land use regulations for the duration of the Vested Period except as provided in this Section 9. Except in instances of force majeure, the requirements of federal or state law, cases of preemption or other superior jurisdictional mandate, the City shall not initiate any zoning or land use action which would alter, impair, prevent, diminish, impose a moratorium on development, or otherwise unreasonably delay any of Owner's or CDSG's rights set forth in this Agreement or their plans for development or zoning, as approved by the City. Notwithstanding the foregoing, the establishment of vested property rights under this Agreement shall not prevent the City from enacting and enforcing regulations of general applicability (including, but not limited to, building, fire, plumbing, electrical and mechanical codes, including the preliminary plat and final plat subdivision requirements under the Municipal Code and other City ordinances), except where the approved plans for development of the Property or state or federal regulations provide otherwise, as all of such regulations exist on the date of this Agreement or may be enacted or amended after the date of this Agreement.

10. **Conditions Precedent.** Notwithstanding the date set forth in the introductory paragraph of this Agreement, annexation of the Property shall not be effective, and this Agreement shall not be in force, until:

- a. Final Approval has occurred, meaning the thirtieth day after the effective date of the latest of the motion, ordinance, and/or resolution by which the City Council approves (i) this Agreement; (ii) publication after final passage on second reading of the ordinance by which City Council approves the annexation of the Property; (iii) the zoning of the Property as PUD and Commercial (CO) as provided in Exhibit B; and (iv) subdivision and major site plan approval for the PUD portion of the Property consistent with Exhibit B; and
- b. The annexation map has been recorded with the Garfield County Clerk & Recorder; and
- c. The Parties have executed and delivered this Agreement for recordation with the Garfield County Clerk & Recorder.

11. **Failure of Conditions.** Until all of the conditions set forth in subsection 10 above have been satisfied, this document shall constitute an offer by Owner and CDSG and the City to enter into this Agreement (notwithstanding the Parties' mutual execution and delivery of this document), and the annexation and zoning of the Property shall not be effective. Consequently, at any time before such conditions are satisfied, Owner may withdraw the Petition and Owner and/or CDSG may withdraw its offer to enter into this Agreement. If Owner withdraws the Petition or Owner and/or CDSG withdraw its offer to enter into this Agreement, or if final approval does not otherwise occur for any reason, then this Agreement shall be deemed void and of no force or effect, and the Property shall be deemed not annexed to the City. Owner and CDSG may exercise their rights under this Section 11 independently.

12. **Deannexation.** The provisions of this Agreement, as well as acceptable City zoning of the Property, are material considerations of Owner's agreement to annex the Property to the City. Therefore, in the event (a) the City fails to perform under the terms of this Agreement, or (b) Owner, CDSG, or both are unable to obtain, either before or after annexation proceedings are complete, Commercial (CO) and PUD zoning of the Property as described above and/or subdivision and/or development approval for development of the Property which they in their sole discretion find acceptable, Owner, CDSG, and the City stipulate and agree, pursuant to C.R.S. §31-12-501, that it shall be in the best interest of the City that the Property (or a portion thereof) be de-annexed from the City. In such event, the City agrees that it shall initiate de-annexation proceedings, and to take all steps necessary to effect the de-annexation. The City further acknowledges and agrees that de-annexation is not prohibited by the City Charter or Municipal Code and ordinances, and that the City will not amend its ordinances to preclude a de-annexation permitted hereunder. The Parties' right to de-annex shall be in addition to any other rights available to them at law or under this Agreement. Upon the de-annexation of the Property (or portion thereof) from the municipal boundaries and specific jurisdiction of the City, the City agrees that it shall convey, assign, transfer and quitclaim to Owner or their successors and assigns, any and all water rights (the public dedication of which is more fully described by Section 6 hereof) previously dedicated by Owner hereunder to the City for the public use and benefit.

13. **Assignment.** The parties agree and acknowledge that the rights and obligations of Owner and CDSG under this Agreement may be assigned by them to persons or entities acquiring title to the Property or a portion thereof without the prior consent of the City if, and only if, such

assignee agrees in writing to be bound by the terms and conditions of this Agreement, and the Owner or CDSG, as applicable, shall give notice to the City of any such conveyance, together with the assignee's written agreement to be bound by the terms and conditions of this Agreement.

14. **Waiver of Defects.** In executing this Agreement, Owner and CDSG waive all objections either may have concerning defects, if any, in the formalities whereby it is executed, or concerning the power of the City to impose conditions on Owner or CDSG as set forth herein, and concerning the procedure, substance and form of the ordinances or resolutions adopting this Agreement.

15. **Final Agreement.** This Agreement supersedes and controls all prior written and oral agreements and representations relating to the annexation of the Property to the City, and is the total integrated agreement between the City, Owner, and CDSG.

16. **Modifications.** This Agreement shall not be amended except by subsequent written agreement between the Parties hereto.

17. **Release of Liability.** It is expressly understood that the City cannot legally be bound by the representations of any of its officers or agents or their designees except in accordance with the City Code, City ordinances and the laws of the State of Colorado. Owner and CDSG, when dealing with the City, act at their own risk as to any representation or undertaking by the City officers, agents or their designees which is subsequently held unlawful by a court of law.

18. **Captions.** The captions in this Agreement are inserted only for convenience and in no way define, limit, or prescribe the scope or intent of this Agreement or any part thereof.

19. **Binding Effect.** This Agreement shall be binding upon and inure to the benefit of the Parties hereto and their respective heirs, successors, and assigns.

20. **Severability.** If any provision(s) of this Agreement shall be determined to be void or invalid by a court of competent jurisdiction, then such determination shall not affect any other provision hereof, all of which other provisions shall remain in full force and effect. It is the intention of the parties hereto that, if any provision of this Agreement is capable of two constructions, one of which would render the provision void, and the other of which would render the provision valid, then the provision shall have the meaning that renders it valid.

21. **Governing Law.** The laws of the State of Colorado shall govern the validity, performance and enforcement of this Agreement. Should either party institute legal suit or action for enforcement of any obligation contained herein, it is agreed that the venue of such suit or action shall be in Garfield County, Colorado.

22. **Attorneys' Fees; Survival.** Should this Agreement become the subject of litigation between the City and Owner or CDSG, the prevailing party shall be entitled to attorneys' fees and costs of suit actually incurred, including expert witness fees. All rights concerning remedies and/or attorneys' fees shall survive any termination of this Agreement.

23. **Gender.** Whenever the context shall require, the singular number shall include the plural, the plural the singular, and the use of any gender shall be applicable to all genders.

24. **Counterparts.** This Agreement may be executed in counterparts, each of which shall be deemed an original and all of which, when taken together, shall be deemed one and the same instrument.

25. **Notice.** All notices required under this Agreement shall be in writing and shall be hand-delivered or sent by first class mail postage prepaid, to the addresses of the parties set forth herein. All notices by hand delivery shall be effective upon receipt. All notices by mail shall be considered effective seventy-two (72) hours after deposit in the United States Mail with the proper address as set forth below. Either party by notice so given may change the address to which future notices may be sent.

Notice to the City: City Manager
City of Glenwood Springs
101 West 8th Street
Glenwood Springs, CO 81601

With copy to: City Attorney
101 West 8th Street
Glenwood Springs, CO 81601

Notice to GP: Glenwood Partnership, LLLP

Notice to CDSG: Commercial Development Services Group, LLC

26. **Authority.** Each person signing this Agreement represents and warrants that he/she is fully authorized to enter into and execute this Agreement and to bind the Party it represents to the terms and conditions hereof.

WHEREFORE, the Parties hereto have executed duplicate originals of this Agreement on the day and year first written above.

CITY OF GLENWOOD SPRINGS

_____, Mayor

ATTEST:

City Clerk

GLENWOOD PARTNERSHIP, LLLP:

TITLE:_____

STATE OF COLORADO)
) ss.
COUNTY OF GARFIELD)

Subscribed, sworn to and acknowledged before me this _____ day of _____,
20____, by _____

Witness my hand and official seal.

My commission expires: _____

Notary Public

**COMMERCIAL SERVICES
DEVELOPMENT GROUP, LLC:**

TITLE:_____

STATE OF COLORADO)
) ss.
COUNTY OF GARFIELD)

Subscribed, sworn to and acknowledged before me this _____ day of _____,
20____, by _____

Witness my hand and official seal.

My commission expires: _____

Notary Public

Exhibit A

Description of Property

A PORTION OF THE FOLLOWING DESCRIBED REAL PROPERTY:

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

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 89° 13' 08" E 866.63 FEET SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER;

THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 605.64 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 130;

THENCE ALONG SAID RIGHT-OF-WAY N 89° 52' 00" E 312.68 FEET;

THENCE N 89° 49' 18" E 860.83 FEET TO THE WEST LINE OF THE MEL-RAY SUBDIVISION;

THENCE ALONG SAID WEST LINE S 1° 52' 00" W 575.96 FEET;

THENCE DEPARTING SAID EAST LINE AND ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL N 87° 18' 00" W 615.36 FEET;

THENCE S 47° 42' 00" W 125.06 FEET;

THENCE N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

COUNTY OF GARFIELD
STATE OF COLORADO.

EXHIBIT B

PUD Plan

DRAFT



Memorandum

To: Trent Hyatt, Senior Planner
From: Hannah Klausman,
Senior Planner, Housing Commission Liaison
Date: February 19, 2021
Re: Planning Item 09-20, R2 Partnership LLC
480 Donegan Development

Please see the following staff comments on the proposed 480 Donegan Development.

Community Housing

The Draft Annexation agreement includes Affordable Housing Components in Section 5. According to the agreement the developer proposes 17 units restricted to 100% AMI, and 18 units restricted to 120% AMI, for an average of 109%. Staff recommends that the affordable housing units meet the standards of proposed Ordinance No. 1, Series 2021 as summarized below, which include a maximum 100% AMI averaged across all deed restricted units.

On February 18, 2021 City Council reviewed Ordinance No. 1, Series 2021 an Inclusionary Housing Code Amendment ordinance. The ordinance requires a second reading and public hearing before final approval.

The requirements of the proposed draft ordinance would apply to all residential and mixed-use developments proposing the construction of ten (10) or more new dwelling units, or the creation of ten or more residential lots. All new residential subdivisions and all new multi-family residential developments shall set aside lots or units for community housing as set forth in this Section.

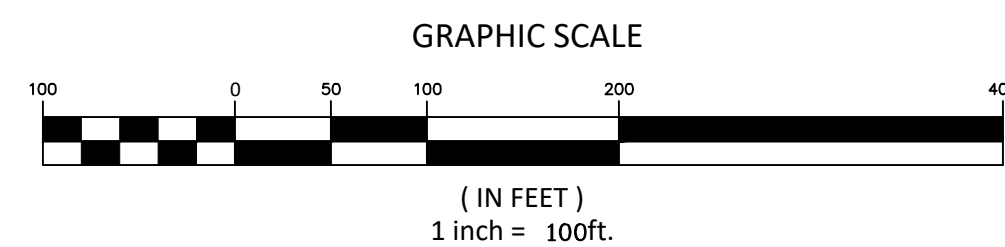
- a) Twenty (20%) percent of the total residential units shall be deed restricted for Resident Occupied Community Housing.
- b) Ten (10%) percent of the total residential units shall be deed restricted to limit the average Initial Sales Price to no greater than that which is affordable to Households earning no more than 100% AMI; or to limit the Community housing rental unit rental prices in accordance with guidelines established by the City and generally set at rates that are affordable to Households with incomes no higher than 80-100% AMI, averaged over the total required deed restricted units.

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

← Please add PUD to the title.

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 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'

Please include the survey as part of the this index and plan set.

- C0.0 - COVER SHEET
- C1.1 - LOT 1 PROPOSED ZONING
- C1.2 - LOT 2 PUD PLAN
- C1.3 - CONCEPTUAL PLAT
- C2.0 - CONCEPTUAL UTILITY PLAN
- C3.0 - CONCEPTUAL GRADING PLAN
- C4.0 - OFFSITE DRAINAGE PLAN
- C4.1 - CONCEPTUAL ONSITE DRAINAGE PLAN
- LA1.0 - ILLUSTRATIVE CONCEPT PLAN AND SITE MASSING
- LA2.0 - OPEN SPACE AND LANDSCAPE FRAMEWORK PLAN
- A1.0 - ARCHITECTURAL PRECEDENT
- A2.0 - CONCEPT RENDERINGS
- Please include survey as part of the this index a plan set.

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

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

HORD COPLAN MACHT
ARCHITECTURE AND LANDSCAPE ARCHITECTURE
1800 WAZEE STREET, SUITE 450
DENVER, CO 80202

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

DRAWN BY	JPP	
CHECKED BY	YTN	

GLENWOOD APARTMENTS
GLENWOOD SPRINGS, COLORADO

[illegible]

LOT 1 PROPOS
ZONING

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 S

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 fe

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 fe

One story buildings, less than 40 feet tall

PARKING

Minimum Required Parking:				
Office	18,223 SF	1 SP/300 SF	61	Spac
Warehouse	8,087 SF	1 SP/400 SF	22	Spac
Preschool	2,235 SF	1 SP/250 SF	9	Spac
Soils lab (Assumption on parking)	959 SF	1 SP/250 SF	4	Spac
	Total		96	Spac

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



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

CALL 2-BUSINESS DAYS IN ADVANCE
BEFORE YOU DIG, GRADE, OR EXCAVATE
FOR THE MARKING OF UNDERGROUND
MEMBER UTILITIES

GENERAL PLAN NOTES

LOT 1 DESCRIPTION

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

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION
BEING THE WITNESS CORNER TO THE 51/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 38°40'53" E 853.45
FEET SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE
OF THE GARFIELD COUNTY CLERK AND RECORDER;
THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 345.39 FEET;
THENCE DEPARTING SAID EAST PARCEL LINE ALONG THE ARC OF A NON TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 36.91 FEET AND A CENTRAL
ANGLE OF 69° 23' 41", A DISTANCE OF 44.71 FEET (CHORD BEARS S 56° 33' 02" E 42.02 FEET)
THENCE S 85° 36' 58" E 73.64 FEET;
THENCE S 62° 12' 11" E 28.26 FEET;
THENCE S 86° 38' 35" E 118.97 FEET;
THENCE S 87° 50' 32" E 192.99 FEET;
THENCE S 2° 20' 01" W 101.69 FEET;
THENCE S 41° 37' 24" E 167.89 FEET TO A POINT ON THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL SUBDIVISION;
THENCE ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL S 47° 42' 00" W 125.06 FEET;
THENCE CONTINUING ALONG SAID NORTH LINE N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

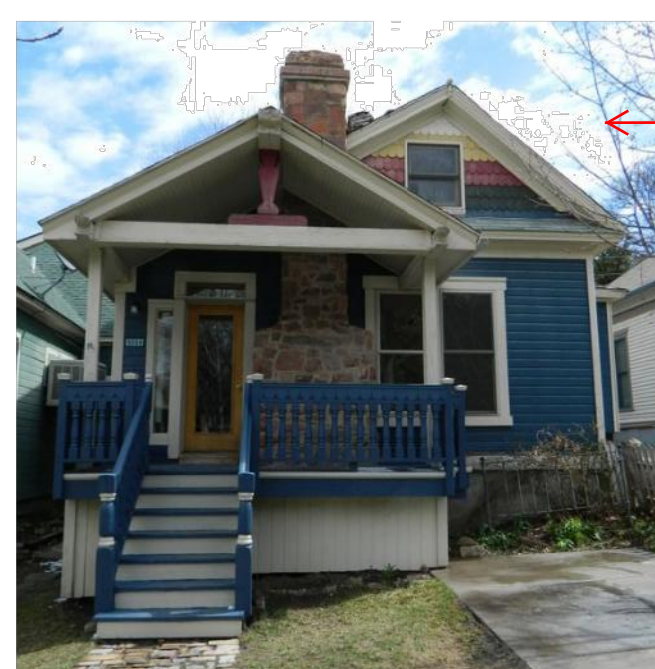
SAID LOT 1 CONTAINING 3.533 ACRES, MORE OR LESS

COUNTY OF GARFIELD
STATE OF COLORADO

GRAPHIC SCAL

(IN FEET)
1 inch = 60 ft

A row of four modern townhouses with gabled roofs and large windows, set against a backdrop of trees and a golf course. The townhouses feature a mix of light grey, white, and dark red siding. Each unit has a prominent front entrance with a small porch and a large window above it. The windows are framed in dark wood or metal. The townhouses are surrounded by lush greenery, including trees and a well-maintained lawn. A wooden fence runs along the front of the property.



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

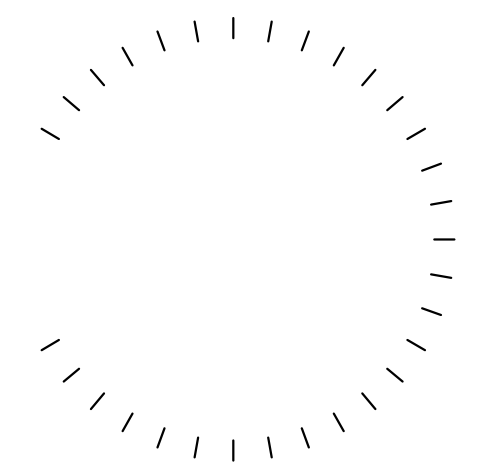
ARCHITECTURE / PLANNING
Hord Coplan Macht, Inc.
1800 Wazee Street, Suite 450 Denver, CO 80202
p. 303. 222. 2151

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

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

GLENWOOD SPRINGS, COLORADO

ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN



These residential photos are not representative of west Glenwood.

[illegible]

Project Name
480 DONEGAN

Project Number
22023.00

Date
01/26/2021

Scale
AS NOTED

Drawing

ARCHITECTURAL PRECEDENT

ANNEXATION AND ZONING SUBMISSION



Other Comments

1. I am slightly concerned with the limited number of perspective drawings/renderings provided. I understand the issues with providing elevations for each and every building at this stage but worry the Planning and Zoning Commission and City Council will desire to incorporate more design restrictions and understanding in the PUD. Minimally, I would provide additional concept/perspective renderings (i.e. looking southwest from the northeast corner of the property/Donagan Road, east view from Storm King Road, north view from the mall site, west view from the existing homes along Mel Ray Road. It would be great to see a typical elevation (one site possibly) that explains materials proposed for each building.

2. For any design standards not addressed, I would make a statement as to whether or not the intent is to meet the multi-family residential design standards of the Code.

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

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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

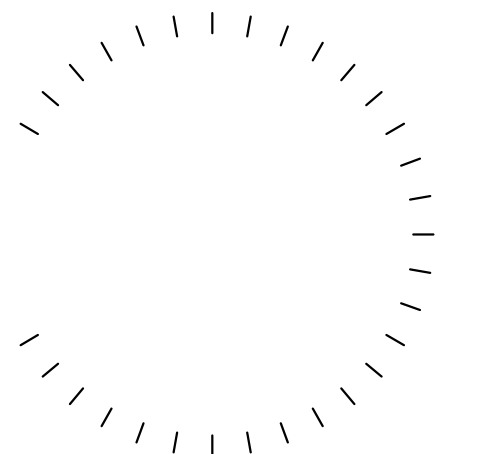
hord | coplan | macht

ARCHITECTURE

LANDSCAPE ARCHITECTURE

PLANNING

INTERIOR DESIGN

[illegible]

Project Name
480 DONEGAN

Project Number
22023.00

Date 01/26/2021

Scale _____
AS NOTED

Drawing

CONCEPT RENDERINGS

A2.0

ANNEXATION AND ZONING SUBMISSION

© Hord Coplan Macht, Inc.

NOT FOR CONSTRUCTION

**Engineering
Department**

**Jessica Bowser
Asst. City
Engineer**

Date: February 19, 2021

To: Community Development

Re: 09-20 480 Donegan Annexation Review

Please see the following engineering comments for the 480 Donegan Road Pre-Annexation Document Review. Engineering will not review this application again unless a response to these comments are provided.

General comments:

1. Is there an agreement with the mall for the emergency access? This should not be included as a part of the approval process unless an agreement can be provided. The City cannot grant access across private property.

Traffic Report Comments:

New Comments:

2. The traffic analysis assumes that the entire development is Multi-Family Housing (Mid Rise). Please provide the pages from the 10th Edition of the trip Generation Manual that justifies this assumption and shows the calculations used. The 8th Edition that the engineering department has does not include Multi Family Housing and (221) is not consistent with Multi Family Housing. It would seem that this development should be considered with 240 (Mid-Rise) Apartments and 20 (rented) Townhomes. If any of these units are proposed to be sold, this should be considered. Additionally, the public restaurant trip generation is not considered.
 - a. The housing distribution is:
 - i. 13 Live-Work Units
 - ii. 95 Studio Units
 - iii. 110 1-Bedroom Units
 - iv. 94 2-Bedroom Units
 - v. 3-Bedroom Units
 - vi. 20 Townhomes
 - b. This development includes a 2000 SF Restaurant.
3. External trip Distribution percentages are not provided for many segments of roadway in Figure 8. i.e. Storm King Rd, Mel Rey Road, west Donegan Road, and Hwy 6 from Storm King Road to Mel Rey Road.
4. Daily Traffic Volumes are not provided for many segments of roadway in Figure 9. i.e. Storm King Rd, Mel Rey Road, west Donegan Road, and Hwy 6 from Storm King Road to Mel Rey Road.

Comments on Draft Annexation that were not addressed:

Additional commentary from this review (02/19/2021) is provided in italics.

5. The growth rate of Hwy 6 seems low. It could be assumed that the Mall could bring in addition retailers, or Ami's Acres in the County could expand/redevelop. *The city has also recently received a referral for the development of*

a new Mobile Home Park past Ami's Acres. Figure 7 is inconsistent with the surrounding growth. How come Hwy 6 from Storm King Rd to Mel Rey Road DECREASES from the 2020 Existing Adjusted Volumes – Figure 5 (9500 DTV) to the 2040 Background Traffic Volumes – Figure 7 (8300 DTV) while surrounding roadways/intersections increase? The figures are inconsistent:

Figure 4 (Existing Volumes): HWY 6 DTV = 6,600

Figure 5 (2020 Existing Adjusted Volumes): HWY 6 DTV = 9,500

Figure 6 (2022 Background Traffic Volumes): HWY 6 DTV = 7,700 (**Lower than the 2020 adjusted volumes**)

Figure 7 (2040 Background Traffic Volumes): HWY 6 DTV = 8,300 (**Lower than the 2020 adjusted volumes**)

6. Pedestrian Counts also seem low (0).
 - a. Storm King/HWY 6 intersection: There are employees and residents of the surrounding area that do bike or ride the bus and would interact with this intersection.
 - b. The 114 Exit (Mel Rey/HWY 6): There are absolutely pedestrians and cyclists that utilize this intersection with the number of bus users and the installation of the RRFBs in 2017. Counts for the SUP with CDOT to install the RRFBs were completed that showed the use of this intersection by peds/bikes.
 - c. Donegan Road: This section of Donegan Road is not developed with bike lanes or sidewalk, however many students walk/bike this section of roadway to and from the Two Rivers School. Future projections should also consider an increase in use as this is identified in the City of Glenwood Springs Long Range Transportation Plan as a bicycle route that also provides access to trails up Mitchell Creek Road.
7. Please justify your directional distribution numbers.
 - a. *This was not addressed in the new submittal. Why would 5% of the entering/existing traffic be heading west on Highway 6? What generator would create a distribution to this intersection?*
 - b. *It seems that the distribution might be closer to 50/50 for both entrances, not 75/25.*
 - c. *External Trip Distribution is not provided for many segments of roadways.*
8. Counts were done on August 26th ahead of the local school openings. School traffic in these areas is significant. Recount both pedestrians and turning movements at these intersections:
 - d. Storm King and SH6
 - e. Mel Ray and SH 6
 - f. Storm King and Donegan
 - g. Mel Ray and Donegan
 - h. Storm King and Center Drive
9. PM peak hour at Storm King May coincide with the end of the school day at Two Rivers. Count the peak to coincide with the school to check.
10. SH 6 and Storm King Road LOS improve from the 2022 to 2040 analysis. Why? *Are the LOS tables revised to consider the adjusted counts? This particular issue was not addressed and still shows a LOS improvement...*

Plan Comments:

Comments on Draft Annexation that were not addressed:

11. See the attached plan comments and markups.
12. Sidewalk and bike improvements should extend to Mel Ray Road.
13. Existing pedestrian crossings along Storm King Road should be improved. The ramps should be upgraded to meet ADA/PROWAG requirements with detectable warnings. *The City prefers the installation of directional ramps.*

14. The engineer should review the City's Municipal and Engineering Standards before re-submittal. Many notes and design items are not compliant with these requirements. It is not City's staff's responsibility to be the engineer's QA/QC.
 - a. Legends should match plans.
 - b. Utilities have many potential conflicts, along with design items that are not compliant with the City's Engineering Standards.
 - c. Proposed easements should be identified.

General Requirements:

At the time of Development Plan Submittal:

15. A Preliminary Drainage Report will be required. Drainage should meet both City of Glenwood Engineering Standards and CDOT stormwater standards (whichever is more stringent). The final discharge is to CDOT ROW and the drainage report will need to be reviewed and approved by CDOT.
16. A Preliminary Geotechnical Report will be required.
17. A Preliminary Traffic Report will be required.

At the time of Construction Document Submittal:

18. All final/stamped reports shall be submitted.
 - a. Landscaping plans should include utilities and proposed contours on a background layer for verification of clearances. Often these items are completed after the civil work is completed and they fill in drainage areas or plan directly on top of utilities.
 - b. Landscape plans should also include sight triangles to verify sight distances.
19. CDOT Access Permitting. Access permits include both traffic and stormwater.
20. Retaining Walls will require engineered design and structural calculations. The City may refer these documents out for review as necessary.
21. Stormwater facilities will require a maintenance agreement and plan.
22. Plan and Profiles should be supplied for the private utility mains.
23. Provide S.U.E. plan per Colorado Law CRS 9-1.5-102 requirements or provide a stamped letter determining why this is not a Subsurface Utility Engineering-Required Project.

Before Construction:

24. Any work within the Right of Way shall require appropriate ROW permitting through the City or County. With the ROW permit, the following documents should be submitted:
 - a. Any SUE documents necessary.
 - b. A plan of work to take place in the ROW, with patching shown that meets the requirements of the jurisdiction.
 - c. Traffic Control Plans, as appropriate.
25. The site will require a Grading Permit. With the grading permit, the following documents should be submitted:
 - d. Any SUE documents necessary.
 - e. Final Stamped Drainage Report.
 - f. Final Stamped Civil Documents.
 - g. Final Geotechnical Report.

- h. Disturbance over one (1) acre will require a CDPHE Construction Stormwater Discharges Permit. As this development is over one acre, this permit is required, and any State approval should be submitted prior to the issuance of a Grading Permit.
 - i. The City of Glenwood Springs is required to sign as the Responsible Official for all CDPHE CDPS permitting. The permit documentation should be submitted to the City of Glenwood Springs Engineering Department a minimum of three (3) weeks in advance of submittals to the State.

Permit Closeout and Issuance of Certificate of Occupancy Requirements:

- 26. Before engineering completes a walk-through of the subject property
 - a. Draft As-Built plans should be submitted.
 - a. Applicable Stamped Certification Letters:
 - i. Any engineered retaining walls. Letter certifying that the walls were constructed per plan or that address any changes to the design during construction, stamped by a Colorado Licensed Professional Engineer.
 - i. Drainage improvements. Letter certifying that the drainage was constructed per plan or that addresses any site changed, stamped by a Colorado Licensed Professional Engineer.
 - b. Test results for all improvements in the ROW shall be submitted. These should include all testing/backfill associated with any walls that support public facilities.
- 27. Engineering Approval to release the CO will not be provided until the final documents/files are supplied.
 - b. Final As-builts with and Improvement Survey Plat (ISP) should be provided in an AutoCAD, PDF, and Mylar form.
 - c. Certification Letters can be supplied electronically (PDF).
 - d. All easement dedications shall be completed.
 - e. Maintenance Agreement for any water quality and detention facilities.

Packet Page 351

ANNEXATION AND ZONING SUBMISSION

[illegible]

DRAWING NO.

C-1.3



ANNEXATION AND ZONING SUBMISSION

DATE	REVISION
TITLE	
CONCEPTUAL UTILITY PLAN	
DRAWING NO.	
C-2.0	



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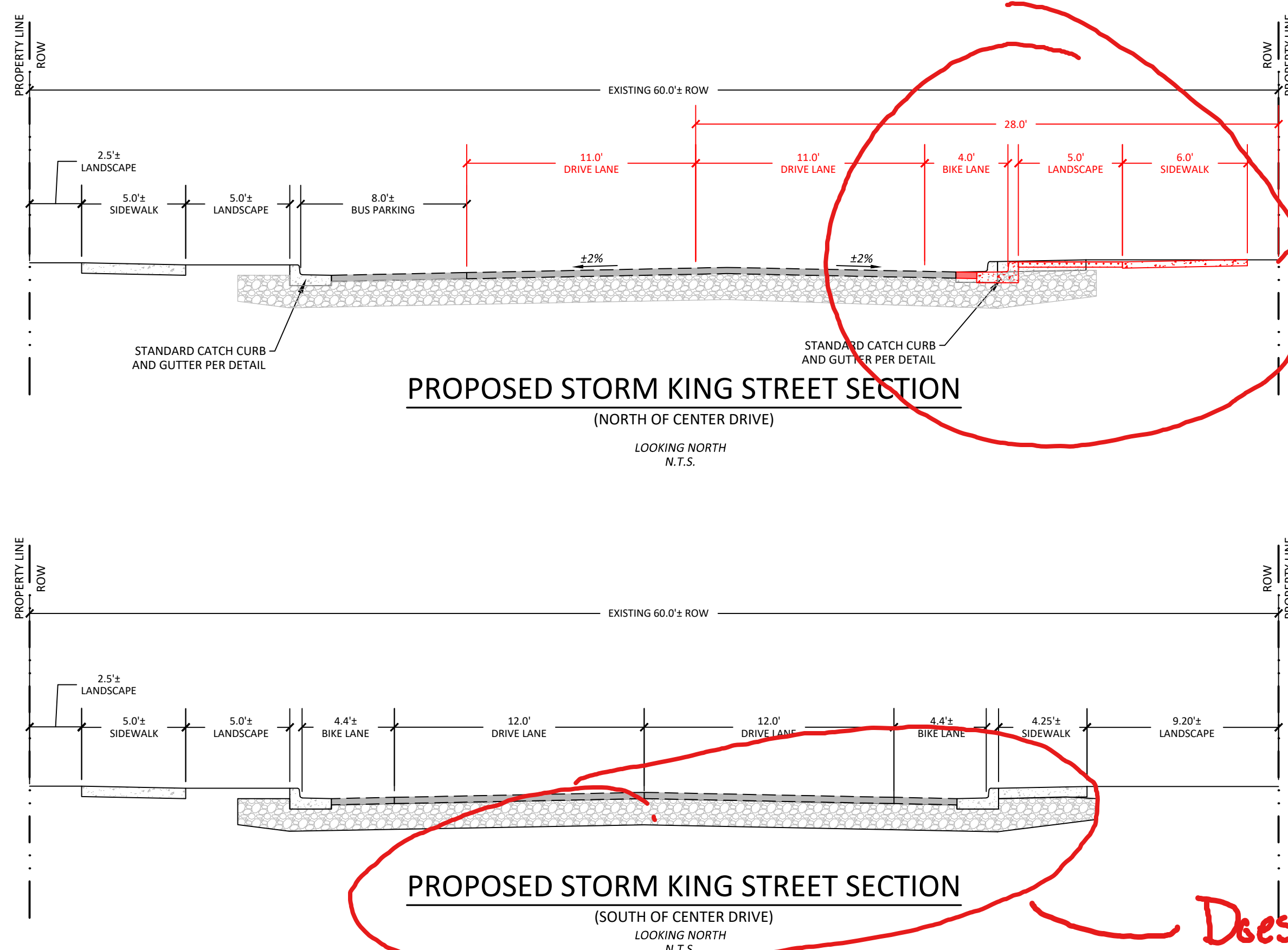
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DATE:	01/26/2021
JOB NO.	30017

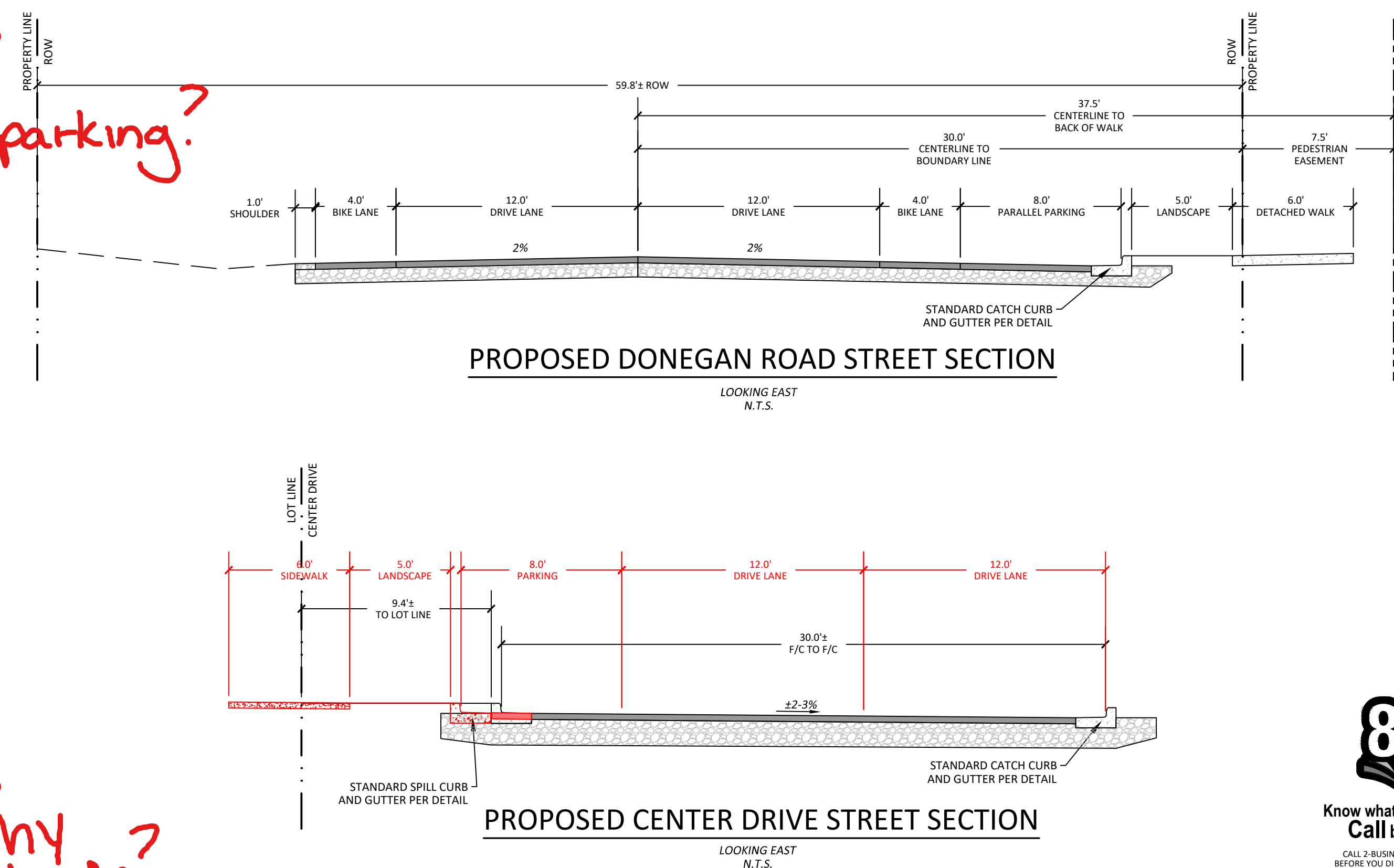
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ANNEXATION AND ZONING SUBMISSION

DATE	REVISION
TITLE PRELIMINARY GRADING PLAN	
DRAWING NO. C-3.0	



- Doesn't appear to be changing - why shown?



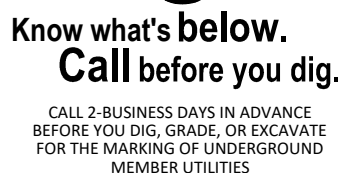
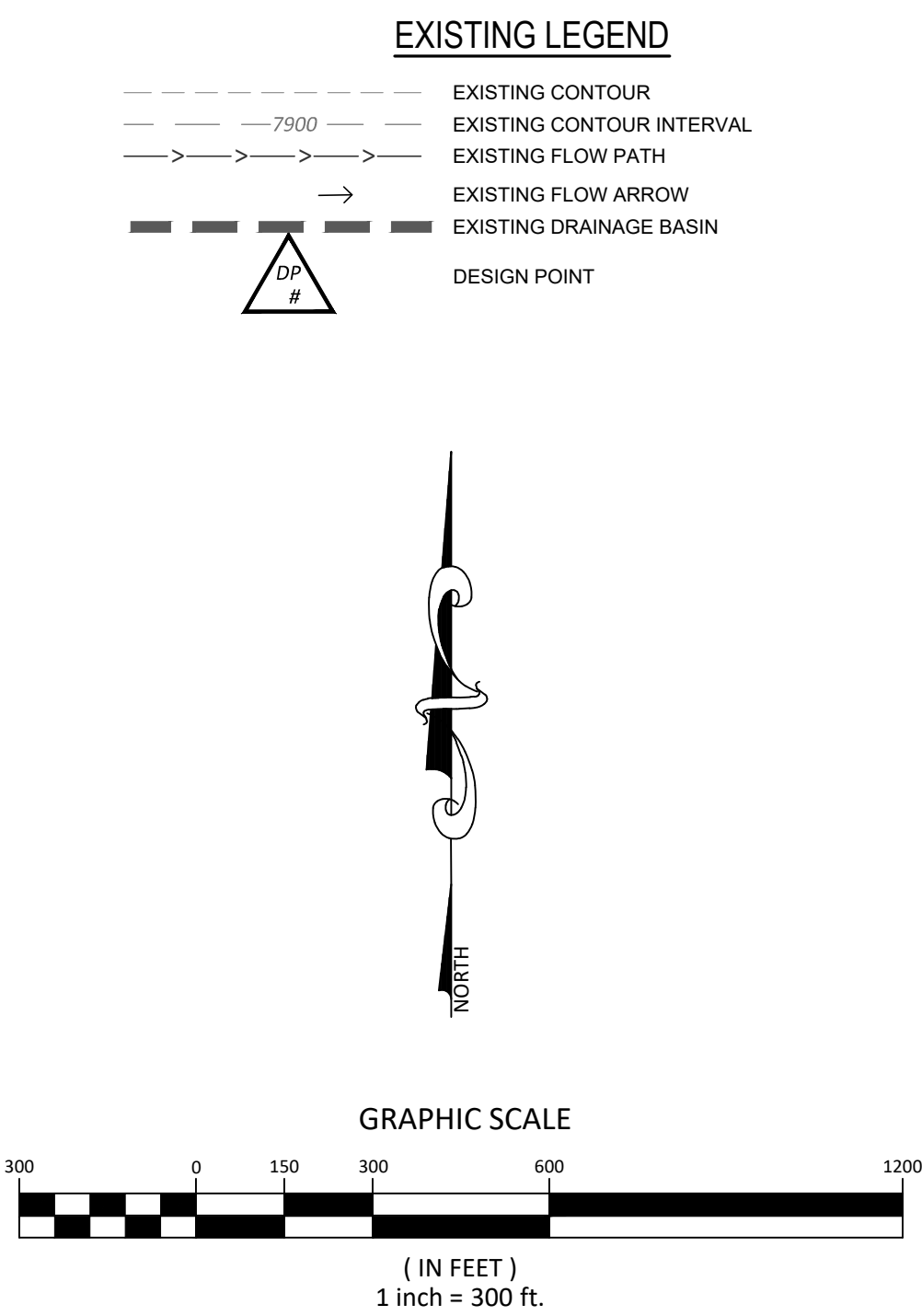
**Know what's below.
Call before you dig.**

CALL 2-BUSINESS DAYS IN ADVANCE
BEFORE YOU DIG, GRADE, OR EXCAVATE
FOR THE MARKING OF UNDERGROUND
MEMBER UTILITIES.

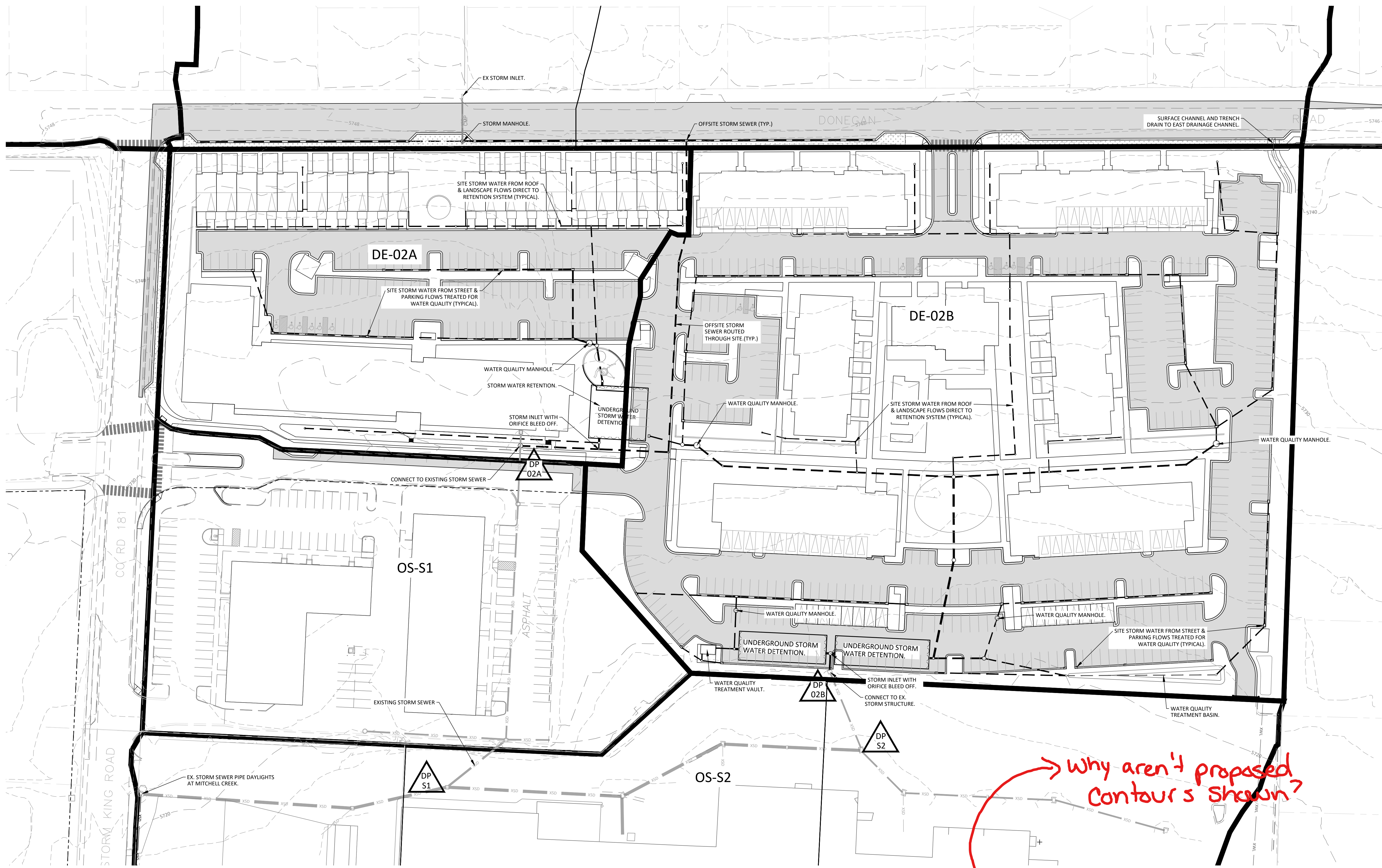
ANNEXATION & ZONING SUBMISSION

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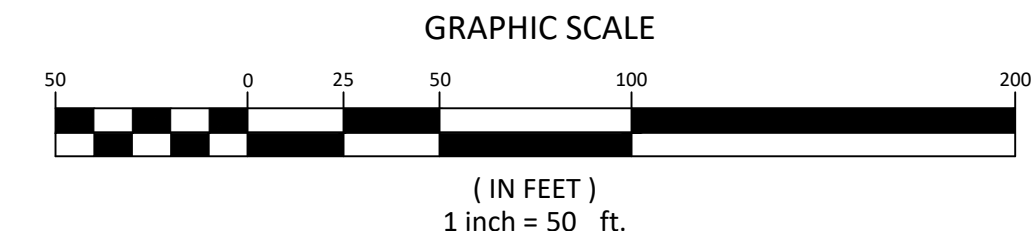
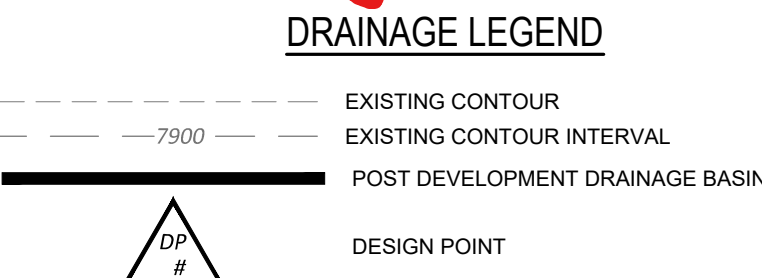
TITLE	OFFSITE DRAINAGE PLAN
DRAWING NO.	C-4.0



6:2020030017CIVIL.DWG(SID:DWG18017.DWG) - Jan 26, 2021 - 1:01pm



Why aren't proposed
Contours shown?



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

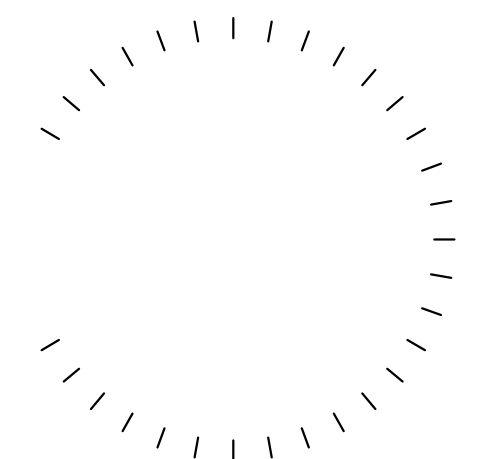
TITLE
**CONCEPTUAL
ONSITE
DRAINAGE
PLAN**
DRAWING NO.
C-4.1

480 DONEGAN

GLENWOOD SPRINGS, COLORADO

hord | coplan | macht

ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN

[illegible]

Project Name
480 DONEGAN

Project Number
22023.00

Date
01/26/2021

Scale
AS NOTED

Drawing

ILLUSTRATIVE CONCEPT PLAN AND SITE MASSING

A2.0

ANNEXATION AND ZONING SUBMISSION

Hord Coplan Macht, Inc.



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

what is the red?

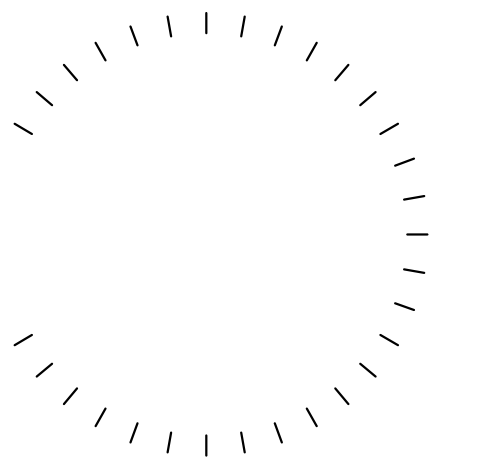


An aerial photograph of a residential neighborhood. A red dot is placed on a road, likely indicating the location of the 'red' mentioned in the text. The surrounding area includes several houses, trees, and a parking lot.

Legend



NOT FOR CONSTRUCTION

[illegible]

Project Name _____
480 DONEGAN

Project Number
22023.00

Date _____
01/26/2021

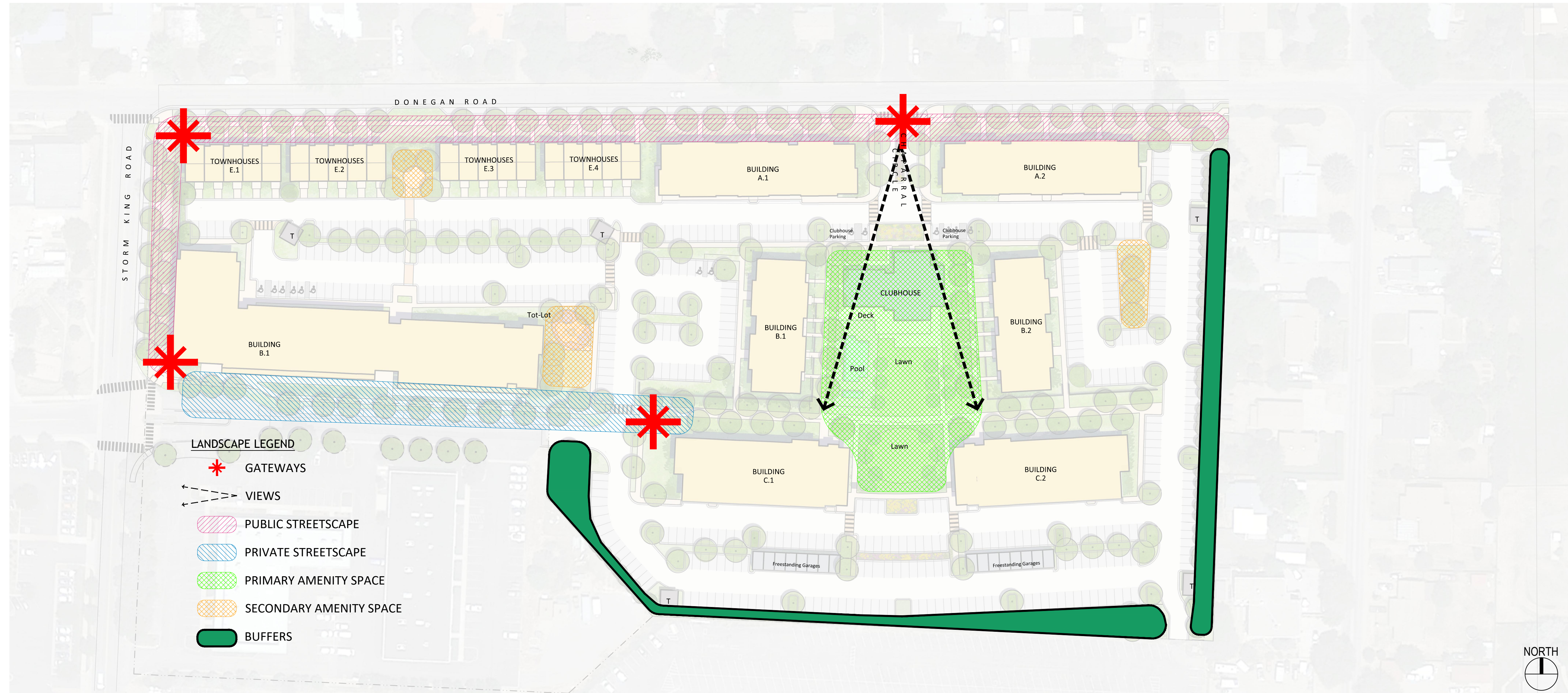
Scale _____
AS NOTED

Drawing

OPEN SPACE AND LANDSCAPE FRAMEWORK PLAN

LA2.0

ANNEXATION AND ZONING SUBMISSION

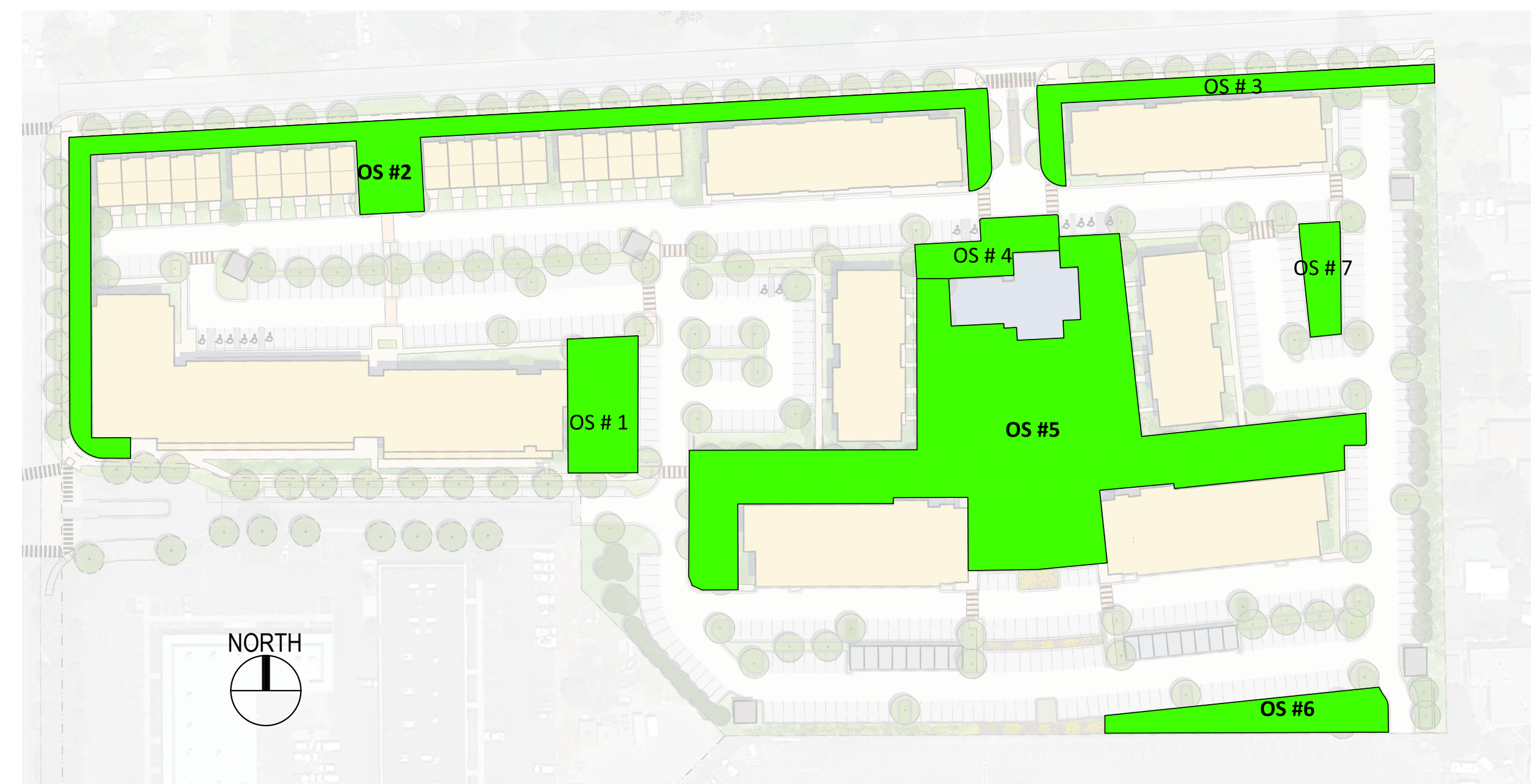


1 | LANDSCAPE FRAMEWORK PLAN

COMMON OPEN SPACE

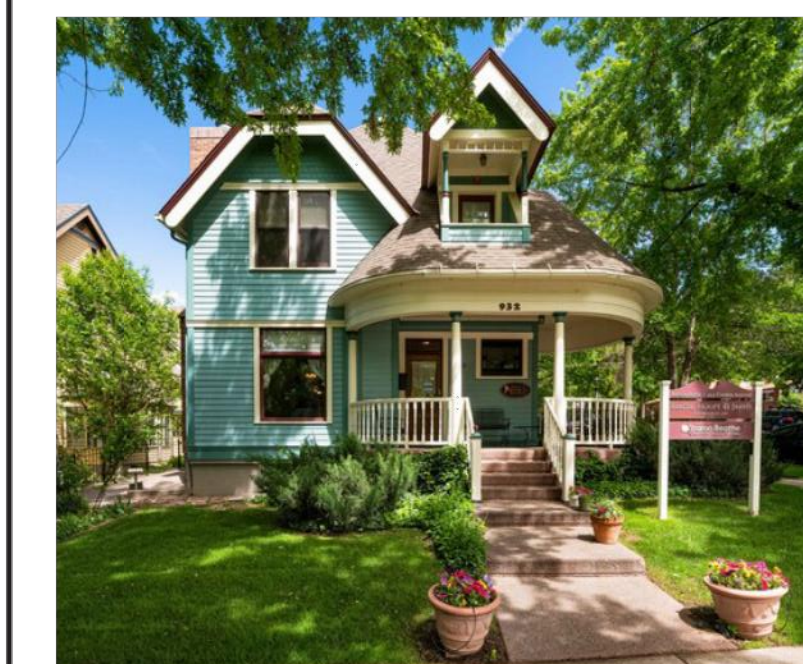
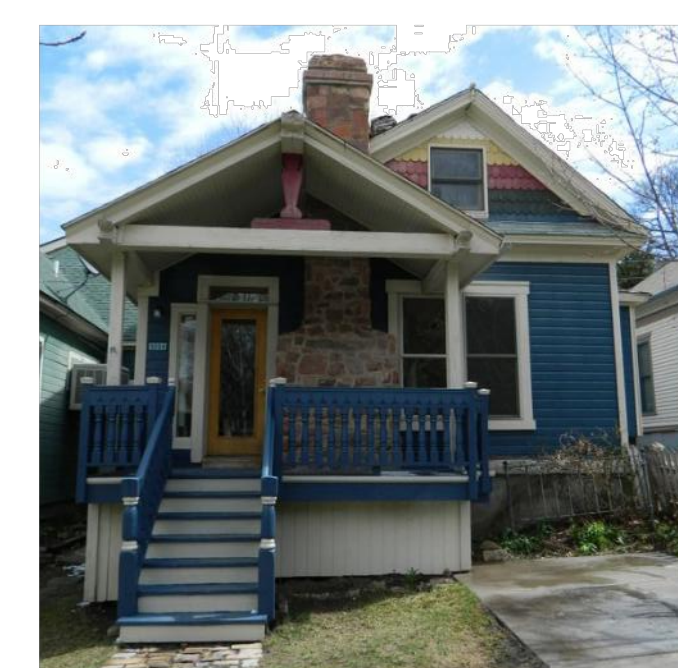
PROVIDED COMMON OPEN SPACE

Open Space #1	6,938.03 SF
Open Space #2	22,581.94 SF
Open Space #3	6,801.81 SF
Open Space #4	4,263.39 SF
Open Space #5	59,019.81 SF
Open Space #6	6,518.92 SF
Open Space #7	2,994.95 SF
Total	109,118.85 SF
	2.51 AC



2 | OPEN SPACE PLAN

A row of four modern townhouses with gabled roofs and large windows, set against a backdrop of trees and a golf course. The townhouses feature a mix of light grey, white, and dark red siding. Each unit has a prominent front entrance and large windows that glow with warm interior lighting. The scene is framed by lush green trees and a well-maintained lawn in the foreground.

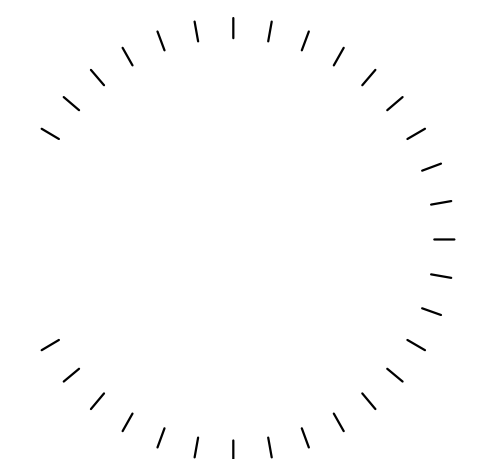


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2

hord | coplan | macht

4

5

A1.0

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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
p. 970. 704. 0311 f. 970. 704. 0313
Carbondale, CO 81623

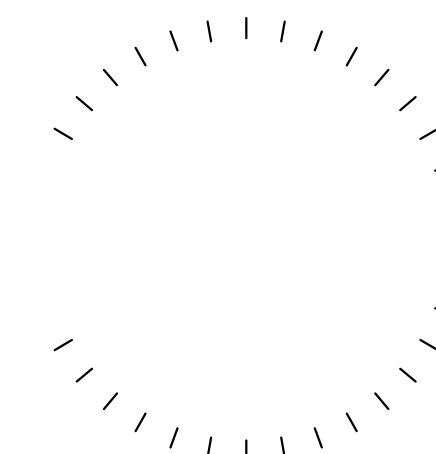
LEGAL
Garfield & Hecht, P.C.
901 Grand Avenue
Glenwood Springs, CO 81601
p. 970.947.1936

480 DONEGAN

GLENWOOD SPRINGS, COLORADO

hord | coplan | macht

ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN

[illegible]

Project Name
480 DONEGAN

Project Number
22023.00

Date
01/26/2021

Scale
AS NOTED

Drawing

CONCEPT RENDERINGS

A2.0

ANNEXATION AND ZONING SUBMISSION

© Hord Coplan Macht, Inc.

NOT FOR CONSTRUCTION



Trent L. Hyatt
Senior Planner
City of Glenwood Springs
101 W. Eighth Street
Glenwood Springs, CO 81601

RE: REFERRAL COMMENTS

Trent, As per your request, below are Garfield County Community Development referral comments on R2 Partnership Annexation and Rezoning, Triumph Bell-Rippy and BLD Glenwood Meadows projects. Please do not hesitate to reach out to us if you have any questions or comments.

09-20 R2 Partnership Annexation and Rezoning (214 Center Drive, LLC)

- This application will need to be reviewed by Garfield County Road and Bridge Department for additional comments on impacts to County Roads. In addition to any comments generated by their review, Garfield County Community Development is very concerned with the introduction of significant traffic volume onto predominantly lower density residential areas. Donegan and Melray Road are not designed for the proposed traffic volume or impacts on pedestrians and cyclists. The additional traffic will have a negative impact on the character of the surrounding neighborhood. Consideration needs to be given to finding an alternative to a main entrance on Donegan Road (acknowledging that most traffic utilizing this access will also be using Mel Ray Road) along with providing safe pedestrian and bicycle infrastructure along all impacted roads to alleviate potential conflicts and provide for safe routes for those accessing Two Rivers Community School, Glenwood Middle School and transit services. Preserving a primary access through the mall property should be considered to coincide with any future mall development.
- Annexation should include or address Donegan Road and its status as being accepted into the City Street System.
- Density of the proposed development (29 units/acre) is very inconsistent with surrounding single family residential areas (4 – 5 units/acres) including the Western Hills Subdivision.
- Refinements to the site plan to include townhouse lower density (two story) uses along the entire northern frontage on Donegan Rd. should be considered to create a transition in density to the adjoining single family residential and mitigate impacts of the new development on the streetscape, view planes, and adjoining neighborhoods.

108 Eighth Street, Suite 401
Glenwood Springs, Colorado 81601
(970) 945-8212

- Bike lanes need to be included on all affected roadways including off-site connections to existing bike and pedestrian trails/sidewalks/paths.
- The project appears to be under parked and in particular the live work component does not appear to have adequate off-street parking.
- Storm water drainage improvements warrant careful engineering including assurances for ongoing maintenance of detention facilities.
- There are currently no 4 story structures in the vicinity, because of the surrounding residential neighborhoods, consideration should be given to reduce the maximum height of buildings. Taller structures should be sited toward the mall side of the property away from Mel Ray Road.
- Expanding the affordable housing component should be considered as part of the annexation provisions/agreements.
- Expanding the diversity of use types to include more townhomes, duplexes, and small lot single family units (cluster homes) should be considered to address other affordable housing demand.
- Connections to schools and transit are an important consideration along with other multi-modal transportation elements including pedestrians and bikes.

50-20 TRIUMPH-BELL RIPPY

- No additional comments other than to note the issues with homeless encampments on adjoining properties continue to be a concern.

60-20 BLD (GLENWOOD MEADOWS LLC)

- Staff concurs with City Staff comments on traffic impacts, infrastructure/sanitation issues, development thresholds/entitlement, including the number of proposed units.
- Staff supports the inclusion of units that are truly attainable housing in the city.
- Impacts on adjacent open space trails need to be addressed including existing developer commitments to ongoing maintenance. Given the high number of units recently developed and now proposed at Glenwood Meadows, consideration should be given to requiring developer provided expansion/support to existing trail systems in the vicinity.
- Maintenance concerns related to storm water detention facilities above the site need to be addressed.

Thank you for your consideration of our comments.

Regards,



Sheryl L. Bower, AICP
Garfield County
Community Development Director

From: [Glenn Hartmann](#)
To: [Trent Hyatt](#)
Subject: FW: City of Glenwood Springs Land Use Referral in West Glenwood
Date: Tuesday, March 2, 2021 4:05:36 PM
Attachments: [image001.png](#)

Wyatt's office phone number is 625-8601 and his email is wkeesbery@garfield-county.com I hope the additional comment is helpful. Glenn.

Glenn Hartmann
Principal Planner
970-945-1377 x1570
Ghartmann@garfield-county.com

From: Wyatt Keesbery <wkeesbery@garfield-county.com>
Sent: Monday, March 1, 2021 8:46 AM
To: Glenn Hartmann <ghartmann@garfield-county.com>
Subject: RE: City of Glenwood Springs Land Use Referral in West Glenwood

Glenn,
If they are going to annex anything they need to annex ALL of West Glenwood . I don't want them to annex just portions, it is ALL or nothing.
Wyatt

From: Glenn Hartmann <ghartmann@garfield-county.com>
Sent: Monday, February 22, 2021 9:44 AM
To: Wyatt Keesbery <wkeesbery@garfield-county.com>
Subject: City of Glenwood Springs Land Use Referral in West Glenwood

Hi Wyatt: I've attached referrals from the City of Glenwood Springs for a project on Donegan Rd., just behind the Glenwood Springs Mall. I'm not sure if the city has already been in contact with you but it appears that there may be impacts on County Roads. If you have already dealt with this issue I apologize for the redundancy.

We did send referral comments to the city last week indicating that they need to contact you if they haven't already. I've included an excerpt from their email below with the link to the application and the Planner's contact information. Please give me or Sheryl a call if you have any questions.
Thanks. Glenn.

Glenn Hartmann
Principal Planner
970-945-1377 x1570
Ghartmann@garfield-county.com

November 13, 2020

Updated 2-9-2021

General Comments as follows:

- All internal streets, waterlines, irrigation, electric services, and storm sewer are private. City will maintain ownership of main line electric and fire hydrants; easements will need to be granted for access to the lines and around the lines and hydrants as noted.
- All Fire hydrants must have a 15' easement centered around the hydrant and a utility easement centered on leads and valves. City will require an access easement to the hydrant locations. City will own and maintain all fire hydrants, leads and valves.
- There are no notes, contacts, or lot information on the cover sheet.
- Most of these sheets should be two sheets not one so that that information can be read at a reasonable scale.
- All services that are to be used for combined Fire/Domestic water must be designed and constructed to NFPA24 requirements and will be considered private.
- How will buildings be metered? One large meter or multiple smaller ones? Future designs should show riser room detail with proposed meter layout.
- Raw water irrigation. Need to see a formal proposal. What are the rights associated with the land? If raw water is intended to be used for irrigation domestic water will not be allowed for irrigation purposes to avoid a possible cross connection hazard.
- All publicly/private owned water infrastructure must meet the requirements of the City's engineering standards.
- The city does not provide sanitary sewer for this project. West Glenwood is the provider.
- Public/Private Demarcation points will be all tie-in points for this project downstream of the valve.
- Will the parking along Donegan and Storm King Road be public parking and who will maintain that parking?

Plat Sheet:

- Easements shown on and adjacent to the lot 1 and 2 property should be labelled.
- Label all property lines with B&D's as normally would be on plat.
- Were rebar and caps located on the property boundary? These should be shown on the plat.
- Label all coordinate and datum information, point of beginning on the map and tie point to main corner.

Existing Conditions:

- Drain elevation and size on north side of Lot 1 labelled.
- There is at least one CMP crossing Donegan coming to this lot, review any crossings and label them for size and elevations.

- Show all underground utilities on the property. There are several gas and power items that have lines running to them, but no line work completed.

Utility Plan:

- We do not recommend waterlines to turn corners at 90-degree angles unless they have to at a tee connection.
- The overhead power along Donegan Road and the east property line will need to be undergrounded and connection vaults added for service feeds.
- Internal electrical line looping will need to be coordinated with GES and an easement dedicated for the primary line.
- 2 proposed tie-ins on south side of property behind mall is believed to be AC Pipe all tie-ins must be done with a tee “hot taps” will not be allowed
- There is an existing water stub on the south side of the property that ties directly to the 8” mall parking lot line. The City cannot verify if this is a 8” or 6” stub due to lack of information on the original plan set. Owners to verify size of stub. If the stub is an 8” it can be used for the development, if it is a 6” stub-out then it will need to be abandoned properly and a new stub installed to feed the property.



- Lots of water sanitary and storm crossings. Separation must meet City/CDPHE requirements profiles must be included in future designs. If separation can't be achieved sleeving or encasement will be required
- Engineering's comments are generally in conformance with Public Works.
- Owner will be responsible for cost associated with the electric line extension and or relocation through the ROW/property and all infrastructure for the new development.
- Owner will be responsible for all work involving new electric construction. Final service/transformer and line layout/site planning will need to be coordinated with the City of Glenwood Springs Electric Department.
- Overhead lines adjacent to the property will be undergrounded.

- The Electric estimated fee proposal will be paid in full prior to any work commencing. Any additions to the proposal will be due at time of completion of work or any saving will be refunded at time of completion of work.
- Developer to supply a Load Calculation form to the City of Glenwood Springs Electric Department.
- If the owner would like City broadband contractor to install a 2" electrical conduit adjacent to the main electrical run to be swept up at pedestal locations for Broadband installation. Fiber to be brought to builds at service locations shown on plans.

Thank you,

Matthew Langhorst
City of Glenwood Springs, Director of Public Works

Development Review Comments

Linda DuPriest, AICP

02/21/2021

09-20 R2; 480 Donegan

Following are questions/issues concerning the off-site improvement obligations, specifically the bicycle and pedestrian facilities:

1) Bike lanes on north and south side of Donegan, with parallel parking on the south side

- Door Zone bike lane - Placing a bike lane right next to parallel parking places bicyclists in the hazardous “door zone” and does not meet current best practices for bike facility design. This hazard can be mitigated if the bike lane is extra wide, or if a buffer is striped between the bicycle space and the car parking area.
- What width of bike lane has been scoped for this section of Donegan?
- In addition, a bike lane placed adjacent to parallel parking in this section is inconsistent with the bike lane along the rest of Donegan. There is no other spot along Donegan where bicyclists are positioned within a Door Zone.

Recommendation: The applicant should be required to hire a bicycle facility design specialist and also work closely with the City to make sure this new bike lane utilizes the current best practices in bicycle facility design to ensure the Door Zone issues are mitigated. Since designing it correctly could require additional roadway right-of-way, the City should require a stringent review process for the roadway scoping and design. If the Door Zone issues cannot be mitigated with the available right-of-way, and the parallel parking must remain, the bicycle facility along the south side of Donegan should be a shared-use path to accommodate both pedestrians and bicyclists instead of a bike lane plus sidewalk, and should be designed to connect seamlessly with the bike lanes at the west and east limits of the property.

2) Bike lanes on the east and west side of Storm King south of Center Drive

- Will these lanes continue all the way to Hwy 6?
- What is the planned width?
- Is parallel car parking currently allowed on either side of Storm King in this section?

Recommendation: Again, as above, it is critical to utilize current best practices in bike facility design, and the applicant should be required to hire a bike facility design specialist and work closely with the City on approval.

3) Widening the east side of Storm King Drive north of Center Drive to add a northbound bike lane, parallel parking and a detached 6 ft sidewalk.

- If the road is going to be widened anyway, why is a bike facility being included only on the east side? It is inconsistent, and against best practices of bicycle network design to provide bike facilities along these two key roads, which will include multifamily housing,

but leave it out in just one section on one side of the road. All options should be explored, including participation from the City, to resolve this network inconsistency.

- This section will present the same Door Zone problem as #1 above, by placing a bike lane adjacent to parallel parking. The same stringent design process must be applied to this situation as above by bringing on a bicycle design specialist trained in Door Zone issues.

Recommendation: As above, From the very beginning of the roadway scoping process, the applicant should be required to bring in a bicycle facility and network design specialist to resolve these issues.

Text from Annexation Agreement:

8. Off-Site Improvement Obligations. As an element of the City's approval of (i) the Petition, (ii) the PUD zoning application, and (iii) acceptance of this Agreement, the CDSG has agreed to design and, upon approval of the City Engineer, construct certain improvements to the surrounding street system, namely (a) installing a bike lane the north and south sides of Donegan Road for the length of the Property, (b) installing parallel parking and a detached 6-foot sidewalk on the south side of Donegan Road, (c) striping bike lanes on the east and west side of Storm King Road south of Center Drive, (d) widening the east side of Storm King Drive north of Center Drive to add a northbound bike lane, parallel parking, and a detached 6 foot wide sidewalk, and (e) improving said streets in connection with the foregoing work. The improvements described in this Section 8 shall be completed prior to or contemporaneously with the issuance of a final and permanent certificate of occupancy for the first building to be constructed within the PUD portion of the Property. Parkland dedication fees required in connection with development of the PUD portion of the Property shall be reduced by the total actual costs incurred by CDSG to install the improvements discussed in this Section 8.

From: [Jerry Law](#)
To: [Trent Hyatt](#); wgssanitation@gmail.com
Cc: [Josh Hamel](#)
Subject: RE: Land Use Referrals (480 Donegan Rd)
Date: Tuesday, March 16, 2021 11:01:20 PM
Attachments: [image002.png](#)
[480 Donegan PUD- Arch 2021-03-12. Sheet A2.0.pdf](#)

Trent,

I have reviewed the plan set tonight and it doesn't appear that the WGSD will have any problems with our plant capacity in serving this PUD project. However, I will be talking to our superintendent, Josh Hamel to see if he has any major concerns that would change our answer.

We will be in touch with you, before this Friday with an official WGSD letter stating our position.

On a personal note, Architectural Sheet A2.0 (attached) is a view from my front lawn. Before my wife sees how tall the Townhomes are proposed, could you please explain how the City measures the building height maximum here of 30'?

The Grading Plan shows: a FG of 38'(Sth side); a FF1 of 38.2'; a FF2 of 50.2'(12' is odd, unless it's split-level); Donegan Road is 48.1'. It appears the only way they can stay under 38.2' + 30' = 68.2' is to have a flatter roof...or a split-level. Correct?

Thank you,

Jerry Law, P.E
President, WGSD Board

From: wgssanitation@gmail.com
To: [Trent Hyatt](#)
Cc: ["Josh Hamel"](#); ["Jerry Law"](#)
Subject: RE: Land Use Referrals (480 Donegan Rd)
Date: Tuesday, March 16, 2021 5:47:18 PM
Attachments: [image003.png](#)
[20200914 Minutes.PDF](#)

Trent,

The developers and the engineer for this project did reach out to the District regarding their development in September 2020. Please see the attached 9/14/2020 Minutes.

It appears the District is waiting for more information from the developer/engineer before going forward with a Can & Will Serve Letter.

Please note that I have copied Josh Hamel (District Superintendent) and Jerry Law (President of the Board of Directors) on this email. Jerry and Josh, please scroll down to Item 2 of Trent's email.

Thank you,

Kelly Mullane, District Administrator

West Glenwood Springs Sanitation District

51 Riverine Rd.

Glenwood Springs, CO 81601

tel 970.618.5147

wgssanitation@gmail.com



digester next month as they've had a diffuser rail break off. They will be repairing and cleaning the digester at that time.

Gilstrap Lift Station. A new Barnes pump has been installed in the Gilstrap Lift Station. So far, it's been running great; no emergency calls or rags plugging up the system in the past three weeks. Josh purchased the pump from Munro for \$5,697. The Board suggested he purchase another for a spare. Josh said he'd think about it. He'd like to get two new pumps for the Devereux Lift Station, but the flow through that station is fairly low so he will wait awhile on that.

Ponderosa Circle and Cedar Crest. Asphalt milling will begin this week, followed by paving later in the week or early next week for Ponderosa Circle. Josh thanked Jerry Law for taking the lead on this project by getting it organized and running. He continued that the Cedar Crest project should be 100% complete this week. There is a manhole at the bottom of the hill that Gould Construction is going to replace for the District (approximately \$7,000) and the District will perform the abandonment work itself. Beth McCaffery, owner of 30 Cedar Crest Dr., has a manhole at the bottom of her property that has always been an issue for the District. Beth has a large tree by the manhole, which causes the manhole to become engulfed with roots. Staff frequently jets roots out of the manhole. Beth believes the jetting is causing her tree to wither and asked Josh if the District would pay her \$400 to have her tree trimmed back. Josh and Pete took a couple hours of their time and trimmed Beth's tree for her since she has been a good customer.

5. GLENWOOD SPRINGS APARTMENTS

John Petaisto and Paul Schirmer attended the meeting via phone conference to discuss their conceptual plans for the Glenwood Springs Apartments project located on the 12½ acres behind the Glenwood Springs Mall. The property is owned by Floyd Diemoz. Paul informed the Board that they are in the early stages of designing. In the Spring, they had a density study done and started the annexation process with the City of Glenwood Springs. The project currently proposes 418 units (98 studio apts., 139 1-bedroom apts., 167 2-bedroom apts. and 14 3-bedroom apts.) and a common area with a swimming pool. This equates to approximately 33 units/acre. They have recently switched architectural firms and are now working with HCM Architects, out of Denver. This is the same architectural firm that designed Two Rivers Community School. HCM is presently reconfiguring some of the initial design. Paul continued that they plan to restart the annexation process with the City next month and to restart neighborhood meetings to receive feedback from interested parties. They are also moving forward with identifying infrastructure issues and other situations. John P. stated that they are looking for two items from the District now: 1) a Can & Will Serve Letter; and, 2) determining if the District's system can carry the capacity of the additional flow added by this project. The District should be able to carry the flow, but the Board felt more details on the project were needed. The District Rules & Regulations require 1 EQR per unit. The Board is aware that the City of Glenwood Springs calculates EQR values for multi-family units differently. Sopris Engineering will need provide flow information calculated on 1 EQR per unit. Jerry Law noted Storm King Rd. has a fair slope for lines. The plant is rated for 600,000 gpd. Per Josh, the average daily flow in 2019 was

263,000 gpd. However, there were a few days in June 2019 where the flow was as high as 400,000 gpd. Josh doesn't want flows from this project to trigger a plant expansion for the District. Sonny commented that the CDPHE looks at flows over several months, not days, so the District shouldn't be in the position of starting to plan for a plant expansion. Josh suggested the developers connect their private sewer service lines in several areas as opposed to just one. This would allow them to shut down part of the system if they had any issues. He recommended dividing the property in half by east and west. The eastern half could possibly be best routed to the District lines behind the Mall. It was noted that the Diemoz property already has a sewer line, but it is a private line belonging to Floyd Diemoz; not the District. Paul and John P. will need to contact Floyd to discuss if his private line should be inspected and accepted by the District. The District has an 8' line in Storm King Rd. and north of the Mall and a 12" line in Highway 6 & 24. Paul has not yet closed on this property. The Board thanked John P. and Paul for their time.

6. ATTORNEY'S REPORT

Attorney. Jim had nothing new to report.

7. ADMINISTRATOR'S REPORT

Health Insurance Renewal. Kelly informed the Board that it's Health Insurance renewal time. The deadline for renewals is Friday, 10/16/2020. The Medical PP06, which all employees are currently on, is increasing 5.5% (\$32) per month. The Medical HD2800, which is one of the District's options but is not currently used by anyone, is increasing 3.5% (\$17) per month. There are no increases for Dental and Vision plans. Even though rates are increasing, the CSD/CEBT Trustees approved a dividend that will be payable in February 2021. The amount will be based on the June 30, 2020, unrestricted surplus as determined by the annual independent financial audit and will be based on the June 20, 2020, enrollment figures.

Accounts Payable. Kelly presented the current accounts payable to the Board. **Jerry Law moved to approve the accounts payable in the sum of \$90,174.18 but to hold the CTL Thompson check until their engineer has replied back to the District regarding the hours on the invoice, the motion was seconded by Jerry Olp, and the motion to approve the accounts payable was unanimously approved by a vote of 4 to 0.**

8. OTHER BUSINESS

None.

There being no further business to come before the Board, the meeting was adjourned at 5:55 p.m.

Reviewer	Comment Location	Note #	Comment	Responder	Response
ComDev	Plan C0.0	-	Please add PUD to the title.	SE	Added to Plan
	Plan C0.0	-	Add survey to sheet index	SE	Added to Plan
	Plan C0.0	1	Other #1: Add a prelim. geo hazard statement	SE	Added to Plan
	Plan C0.0	2	#2: Add a FEMA statement	SE	Added to Plan
	Plan C0.0	3	#3 add Public Facilities Statement	SE	Added to Plan
	Plan C0.0	4	#4 Affordable housing deed restriction for full 30 years and not subject to market conversion; See also comment regarding compliance with affordable housing requirements being presented in Ordinance No. 1, Series 2021	480 Donegan	At this time Applicant intends to proceed with the affordable housing proposal set forth in the draft annexation agreement
	Plan C0.0	5	#5 Parkland Dedication should not be offset by bike and pedestrian improvements in County ROW along property frontage	480 Donegan	See changes made to Annexation Agreement
	Plan C0.0	6	#6 System Improvement Fee and EQRs	480 Donegan	See changes made to Annexation Agreement
	Plan C1.1	1	Label % of total Site on all areas in summary	SE w/HCM	% of total areas are included in summary.
	Plan C1.2	1	I am concerned regarding the management/control of onstreet parking for use by the project in this area due to proximity to the school. Has any progress been made with the school in terms of shared parking during the daytime hours. I would think the traffic analysis would need to address the feasibility of this option.	480 Donegan	The Applicant added to available parking spaces, residential guest parking generally does not conflict with the school use. Residential and guest parking will be privately managed. On-street parking will be monitored between Monday to Friday during the school day to prevent residential and guest parking from using public streets.
	Plan C1.2	2	Applicant should consider off site bike/ped improvements to connect proposed infrastructure to the existing City network approximately 630 feet to the east.	SE	Proposed Bike/Pedestrian Improvements extend to Soccer Field Road as shown on C3.0 and C3.1
	Plan C1.2	3	Please call out the actual areas you believe is available for snow storage	SE	Area is noted on plan. The snow storage will be detailed for Major Site Plan
	Plan C1.2	4	I would add a note regarding future connectivity to redevelopment if/when applicable and add ped connections to this location	SE	A future connectivity note and draft sidewalk connectivity has been added to plan.
	Plan C1.2	5	Is public use of the bar/restaurant anticipated in the traffic report? Please Clarify	KH	The restaurant is included in the updated traffic report.
	Plan C1.2	6	Please clarify if this is clubhouse space. You may be able to to argue that there is not a need for separate parking for said use since it is a neighborhood amenity not open to public	HCM	The Office and Amenity space is intended for the residential community only. Applicant revised parking requirements to exclude these uses, see Sheet C1.2.
	Plan C1.2	7	Should this indicate 72 guest spaces for the number of units? Please clarify and/or revise total required as is needed.	HCM	The Glenwood Springs Municipal Code does not require guest parking for Live/Work units, see Table 030.1: Table of Allowed Uses. The Applicant applied guest parking to townhouse and multifamily uses per Table 030.1: Table of Allowed Uses.
	Plan C1.2	8	We may need to better understand the traffic expectations for this use.	HCM	The Applicant applied the required parking ratio per The Glenwood Springs Municipal Code to the Live-Work uses. The impact of Live-work units on traffic is included in the updated traffic report.
	Plan C1.2	9	Please clarify how building height is measured. Code standard is midpoint of pitched roof to the adjacent grade. I think it may be beneficial to call out height maximums for street frontages and would recommend lower height for Storm King and Donegan Roads. I think you will receive push back on the proposed maximum which exceeds every zone district in the Code other than M2 which allow 60 feet by special review.	HCM	The Applicant added a note to define how building height is measured. The Applicant revised the Maximum Building Height Table, on Sheet C1.2 to address building height for each building, with particular attention to building height along Donegan Road.
	Plan C1.2	10	What else is included in this number other than the clubhouse and restaurant?	HCM	The maximum gross non-residential floor area provides space for the clubhouse, including residential amenity, support space and storage and restaurant. The non-residential floor area will be refined prior to Major Site / Architectural Plan Submission.

21		Plan C1.2	11	Are all commercial uses listed here and below anticipated as being allowed in the live/work units or do you anticipate them someplace else?	HCM	The Applicant provided a note to describe acceptable non-residential uses that may occur within a live-work unit, see Sheet C1.2.
22		Plan C1.2	12	Residential districts generally require 20%. Please clarify.	HCM	The Applicant revised note to require 20% of development site area for landscaped areas.
23		Plan C3.0	1	Show parking on east side of Storm King	SE	Review updated sections on C3.0
24		Plan C3.0	2	Show representative landscaping on sections	SE w/HCM	The Applicant will revise sections to include landscape elements.
25		Plan C3.0	3	Bike lane on Center Drive?	480 Donegan	The Applicant will not provide bike lanes on Center Drive to preserve existing trees. The private street speed limits will be low and sections will be designed for low speeds considering pedestrian and bicycle safety.
26		PLAN LA1.0	1	While a full landscaping plan is not required, I recommend adding a representative chart identifying the total amount of landscape and hardscape areas expressed in square feet and as a percentage of the total lot area. For parking areas, note square footage of landscaped area and as a percentage of the parking area; include total number of required and provided trees, shrubs, and perennials per the Code.	HCM	The Applicant provided a chart to identify the quantity of landscape areas required per Article 070.040. The calculations are shown on Sheet LA3.0. This information will be refined with more detail at the time of Major Site/Architectural Plan submission.
27		PLAN LA1.0	2	I would add cross section views which depict mature representations of the various landscaping buffer areas	HCM	The Applicant provided typical sections to describe landscape buffers, see Sheet LA 4.0.
28		Plan A1.0	1	These residential photos are not representative of west Glenwood.	HCM	The Applicant revised and expanded the precedent images to address local conditions, see Sheet A1.0 and design vision, see Sheet A1.1.
29		Plan A1.0	2	Please call out which proposed building each of these pics are representative of.	HCM	On Sheet A1.1 the Applicant categorized precedent images to relate to proposed building types.
30		Plan A2.0	1	I am slightly concerned with the limited number of perspective drawings/renderings provided. I understand the issues with providing elevations for each and every building at this stage but worry the Planning and Zoning Commission and City Council will desire to incorporate more design restrictions and understanding in the PUD. Minimally, I would provide additional concept/perspective renderings (i.e. looking southwest from the northeast corner of the property/Donegan Road, east view from Storm King Road, north view from the mall site, west view from the existing homes along Mel Ray Road. It would be great to see a typical elevation (one site possibly) that explains materials proposed for each building.	HCM	The Applicant enlarged the views and provided an additional perspective view to help explain the architectural character. The Applicant identified materials on illustrations, see Sheets A2.0- A2.3. Architectural elevations will be developed at the time of Major Site/Architectural Plan submission.
31			2	For any design standards not addressed, I would make a statement as to whether or not the intent is to meet the multi-family residential design standards of the Code.		The Applicant intends to meet the multi-family residential design standards of The Glenwood Springs Municipal Code Article 070.040.080 Residential Site and Building Design, if criteria was not modified by PUD standards listed on Sheet C1.2.
32		Plan A2.0	3	Revise typo of Center Drive	HCM	The Applicant corrected typo.
33		Email	4	Applicant should consider installing improvements to Mel Ray Road to accommodate bicycles and pedestrians in some form or fashion, understanding that the existing right-of-way width will affect what improvements can be done	480 Donegan	Applicant is willing to discuss this concept but will need to further evaluate existing conditions and feasibility of proposed improvements
34	Eng.	Letter-GC	1	Written Response required	SE	The applicant has revised plans and responds to comments here.
35		L-GC	2	Agreement for emergency access?	SE	The easement that grants ingress and egress over the Mall property to the owner, occupants, and users of the subject property was reserved in the warranty deed recorded at Reception No. 308914. The easement is also shown on the Mall subdivision plat recorded at Reception No. 336102.
36		L-Traffic		2. Justify ITE used, public restaurant trips?	Kimley Horn (KH)	ITE 10th Edition info provided to City. Trip Generation Added for Restaurant.
37				3. Figure 8 - External Trip Distr.	KH	Distribution Explained to City Staff.
38				4. Figure 9 Daily Traffic Volumes	KH	Additional Daily Traffic Volume Projections Added to the Figure.
39				(Annex comments not addressed)		All comments are addressed here and changes are reflected on the plan.

40			5. Growth Rate seem low	KH	Updated with new counts conducted.
41			6. Ped counts seem low	KH	Updated with new counts conducted.
42			7. Justify direction Distribution	KH	Distribution Explained to City staff.
43			8. Counts 08/26 before school opening	KH	Updated with new counts conducted.
44			9. PM Peak hour coincide w/ 2 Rivers school	KH	New counts conducted from 2 pm to 6 pm for school traffic adjacent to school.
45			10. Why does SH6 & Storm King LOS improve?	KH	Explained, City was comparing 2022 total (with project) to 2040 background (without project).
46	L-Plan		11. See attached Plan comments	SE/HCM	The applicant has revised plans and responds to comments here.
47			12. Sidewalk & Bike Improv extend to Mel Ray	SE	Proposed Bike/Pedestrian Improvements extend to Soccer Field Road as shown on C3.1
48			13. Improv Ped xings, have directional ramps	SE	The updated plans show concept ramp and crossing improvements, which will be further detailed for major site plan.
49			14. Compliance w/ Municipal & Eng Standards	SE	The applicant did not find a checklist for Rezone & Annex. The concept plans show the general scope intent sufficient for this application
50			14a. Legends match plans	SE	Legends have been updated and will continue to be refined as the design progresses.
51			14b. Utility conflicts	SE	Will detail for Major Site Plan
52			14c. Show proposed easements	SE	Will detail for Major Site Plan
53	L-Gen Req.		15-17 At time of Devel Plan Subm...	SE	Will detail for Major Site Plan
54			18-23 At time of CD subm	SE	Will detail for CDs
55			24-25 Before Construction	SE	Requirements noted
56			26-27 Permit Closeout & CO	SE	Requirements noted
57	Plan C0.0		Add Ex. Demo plan	SE	The Improvement Survey Plat (ISP) has been added to the plan set. The site has limited demolition. This will be detailed for major site plan.
58	Plan C1.1		Benchmark, Basis of Bearing, Label POB	SE	These items are included on the ISP and the conceptual plat, and don't need to be duplicated here.
59	Plan C1.2	1	Prefer Directional Ramps	SE	The updated plans show concept ramp and crossing improvements, which will be further detailed for major site plan.
60		2	Show County line on Storm King	SE	County line added consistent with Annexation map location at SW corner of site.
61		3	X' Proposed Access esmt	SE	Note added to plan
62		4	4.00' (Label bike lanes on dims)	SE	Label added to plan
63		5	Only label 24' drive lanes	SE	Label added to plan
64		6	Live Work Parking rate less than Townhouse	HCM	1 Space per Dwelling, Live-work is per code, seeTable 030.1 Table of Allowed Uses
65		7	Staff Qs: Trash allowed in setback?	COGS - Trent?	The applicant requests staff confirmation. The trash location will be moved if needed and detailed on the Major Site Plan.
66		8	Staff Qs: Easement for SW public access	COGS - Trent?	The applicant requests staff confirmation.
67	Plan C1.3	1	Fix text conflicts	SE	Text conflicts fixed.
68		2	Label point of beginning (POB)	SE	Benchmark, Basis of Bearing, Label POB are labeled on this sheet.
69		3	Add Legend	SE	Legend has been added
70	Plan C2.0	1	Don't show setback on Util Plans	SE	Setback was removed from plan
71		2	Electric should be red	SE	Revised on plan
72		3	Where is Gas	SE	Hatch conflict removed from plan.
73		4	Easement redlines	SE	Will detail for Major Site Plan
74		5	Consider relocate handicap parking with sewer manhole	SE	Will evaluate and revise for Major Site Plan
75		6	Sewer conflict note	SE	Sewer service moved to eliminate conflict.
76		7	A SUE or exclusion letter will be needed	SE	The applicant will provide this for Major Site Plan
77		8	Reword Shallow utility work responsibility note	SE	Note revised to clarify shallow utility service line work is the responsibility of the contractor.
78		9	Information only: IRR, Storm San, all must maintain separation from Water	SE	Noted, will detail for Major Site Plan
79	Plan C3.0	1	Gen comment: curb cuts instead of inlets	SE	Will evaluate / detail for Major Site Plan

80			2	Show parking on east side of Storm King	SE	The cross section has been corrected on C3.0
81			3	Why show Storm king s/ of Center	SE	Section is to show existing condition and the lane striping for bike lanes. Note added, 'FOR LANE STRIPING UPDATES'.
82			4	Donegan extend Asphalt Hatch west	SE	Proposed asphalt extended west, final extents will be determined for Major Site Plan.
83			5	Survey Shows CMP/PVC	SE	EX CMP/PVC are existing irrigation lines. Note added to plan.
84			6	W. Barracuda conflict w/ Sidewalk	SE	Will detail for Major Site Plan
85			7	Recommend concrete valley pan	SE	Will detail for Major Site Plan
86			8	Is this a drain?	SE	Noted on plan
87			9	What do these area drains catch?	SE	Will detail for Major Site Plan
88			10	Retaining wall / curb	SE	Will detail for Major Site Plan
89			11	Don't show setback on Grading Plans	SE	Setback was removed from plan
90			12	Show ex. Storm in legend	SE	Added to legend
91		Plan C4.1	1	Show proposed contours	SE	Concept contours were added to plan.
92		Plan A2.0	1	Add Legend	HCM	The Applicant provided a legend for open space framework plan.
93		Plan A2.0	2	What are the red lines	HCM	The Applicant removed extraneous lines from illustrative concept plan.
94		Plan A2.0	3	Show utility lines, coordinate w/ tree plantings	HCM	The Applicant will refine landscape planting location with revised utilities at the time of Major Site/Architectural Plan review.
95	GarCO	1 in part	1	Review with Road & Bridge on impact to County Rds	SE	The applicant met with Wyatt at County Road and Bridge on 03/04. Wyatt reviewed and provided comments on this application to Sheryl.
96			2	Significant added traffic on lower density res. Areas	SE	The traffic is added to existing collector roads which provide direct access to State Highway 6.
97			3	Donegan & Mel Ray not designed for proposed traffic	SE	The traffic study demonstrate good levels of service on the road network surrounding the site.
98			4	Remove main entrance on Donegan	SE	The traffic study demonstrates good levels of service for this entrance.
99			5	Provide safe ped and bike infrastructure	SE	Pedestrian and Bike improvements are proposed on the streets adjacent to the property and extending east on Donegan.
100			6	Design for future primary access through Mall	SE	The design allows for a future access through the Mall. The current plan can only be designed for the current condition.
101		2		Annex should include Donegan Road	SE	The applicant will comply with annexation conditions as directed by the City.
102		3		Density of the proposed development (29 units/acre) is very inconsistent with surrounding single family residential areas (4 - 5 units/acres) including the Western Hills Subdivision. Density much higher than adjacent	HCM & 480 Donegan	The Glenwood Springs Comprehensive Plan, revised 2014, identifies this property for mixed-use development (see Map 2.1 Future Land Use-North Portion of City, page 21 of Comprehensive Plan). The description of Mixed-use includes multi-family (see page 29 of Comprehensive Plan). The Applicant's plan through design provides a transition between existing single-family and existing commercial uses on the mall site. Proposed two-story buildings are placed adjacent to existing single-family and taller multi-family adjacent to the mall site. The proposal provides a horizontal mix of land uses across properties between Donegan Road and Route 133.
103		4		Refinements to the site plan to include townhouse lower density (two story) uses along the entire northern frontage on Donegan Rd. should be considered to create a transition in density to the adjoining single family residential and mitigate impacts of the new development on the streetscape, view planes, and adjoining neighborhoods.	HCM & 480 Donegan	The Applicant is providing two-story walk-up apartments and townhouses to match the scale and height of proposed townhouses along Donegan Road. These buildings provide height and scale transitions to the adjoining neighborhood.
104		5		Include bike lanes on all roads, extending offsite	480 Donegan	Pedestrian and Bike improvements are proposed on the streets adjacent to the property and extending east on Donegan.
105		6		Under parked, especially live work	HCM	The Applicant is providing parking to meet the off-street parking requirements of the The Glenwood Springs Municipal Code, see Table 030.1: Table of Allowed Uses.
106		7		Storm water careful engineering w/ detailed Maint.	SE	Will detail for Major Site Plan
107		8		No 4 story in vicinity, should reduce, located to south	HCM	The Applicant is proposing two-story buildings along Donegan Road, uphill and adjacent to existing residents. Taller buildings are located downhill and closer to the mall to reduce visual impact to adjacent residents. See Sheet C2.1 for details regarding maximum building heights per building type.
108		9		Expand affordable housing	HCM & 480 Donegan	The Applicant is voluntarily providing 10% affordable housing.

109	10		More res. Diversity	HCM & 480 Donegan	The Applicant increased the diversity from initial plan submitted October 16, 2020 to include townhouses, live-work as well as a variety of multifamily building types.
110	11		Expand on school & transit connections	480 Donegan	The proposed pedestrian and bike improvements improve the connections to school and transit. The improvements provide a safe, separated pedestrian area along Donegan Road, which currently does not exist.
111	Pub Works The applicant has reviewed and takes no exception to the comments provided. Response to comments that should be addressed now are listed here. Additional design and coordination will occur for MSP.				
112	Gen-1		All internal streets, waterlines, irrigation, electric services, and storm sewer are private. City will maintain ownership of main line electric and fire hydrants; easements will need to be granted for access to the lines and around the lines and hydrants as noted.	SE	Noted, this will be detailed for Major Site Plan
113	Gen-2		All Fire hydrants must have a 15' easement centered around the hydrant and a utility easement centered on leads and valves. City will require an access easement to the hydrant locations. City will own and maintain all fire hydrants, leads and valves.	SE	Noted, this will be detailed for Major Site Plan
114	Gen-3		No notes, contact, lot info on cover sheet	SE	Notes added, other information provided on following sheets
115	Gen-11		Donegan & Storm King parking public, who maintains?	480 Donegan	The City will maintain the parking and bike route.
116	Plat-12		Label all easements	SE	Easements are labeled, further detail will be provided for Major Site Plan
117	Plat-13		Label all property lines	SE	Property line labels added
118	Plat-14		Label monument corners on Plat	SE	Monuments have been added.
119	Plat-15		Label coordinate, datum, point of beg., tie	SE	Information added to the plat sheet
120	Ex-16		Label drain on N. side of Lot 1	SE	Labeled on ISP and noted on Civil utility and grading sheets
121	Ex-17		Label CMP crossing Donegan	SE	Labeled on ISP and noted on Civil utility and grading sheets
122	Ex-18		Show all ex utilities, gas & power?	SE	The improvement survey plat (ISP) included extensive locates. This will be checked during the SUE process for Major Site Plan
123	Util-19		No 90's on Waterlines	SE	Will detail for Major Site Plan
124	Util-22		Mall water main AC Pipe? Tee connection not hot tap	SE	Noted on plan, detail for MSP
125	Util-23		Only ex 8" stubs can be used for main lines	SE	Noted
126	Util-26		Generally agree w/ Eng. Comments	SE	Noted
127	Util-30		Fee for Electric proposal paid in full before work	SE	Noted, for information only for this application
128	Util-32		City Fiber available, add 2" conduit to building service	SE	Noted on plan, detail for MSP
129	Trans	1 in part	Door zone concern, wider lane?	480 Donegan	A two foot wide striped zone has been added to the proposed street section. Refer to sections on C3.0
130			Width of bike lane	SE	A four foot wide bike lane is maintained through all offsite street sections, with an additional two foot wide 'door zone' striped zone where parallel parking is proposed.
131			Bike lanes in vicinity don't have parallel parking	SE	Noted, extra width for a 'door zone' has been provided.
132			Required to hire bike facility design specialist	480 Donegan	The applicant has revised the proposed section after discussion with the Traffic Engineer. Further coordination with City Staff will occur for Major Site Plan.
133			Extra bike lane width may require ROW, extra close review by City	480 Donegan	Easements are proposed for any sidewalk improvements onsite. No revisions to ROW are proposed.
134			If not possible shared bike/ped trail on south side	480 Donegan	The applicant studied this option but this provides crossing concerns at intersections, requires westbound bikes cross traffic at two locations, and also introduces close bike/pedestrian interaction. Maintaining bike lanes consistent with the existing street is a better solution.
135			Can bike lanes continue all the way to 6?	SE	It appears bike lane striping could be added south of the site. This item requires City staff direction.
136	2 in part		What is the planned width of bike lanes	SE	4 foot wide as dimensioned on plan and in section on C3.0
137			Parallel car parking exist on Storm King?	SE	No parking exists on Storm King. The proposed parking lines up with the change to residential
138			Required to hire bike facility design specialist	480 Donegan	The applicant has revised the proposed section after discussion with the Traffic Engineer. Further coordination with City Staff will occur for Major Site Plan.

139	3 in part		If the road is going to be widened anyway, why is a bike facility being included only on the east side? It is inconsistent, and against best practices of bicycle network design to provide bike facilities along these two key roads, which will include multifamily housing, but leave it out in just one section on one side of the road. All options should be explored, including participation from the City, to resolve this network inconsistency.	480 Donegan	Further discussion with the City is required on this item. Impacts to existing uses requires discussion with Two Rivers School to determine if adding a bike lane on the west side of the road is possible.
140			This section will present the same Door Zone problem as #1 above, by placing a bike lane adjacent to parallel parking. The same stringent design process must be applied to this situation as above by bringing on a bicycle design specialist trained in Door Zone issues.	480 Donegan	Further disussion is required as noted in the comment above.

From: harlangwen2@aol.com <harlangwen2@aol.com>
Sent: Friday, March 19, 2021 4:06 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Cc: paul.schirmer@cdsg-us.com
Subject: Proposed West Glenwood Pasture Development at 214 Center Drive

I have been a resident of 0060 Ponderosa Circle, West Glenwood Springs, CO for 49 years and have experienced much growth and changes. The proposed West Glenwood development of 360 units at 214 Center Drive is of great concern to me as it will be an enormous impact on our existing infrastructure, roads, utilities, emergency services (police, sheriff, fire department), schools, traffic, etc.

This will create a dangerous and safety situation for the students and teachers at the close proximity of the Two Rivers School which already has a traffic congestion problem and then to add another 500-1,000 vehicles from the proposed rental units.

I experienced the Storm King Fire and the Coal Seam Fire. West Glenwood was evacuated with the Coal Seam Fire and that caused an immense dangerous problem getting to I-70 even though it is within 1/4 mile from me and other residents. We were trapped and stuck in traffic for awhile. On August 4th of this year there was a small fire about 4:30pm on the north side of I-70 close to South Canyon. I happened to be at the Meadows Shopping Mall which is 2.3 miles from my house and decided at 7:00pm to come home knowing the fire was extinguished. Because of the traffic jams these fires create it took me 3 1/2 hours to be in my garage. This

was horrifying experience at the age of 80 who does not drive after dark. Never again do I want to be in that situation again with added vehicles in the neighborhood.

Patio homes or single dwelling homes would be much more complimentary to West Glenwood Pasture at 214 Center Drive and needed more than rental apartments as we have seniors moving away from Glenwood because of the lack of this sort of homes.

Homeowned dwellings would be a better choice than rentals.

I also am concerned that the contractors would not be from this area which would mean building costs and rental dollars leaving the area.

Pray that the residents of West Glenwood and all of Glenwood concerns would be heard and considered for the betterment of all.

Sincerely,
Gwendolyn

From: cojeffp@gmail.com <cojeffp@gmail.com>
Sent: Friday, March 19, 2021 4:54 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Cc: Ingrid Wussow <ingrid.wussow@cogs.us>
Subject: West Glenwood pasture annexation

Gretchen,

I'm writing you to express my concern about the potential annexation of the pasture behind the mall into city limits. While continued growth is necessary and there is a demand for it, I do not believe we as a community should be adding this type of density (at this rate). This land is not in the city limits and there are plenty of reasons to be concerned with this project. First, in my mind, is the impact it will have on the services that are already lagging behind. While I do not have precise numbers, I would estimate this approval would add approximately 15% more housing units into our community. We already have issues with road congestion, classroom sizes, water, and electric infrastructure, etc. Due to the landlocked nature of our community, it is not easy to expand these services and housing developments of any density do not pay for themselves. Over the last several years we have seen an enormous number of housing approvals – Oasis Creek Apartments, Red Mountain Lofts, Triumph-Bell Rippy apartments to name a few. Cumulatively these projects represent a massive increase in the number of housing units within Glenwood Springs.

Growth and change are inevitable. As a community, we need to expand slowly and in a sustainable manner that maintains the characteristics of why so many of us choose to call Glenwood Springs home. Annexing property into the city to facilitate unchecked growth is the wrong path forward. While it's a bit of a chicken and egg scenario, we need to work to balance growth with the expansion of the required underlying services. Roads and access cannot be expanded to facilitate this type of growth within a landlocked community. Schools and utility systems upgrades are already lagging (massive water rate increases proposed). These are only a few of many reasons to be concerned about projects like this. Please express my concern to the Planning and Zoning commission as they consider yet another massive housing project and annexation.

Regards,
Jeff Peterson

From: Emilie Zepernick <dremilie@hotmail.com>
Sent: Saturday, March 20, 2021 8:49 AM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: West Glenwood Springs Pasture Development

Hi Gretchen,

We need your help please stop the 362 unit development!

Extreme stress to our current residents! Fire evacuation timing would be dangerous and life threatening to the current residents.

Our neighborhood is flooded with cars and 18 wheelers every time there is a closure on Hwy 70 which occurs several time a year either from south canyon, Glenwood canyon or Hwy 82.

Fire danger happens every year and evacuation timing with all the cars and 18 wheelers that already park in our neighborhood plus and an additional added multifamily unit 362 is dangerous and life threatening! Donagan and Mel ray were designed for single family residents not for multi family housing units.

Please stop this multi family housing project!

Sincerely,

Emilie Zepernick,DC

101 Chapparal Circle,

Glenwood Springs, Co. 81601

Sent from [Mail](#) for Windows 10

-----Original Message-----

From: annachiro <annachiro@yahoo.com>

Sent: Saturday, March 20, 2021 9:17 AM

To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>

Subject: 360 mixed level units near Mel ray and donegan rd

As a home owner of over 20 years on chapparal cir- I have see a few fires.

In 2002 the cold steam fire - it took over an hour to get out of west glenwood springs to downtown glenwood (900 cooper ave - my office at the time).

Last year, 2020, when there was a fire between west glenwood and new castle, My friend stay at the house, till I-70 west bound was open - so she could go home to new castle. The I-70 west bound freeway entrance is only .3 miles away , a two minute drive- it took her over a hour to get to the I-70 west entrance ! I can not imagine what would happen if there were additional 360 housing units in the area!

The area of Donagen and Melray is a high risk fire danger areas- a 360 unit development could be deadly to all humans in the area.

Anna Bernstein

101 Chapparal cir

Glenwood springs , co 81601

-----Original Message-----

From: nancy brown <nbrown49@hotmail.com>

Sent: Saturday, March 20, 2021 11:07 AM

To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>

Subject: West Glenwood Pasture development

Hello

My name is Nancy Brown and I've lived on Chapparral Circle since 1985. I'm writing to voice my very serious concerns with this development.

First off is the fire concern. Once I-70 is closed for anything (fires, mud slides, accidents) our West Glenwood neighborhoods become filled with cars and trucks waiting for the road to open. It's one big gridlock. I couldn't get in my car and get to safety if my life depended on it. And it easily could. This is very scary.

Another concern is the volume of traffic this will bring to our neighborhoods. With 1100-1200 new tenants it will be a ton more cars and trucks. These roads are small and narrow and for the most part have no curbs, gutters and sidewalks. It would just be too much of an increase.

Maybe the four story height has been addressed, but come on. Someone is being very greedy to want to squeeze so many units in that area. Even three stories would be too tall. There is nothing that tall out here. We like our views of the mountains across the river.

I realize that development is going to happen but it would be nice if some consideration would be given to the residents who don't want an over crowded development in our neighborhood.

Make these developers rethink their planning. Don't give in to them just to get this land developed. If they walk away maybe someone new with a smaller, less dense, even single family homes or duplexes plan will come along.

Thank you

Nancy Brown

From: linda drake <lindalunardesigns@gmail.com>
Sent: Saturday, March 20, 2021 11:49 AM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: West Glenwood Pasture Development

Attention Community Development Department

We have lived in West Glenwood on Ponderosa Drive for 13 years now and STRONGLY oppose the proposed 360 mixed level units that are projected housing 1100 to 1200 tenants.

We already suffer from bumper to bumper traffic on Grand Avenue and now add 800 (at least) cars to that mix???? The density is outrageous and I have not spoke to one west Glenwood resident that thinks this is a good idea. Our law enforcement department is already overwhelmed and this will create a terrible strain on them.

And if we are hit with wildfire or mudslides? That would create a nightmare traffic snarl and I for one, do not want to be stuck in traffic because of the traffic here in west Glenwood.

We are asking for sensible growth and planning because this town is not just about this developer's projected profit. We live here year round, we have invested in our town and area and do not want to see our safety or way of life impacted just to make money for some developer. Remember, you represent us not the developer.

Do the right thing for all of us. Not just a few investors.

Linda Drake Gilbert
Dan Gilbert
135 Ponderosa Drive
Glenwood Springs, CO 81601

-----Original Message-----

From: Trary LaMee <trarylamee@yahoo.com>

Sent: Saturday, March 20, 2021 5:15 PM

To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>

Subject: West Glenwood development meeting

Hello Gretchen,

I'd like to express my concerns about the development proposal for the land adjacent to the West Glenwood mall.

As a citizen of West Glenwood I have many good reasons to oppose the idea, and one of the most crucial and undeniable is safety.

Those on the city council must know that when I-70 is closed for any reason—roadwork in the canyon, fires, or accidents—West Glenwood gets backed up and congested, as cars passing along the highway pull into our neighborhood, waiting for I-70 to reopen.

Last summer during the fires we had trouble leaving and re-entering our own neighborhood due to the I-70 traffic clogging our backstreets and the frontage road.

I ask the council to imagine a fire (God forbid) on the hills behind West Glenwood: how will fire trucks get in? Where would they stage a fire-fighting effort if there is no open space and no open roads? How will the residents get out?

This is already a concern now, as it is! If this new enormous development is allowed to pass, local daily congestion will be dramatically worse, and a wildfire would be a disaster.

Because there are regrettably few walkable amenities (other than automobile dealerships!), new families can be expected to bring 2 cars per household.

Our quality of life is on the line, for sure!

But so is our health and safety.

Trary LaMee

834 Donegan Road

Sent from my iPhone

-----Original Message-----

From: Szucs, Jane <jszucs@coloradomtn.edu>

Sent: Sunday, March 21, 2021 4:38 PM

To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>

Subject: West Glenwood Development

To: Gretchen Ricehill

Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

I am writing to express my opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley in general may have a housing need, but to allow 360 residential units, with 1200 tenants with only 650 parking spaces to be built on a plot of land next to a rural neighborhood is a concern for me on many levels.

Safety:

I'm confident that last year's wildfires in South Canyon and Glenwood Canyon have demonstrated the need for wise decisions to be made as you plan a strong and safe community for all residents of Glenwood Springs. Shortly after the South Canyon wildfire, the residents of West Glenwood saw firsthand how quickly gridlock occurred, leaving almost every road impassable until late into the evening.

To add another 1200 residents to the current 3500 residents of West Glenwood would be utterly catastrophic. Not only do all of these residents need to evacuate safely, but there are elderly and disabled residents who may need assistance, families with young children, as well as two schools and many daycare facilities. We are not talking IF a wildfire will happen again in Glenwood Springs but WHEN.

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." West Glenwood has many roads leading to A SINGLE ROAD - Highway 6. Highway 6 cannot allow for the safe evacuation of all the residents of West Glenwood as it stands today. Depending on the location of the fire, emergency vehicles may block off one or more roads to enable access to a fire or flood area, which would further restrict evacuation efforts.

Impact on Traffic:

The roads in West Glenwood are entirely inadequate to support a development of this size. The addition of 1000-1500 vehicles to our streets will create a traffic nightmare of overwhelming proportions and will turn West Glenwood into a parking lot. COVID has dramatically reduced traffic, and any traffic study done during these months will not reflect the reality of this area.

Proximity to schools:

Currently, the developer plans to have their main exit immediately opposite both the Two Rivers School and the Montessori School currently housed in the Glenwood Business Center. Even if the developer moves the exit street to somewhere else on Storm King, congestion and safety concerns for our young children, their parents, and our teachers are inevitable.

Green Space:

Glenwood residents value the beauty of the land and recognize the importance of green space; we will be losing yet another precious piece of land for our environment and wildlife. This pasture also affords West Glenwood with a good measure of protection against the spread of wildfires. Bike paths exist around town coming almost to this piece of property for both tourists and residents to recreate and enjoy this valley. Many tourists bike past the pasture to visit the area's Fish Hatcheries.

I urge you to protect its current population and help keep its residents safe by rejecting the application to annex and rezone this property.

Jane Szucs
912 Minter Avenue
Glenwood Springs, CO 81601
Sent from my iPad

From: Erin Wiencek <jerinwiencek@gmail.com>
Sent: Sunday, March 21, 2021 5:16 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Concerns with the West Glenwood Pasture Development

Dear Gretchen -

We live at 123 Creekside Court and use Donegan, Storm King, and Mel Rey roads to travel to town or out of town.

We already regularly experience speeding on Storm King and Donegan and cars not heeding stop signs at the corner of Mel Rey and Donegan. In a normal year, without the reduced traffic due to Covid, these roads can be crowded and difficult when accessing adjoining roads – such as Hwy 6 and 24, or the West Glenwood Roundabout. During last year's 111 fire, West Glenwood was in complete gridlock for several hours. Had there been a reason for us to evacuate we would not have been able to do so. We did read stories about emergency personnel – police and medical – not being able to traverse through that traffic.

We have seen that there is a traffic study camera at the corner of Donegan and Mel Rey and have read that the traffic study is being done by the developer. We hope that there will be studies at each area impacted by the proposed development, and that they will be done by a third party.

The current development plan shows the only entrance and exit on Storm King Road. This area is already a congested traffic problem during delivery and pick up of students attending the Two Rivers Community School. Of primary concern is the safety of the students, especially with the added traffic from a single entrance and exit to the development.

There is a lot of pedestrian traffic on Donegan and Mel Rey roads, but no sidewalks. This often requires vehicular traffic to move into the oncoming lane to safely pass.

The density proposed in the development is 360 dwellings with 1.5 parking spaces per unit. The parking is not sufficient to accommodate the projected numbers of dwellers.

Please consider all of the negative impacts this development would create in our neighborhood.

Thank you.

Ken and Erin Wiencek

From: Russ Brown <russellbrown.co@gmail.com>

Sent: Sunday, March 21, 2021 5:46 PM

To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>

Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

I am writing to express my opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley in general may have a housing need, but to allow 360 residential units, with 1200 tenants with only 650 parking spaces to be built on a plot of land next to a rural neighborhood is a concern for me on many levels.

Safety:

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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.

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:

Currently, the developer plans to have their main exit immediately opposite both the Two Rivers School and the Montessori School currently housed in the Glenwood Business Center. Even if the developer moves the exit street to somewhere else on Storm King, congestion and safety concerns for our young children, their parents, and our teachers are inevitable.

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I urge you to protect its current population and help keep its residents safe by rejecting the application to annex and rezone this property.

Jeremy Gerbaz
35 Gamba Dr

Sent from my iPad

-----Original Message-----

From: Carrie <carrie.bowen@gmail.com>

Sent: Sunday, March 21, 2021 7:42 PM

To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>

Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

I am writing to express my opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley in general may have a housing need, but to allow 360 residential units, with 1200 tenants with only 650 parking spaces to be built on a plot of land next to a rural neighborhood is a concern for me on many levels.

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I urge you to protect its current population and help keep its residents safe by rejecting the application to annex and rezone this property.

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 too 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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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.

Bryan and Shannon Derby
Ponderosa Circle West Glenwood

Sent from my iPhone

From: Jamie and Bob <jbdarien79@gmail.com>
Sent: Monday, March 22, 2021 10:06 AM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: West Glenwood Pasture Development

As advised we are submitting comments as members of the public being directly affected by the proposed annexation and rezoning of the land directly behind the Glenwood Springs Mall. In our view the proposed development will have serious adverse affects on our quality of life and personal sense of safety and security.

Our neighborhood consists primarily of single family homes. There are also four schools. County Road 130 features significant pedestrian and bicycle usage; it also provides a direct route to the frequently visited state fish hatchery.

Our concerns are vested in impacts on infrastructure (including water and sewer) increased traffic, lack of parking and inability to have safe egress in the event of emergency.

The neighborhood has been subject to serious wildfire activity including the storm King Fire where 14 lives were lost and the Coal Seam Fire where 39 structures were destroyed. There have been two mandated evacuations and numerous pre evacuation notices. These events have shown how extraordinarily difficult evacuation is.

We believe that adding approximately 800 to 1200 people to the neighborhood and an additional 800 to 1600 cars will compromise the sense of safety and security to the residents.

For these reasons, we ask the committee not to approve the proposed request of the annexation to the city.

Sincerely,
Bob and Jamie Darien

0019 Chaparral Cir. Glenwood Springs, CO

From: lindyenwold@aol.com <lindyenwold@aol.com>
Sent: Monday, March 22, 2021 10:50 AM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Cc: lindyenwold@aol.com; enewolderrik@yahoo.com; elaine.71@comcast.net
Subject: West Glenwood Pasture Development

Hello Gretchen Ricehill, Director of the Community Development Department,

My name is Belinda (Lindy) Enewold and I am a home owner at 266 Mt. Shadows Drive, Glenwood Springs, CO. I just retired from teaching in Port Isabel, TX. My plans are to return to my West Glenwood home. I am very concerned about the change that is taking place in that mountain town. It seems it is no longer going to have the quaintness, the mountain flavor, nor have the peaceful and open scenery that I and so many others, moved there for, especially in that neighborhood. Instead, there are going to be buildings that block the very vistas I/we bought our properties for! We have no huge factories or big businesses as calling cards for 'the masses' of people to settle in our area. We mostly cater to seasonal tourist trades. Why should we sacrifice our town, our scenic views, tax our community services (police, fire, emergency, hospital, etc.)? Our streets and appropriate access for such services don't support such large constructions, specifically apartment complexes, to encourage them to come. Fire engines and snowplows hardly fit down our West Glenwood streets even today. From past experiences, we all know that forest fires require speedy evacuations. We had to turn highway I-70 and roads into one-way evacuation lanes, some of us, 4-wheel drive or not, drove over ditches and road shoulders, only 'to get in a traffic jam line'. Where were we to go? There weren't many safe places to head to! That was a very frightful experience for us. How are you going to evacuate even a larger number of people?

Worst case scenario: If West Glenwood home owners get trapped on the North side of Donegan because of a fire/disaster involving the proposed building area, what route do we take? Only two streets (Ponderosa Drive and Mel Ray) lead to Donegan Rd that abuts the site. It would not be available if blocked off by the disaster or by apparatus and personell responding to and fighting it, etc. Traffic flow would have to divert West onto 132 Rd., if we get past a part of Donegan, and then go down Mitchell Creek to Hwy 6.. If we get past the East Donegan part, we would continue down Mel Ray to Hwy 6. If blocked at the corner, we would have to continue towards the golf club and town via Donegan. If both those routes (Ponderosa Dr. and Mel Ray) are blocked, we can only head up into the mountain by foot, at the top of Ponderosa Drive. Keep in mind that all these roads are narrow. Storm King Rd (off of Donegan) is an exit to Hwy 6, assuming we reach it before it is unavailable. In a major disaster that involves the proposed building site and surrounding area, West Glenwood residents could be potentially trapped if things go horribly wrong. The memory of not having many escape routes is still vivid in my mind from the forest fire situation years ago. Imagine having no escape route!

Assuming every unit gets filled, our schools, school bus and other transportation services, grocery stores, clothing stores, etc. are not sufficient even now! The snowball effect won't be able to be stopped! Glenwood Springs and West Glenwood Springs will become cities, and all that that implies. That is not what I, and many others, moved here for. I am against such things happening especially to my neighborhood, where I planned on returning to. There are other locations that are more appropriate for such large complexes, instead of our more typically -sized family houses, if we. are not able to stop this development. Are all the units that have been built to date filled? Why build more?

I hope I have expressed my summarized feelings clearly. If you respond by phone, please leave a message as I don't answer phone numbers not recognized.

Thank you,

Belinda (Lindy) Enewold
P O Box 687
Port Isabel, TX 78578
956-346-2660

To: gretchen.ricehill@cogs.us

Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

I am writing to express my opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley in general may have a housing need, but to allow 360 residential units, with 1200 tenants with only 650 parking spaces to be built on a plot of land next to a rural neighborhood is a concern for me on many levels.

Safety:

I'm confident that last year's wildfires in South Canyon and Glenwood Canyon have demonstrated the need for wise decisions to be made as you plan a strong and safe community for all residents of Glenwood Springs. Shortly after the South Canyon wildfire, the residents of West Glenwood saw firsthand how quickly gridlock occurred, leaving almost every road impassable until late into the evening.

To add another 1200 residents to the current 3500 residents of West Glenwood would be utterly catastrophic. Not only do all of these residents need to evacuate safely, but there are elderly and disabled residents who may need assistance, families with young children, as well as two schools and many daycare facilities. We are not talking IF a wildfire will happen again in Glenwood Springs but WHEN.

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." West Glenwood has many roads leading to A SINGLE ROAD - Highway 6. Highway 6 cannot allow for the safe evacuation of all the residents of West Glenwood as it stands today. Depending on the location of the fire, emergency vehicles may block off one or more roads to enable access to a fire or flood area, which would further restrict evacuation efforts.

Impact on Traffic:

The roads in West Glenwood are entirely inadequate to support a development of this size. The addition of 1000-1500 vehicles to our streets will create a traffic nightmare of overwhelming proportions and will turn West Glenwood into a parking lot. COVID has dramatically reduced traffic, and any traffic study done during these months will not reflect the reality of this area.

Proximity to schools:

Currently, the developer plans to have their main exit immediately opposite both the Two Rivers School and the Montessori School currently housed in the Glenwood Business Center. Even if the developer moves the exit street to somewhere else on Storm King, congestion and safety concerns for our young children, their parents, and our teachers are inevitable.

Green Space:

Glenwood residents value the beauty of the land and recognize the importance of green space; we will be losing yet another precious piece of land for our environment and wildlife. This pasture also affords West Glenwood with a good measure of protection against the spread of wildfires. Bike paths exist around town coming almost to this piece of property for both tourists and residents to recreate and enjoy this valley. Many tourists bike past the pasture to visit the area's Fish Hatcheries.

I urge you to protect its current population and help keep its residents safe by rejecting the application to annex and rezone this property.

Cindy and David Gray
283 Sunny Acres Road, GWS

-----Original Message-----

From: Debbie Wolf <dwolf1228@gmail.com>
Sent: Monday, March 22, 2021 2:01 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject:

Gretchen.ricehill@cogs.us

Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

I am writing to express my opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley in general may have a housing need, but to allow 360 residential units, with 1200 tenants with only 650 parking spaces to be built on a plot of land next to a rural neighborhood is a concern for me on many levels.

Safety:

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moves the exit street to somewhere else on Storm King, congestion and safety concerns for our young children, their parents, and our teachers are inevitable.

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I urge you to protect its current population and help keep its residents safe by rejecting the application to annex and rezone this property.

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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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 figure 2 of the Wildland Urban Interface Community Wildlife Protect Plan of April 2007, West Glenwood's has a hazard rating of "very high." The single road, Highway 6, is not sufficient to allow safe evacuation of all the residents currently living in West Glenwood today. Also, depending on the fire location, emergency vehicles may block one or more of the existing roads leading to Highway 6. As demonstrated on August 5, 2020, during the Mile Marker 111 Fire, West Glenwood quickly became gridlocked till approximately 11:30 pm. Had the fire progressed into the West Glenwood community, I do not believe the current 3,100 residents would have been able to evacuate quickly. The existing population contains elderly, disabled individuals who may need assistance, families with young children, two schools, and daycare facilities.

ⁱⁱThe Proposed Development plans illustrate 11' road lanes with street-side parking. The standard road lane width is 12'. I believe narrowing the limited roads leading to our one, and only exit will further compound our inability to evacuate. The road-side parking will add to the congestion and the feeling of crowding. Before we consider further Development, we must first address the safety concerns of West Glenwood. As it stands today, cars have limited ability to get from Highway 6 to I70. We must also consider that the roads serving this community also serve as a truck route. I'm not sure how to develop a workable plan considering the current layout of housing and roads. However, this is the discussion we must have before we consider further Development in West Glenwood.

To further support my concerns with the roads, the ⁱⁱⁱReferral Comments submitted to Trent Hyatt from the Garfield County Community Development stated, "Donegan and Mel Rey Road are not designed for the proposed traffic volume or impacts on pedestrians and cyclists." I agree the increased volume will negatively impact the character of the neighborhood. Predominately, Mel Rey Road is too narrow for the existing traffic and does not have bike lanes or sidewalks for pedestrians. As such, Mel Rey Road is the main road used by many residents living in West Glenwood. I would speculate that the proposed development residents would also use Mel Rey Road because it is the direct route off I70 and the round-about.

My last concern centers on the proposed density and impacts on our rural community. According to the ^{iv}COGS Strategic Vision_v7 for the City of Glenwood Springs, the Vision and Mission clearly outline why the proposed Development does not fit our community. The Vision states, "...to maintain its small-town character and contribute to its culture and preserve our natural resources. The Mission states, "...meet the health, safety and welfare needs of our citizens and contribute to their quality of life..." The proposed project density does not fit with our current small-town character, nor does it address our ability to feel safe. It is not a matter of IF, but when we have our next wildfire. In 2018, ^vParadise, California, experienced a disaster where seven residents died in their cars trying to flee a wildfire down a single road. I hope we can learn from their mistakes.

I urge you to seriously consider the safety and quality of life for the West Glenwood residents. I understand many of us in this community are considered County; I hope it does not mean our safety and quality of life are less important. Please deny this project and develop a viable evacuation plan that ensures the current West Glenwood Residents' safety.

Respectfully Submitted,
Thomas and Karleen Clark
570 Mel Rey Road,
Glenwood Springs, CO 81601

ⁱ Glenwood Springs Fire Protection District: Wildland Urban Interface Community Wildfire Protection Plan (Apr 2007) Retrieve from <https://www.gwsco.gov/DocumentCenter/View/4656/Wildland-Urban-Interface-Community-Wildfire-Protection-Plan>

ⁱⁱ 480 Donegan – PUD: Planning and Zoning Submission Civil Plan: 03/12/2021, Retrieved from Planning and Zoning Agenda packet materials for 3/23/2021 Meeting,
<https://civicclerk.blob.core.windows.net/stream/GLENWOODSPRINGSCO/199cf5aa9a.pdf?sv=2015-12-11&sr=b&sig=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.

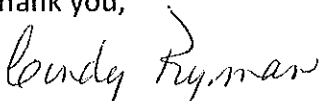
Because Glenwood is looking to increase its sewer and water rates a total of over 100% in the next 10 years, I feel that adding 1000+ residents is a slap in the face to the citizens who have been saddled with providing the services. We are looking at potential water issues from the fire

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,

A handwritten signature in cursive script that reads "Cindy Ryman". The signature is written in dark ink and is positioned below the "Thank you," text.

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 magnesium 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 be damaging to our area. What is being 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 piece 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 truly 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 Glenwood over 50 years. West Glenwood for 35 years. We used to have lots of open space here. The horse pasture is all we have left.

A Cincinnati developer wants to build 360 units in that pasture. This is 1200 people and 900+ vehicles.

This would be a 35% increase in our population in West Glenwood

The impacts would be enormous! All our infrastructure would be completely inadequate. Schools roads, traffic etc. would be overwhelmed!

Scariest and most dangerous impacts are with fire and flooding. If I 70 is closed in South Canyon, many thousands of commuters would be stuck. This happened last summer with a small, quickly contained (Thank goodness) fire close to South Canyon. I 70 closed and traffic backed up halfway to Carbondale.

Every road in Glenwood was full of parked traffic for almost 8 hours. People would have been running for their lives with, with death likely. This is extremely serious. We have no way to escape and our infrastructure is not even adequate for current residents. Please deny this application. Thank you,
Michael Hoban

Send

From: Annie Stephens <britican@comcast.net>
@gmail.com

Subject: Fwd: Proposed Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

Sent from my iPad

Begin forwarded message:

From: hobdog49@gmail
Date: March 16, 2021 at 1:13:08 PM MDT
To: gretchen.ricehill@cogs.us
Subject: Proposed Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

As long-standing members of the West Glenwood community, we are writing to express our opposition and concerns regarding the annexation and initial zoning of the above property as requested by

Glenwood Partnership LLC and the subsequent development of the 12.5 acre land currently under contract with R2 Partnership LLC.

We recognize that the Roaring Fork Valley may have a housing need, but to allow a developer to build 360 units with 1,200 rental tenants with only 650 parking spaces in such a rural neighborhood is a concern for us on many levels. We are in agreement with everything addressed by Garfield County in their referral comments letter but these are our top four concerns.

1. **Safety**

The wildfire on August 5, 2020, just west of Ami's Acres at approximately mile marker 111, was a clear demonstration of what happens in West Glenwood even during a small wildfire. Our home is on Ponderosa Circle just off Donegan Road and we witnessed first-hand how quickly traffic congestion occurred shortly after the emergency alert. The I-70 traffic, and almost every road in West Glenwood, was gridlocked and remained gridlocked until long after 10 pm. We have heard similar reports as a consequence of previous local wildfires.

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of “very high.” West Glenwood has many roads leading to **A SINGLE ROAD - Highway 6**. Depending on the location of the fire, emergency vehicles may block off one or more roads to enable their access to the fire, which further restricts safe evacuation of all of our residents.

To add another 1,200 residents to the rural area of West Glenwood, which according to the Census Department had almost 3,100 residents in 2018 and is now probably in the region of 3,500+ would be utterly catastrophic. Not only do all of these residents need to evacuate safely,

but there are elderly residents (12% of our population) who may need assistance, families with young children, as well as two schools and preschool or daycare facilities. Much like the residents of Four Mile/Oak Meadows/airport area we have **ONE SINGLE ROAD** to evacuate the area.

2. Impact on West Glenwood

In the City's document "Rezoning to Planned Unit Development (PUD) Application Guide & Checklist" it states under Review Process item 4 "The intensity of development in the proposed zoning district is not expected to create significantly adverse impacts to surrounding properties or the neighborhood". To allow this land to be zoned to build approximately 360 units WILL significantly and adversely affect this area (which is mainly comprised of single family homes on 1/5-1/4 acre plots). Not only is the density far too high but the planned three/four level units will affect the nearby single family properties greatly both in terms of traffic, noise, lighting, pollution, privacy and views.

Most families in the Roaring Fork Valley use vehicles to get to work, some families have both personal vehicles and work vehicles. Adding 1,200 people to this area will bring in excess of 2,000 additional vehicles to our streets and will bring about a traffic nightmare of Californian proportions and will turn West Glenwood into a parking lot. The current infrastructure of West Glenwood and particularly the roads leading to Highway 6 are not built for this additional traffic. COVID has dramatically reduced traffic, and any traffic studies completed during this last year will not reflect the reality of the area. We urge you to take this into account.

3. Proximity to the Two Rivers and Montessori Schools

Currently, the developers plan to have an exit immediately opposite these schools. Even if they move the exit to somewhere else on Storm

King, congestion and safety concerns for our young children is inevitable. Many of the Two Rivers students use the current roads to walk or bike to/from their homes. The developers original plans also had a swimming pool, gym and possible bar area within 100 feet of these schools.

4. **Green space**

Glenwood residents value the beauty of the land and recognize the importance of green space; we will be losing yet another precious piece of land for our environment and the wildlife as well as removing land which can also serve as a fire break in the event of wildfires. Bike paths exist around town coming almost to this piece of property for both tourists and residents to recreate and enjoy this valley.

In conclusion, if there has been one thing our world has learned through COVID it is that no matter how economically stable you are, how fiscally responsible you are, how much you plan for the future, you are nothing if you don't protect your people and that is what we are asking the City of Glenwood to do - to protect its current population and keep its residents safe.

We urge you to reject this annexation and rezoning application or at the very least to limit the development of the land to a minimum number of buildings/units (ideally similar to the density of the properties in the neighborhood).

Thank you for your consideration.

Randy & Annie Stephens
0041 Ponderosa Circle
Glenwood Springs

Dear Ms. Ricehill and Planning and Zoning Commission,

I'm writing on behalf of the R2 Partnership proposal for the pasture behind the Glenwood Springs Mall. If urban renewal is the eventual plan for West Glenwood, please consider how this project "substantially impairs...the sound growth of the municipality...and is a menace to the public health, safety, morals or welfare" of West Glenwood residents. (This quotation was taken from the definition of a blighted area in the West Glenwood Springs Urban Renewal Plan.) West Glenwood is blighted enough. According to the West Glenwood Springs Urban Renewal Conditions Survey, "10 of the 11 total possible (blight) factors are present at varying degrees of intensity, but all at levels considered significantly adverse." Yes, West Glenwood is in need of improvement, but adding that many people to an area that already has evacuation problems is simply not safe.

The annexation and approval of a project this size requires you to think beyond monetary impact, and place yourselves in our shoes. The scope of this project puts West Glenwood residents in harms way. Recently a gas leak in south Glenwood Springs left many residents feeling trapped. This was the exact experience West Glenwood residents felt during the 111 Fire last summer. My dear friend wrote a letter to Mayor Godes after the gas leak incident. In his response he said, "Rest assured I am working to add a full-time Emergency Manager position to ensure our evacuation routes are established and fully known." This is great! But since many of us reside in county, would this position help us when another fire occurs?

Community education of evacuation routes is necessary. From 3:30 p.m. - 11:30 p.m. we were gridlocked out here due to the 111 Fire. And many of us don't even have access to sidewalks! Should that fire have jumped the ridge, what would we have done? It would've been absolute chaos. When do lives take precedence over profit? The time to work on these efforts is now. Please deny this project until further community education efforts of evacuation protocols are achieved. By now we know the question of another fire is not if, it's when. The developers are proposing a total of 360 dwellings. The addition of that many people and vehicles is an alarming thought when it comes to the occurrence of another fire, mudslide, etc.

In April 2007 a Wildland Urban Interface Community Wildfire Protection Plan was prepared for the Glenwood Springs Fire Protection District. Within that plan much of West Glenwood has a hazard rating of very high to extreme. The only extreme rating in all of Glenwood Springs! Do

these types of plans from previous years get discussed when such developments are on the table? If so, I hope this document provides enough information to make a decision in terms of safety for the residents of West Glenwood. This plan was created in 2007. Environmental conditions have only worsened. All one has to do is take a look at the U.S. Drought Monitor for Colorado to see that Garfield County is in extreme to exceptional drought on the intensity scale. Let us use this time after the Grizzly Fire to think more thoroughly about the impact of overdevelopment to not only the people within our community, but to the land, water and air we all share. The renewal of West Glenwood is needed. But the biggest question we must ask ourselves is, at what cost? The true cost, that is.

Thank you for your time,

Lacy King

From: Bobbie Meriwether <meadowlark.2000meadowlark@gmail.com>

Sent: Thursday, March 18, 2021 2:25 PM

To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>

Subject: West Glenwood pasture development proposal

To

Gretchen Ricehill

Outside of the fact that West Glenwood comprised of a large percentage of the city's population total , has only until recently been able to have adequate road and sidewalks built . There are no open space/park areas more than the size of a pitifully small pocket park not even part of the city , to bring it up to any comparison with other parts of the city. Two Rivers park serves that area across from the Colorado River. There's a large field behind the High School for that area.. there is the large park areas serving South Park. Please tell me where children can anywhere at all areas North and West of the Colorado River. Contemplating for more less than two minutes reveals to anyone the impact of this very large development proposed by R2partnership would have .

There is Nothing in the plans that reveal anything more than buildings and concrete with barely any publicly assessable green space at all . Where will these very large numbers of people go to walk their dogs? Or park their overflow cars? This is a development by an out -of -state developer. The plan shows that it's been unbelievably ill conceived. It will have a density far beyond what would allow for timely possibly life saving egress from our roundabouts to the rest of the city IN THE BEST OF TIMES .. let alone rush hour. There had better be law and code enforcement ready to take on more calls. One can only imagine the scenario : the ensuing traffic up and down the entire length of Donegan Rd, the length of Mitchel Creek. The traffic impact on Mel Ray, Soccerfield, Storm King, Center Drive. This development's impacts will affect every citizen in their daily commutes over roundabouts and bridges up and down our Valley and Canyon connections . Not to mention the people that daily travel from all over to use West Glenwoods schools .

I am a long time citizen of West G . I am a senior who simply seeks to walk safely on adequate sidewalks to continue to enjoy the advantages of living where I have chosen to live . I do not seek to move , nor can I simply up and move out of despair for what West G is developing into for lack of good foresight.

Very recently Mayor Godes , from his home , had experienced what it was like for thousands of citizens to feel trapped when / if emergency evacuation were necessary. This situation in South Glenwood involved the gas leak which shut down for hours the possibility for people to go about leaving their homes , businesses and schools . This was a gas leak . What about wildfire situations such as was visited upon our city for a very large part of last summer.

It simply gives me a great deal of distress to think that city officials cannot seem to think in terms of safety and environment , quality of life (including safety from roaming dogs, impacts of homeless people: law and code not even barely adequate even now before thousand if more people descend upon the finite resources of space and negotiable terrain that exists in West G. Last summer (and for many previous summers) was one of constant tension as to which way the wind would blow.

I am confident that I do not speak in hyperbole. Many Glenwood , as well as West Glenwood citizens feel as I do. Many feel defeated that the only thing that stands to gain , it seems are in the pockets of a very few people who could care less about any other consideration other than extremely shortsighted economic gain . Can our city move beyond an intellectually limited concept of what it means to promote and plan for a thriving , inviting , well organized community . It would seem that economic development

need not to be divorced from what is well planned, well paced , and meets the needs for quality of life and environment for most.

Respectfully,
Bobbie Meriwether

-----Original Message-----

From: Tim Porter <timabq@msn.com>

Sent: Tuesday, March 16, 2021 1:01 PM

To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>

Subject: West Glenwood pasture

Gretchen,

My name is Tim Porter and I live at 34Gamba Dr, Glenwood Springs CO 81601. 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 until long after 10 pm. We have heard similar reports as a consequence of previous local wildfires.

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." West Glenwood has many roads leading

to **A SINGLE ROAD - Highway 6**. Depending on the location of the fire, emergency vehicles may block off one or more roads to enable their access to the fire, which further restricts safe evacuation of all of our residents.

To add another 1,200 residents to the rural area of West Glenwood, which according to the Census Department had almost 3,100 residents in 2018 and is now probably in the region of 3,500+ would be utterly catastrophic. Not only do all of these residents need to evacuate safely, but there are elderly residents (12% of our population) who may need assistance, families with young children, as well as two schools and preschool or daycare facilities. Much like the residents of Four Mile/Oak Meadows/airport area we have **ONE SINGLE ROAD** to evacuate the area.

2. Impact on West Glenwood

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Most families in the Roaring Fork Valley use vehicles to get to work, some families have both personal vehicles and work vehicles. Adding 1,200 people to this area will bring in excess of 2,000 additional vehicles to our streets and will bring about a traffic nightmare of Californian proportions and will turn West Glenwood into a parking

lot. The current infrastructure of West Glenwood and particularly the roads leading to Highway 6 are not built for this additional traffic. COVID has dramatically reduced traffic, and any traffic studies completed during this last year will not reflect the reality of the area. We urge you to take this into account.

3. **Proximity to the Two Rivers and Montessori Schools**

Currently, the developers plan to have an exit immediately opposite these schools. Even if they move the exit to somewhere else on Storm King, congestion and safety concerns for our young children is inevitable. Many of the Two Rivers students use the current roads to walk or bike to/from their homes. The developers original plans also had a swimming pool, gym and possible bar area within 100 feet of these schools.

4. **Green space**

Glenwood residents value the beauty of the land and recognize the importance of green space; we will be losing yet another precious piece of land for our environment and the wildlife as well as removing land which can also serve as a fire break in the event of wildfires. Bike paths exist around town coming almost to this piece of property for both tourists and residents to recreate and enjoy this valley.

In conclusion, if there has been one thing our world has learned through COVID it is that no matter how economically stable you are, how fiscally responsible you are, how much you plan for the future, you are nothing if you don't protect your people and that is what we are asking the City of Glenwood to do - to protect its current population and keep its residents safe.

We urge you to reject this annexation and rezoning application or at the very least to limit the development of the land to a minimum

number of buildings/units (ideally similar to the density of the properties in the neighborhood).

Thank you for your consideration.

Randy & Annie Stephens
0041 Ponderosa Circle
Glenwood Springs

Trent Hyatt

From: katie mosquera <ty.sparks@krewol.com>
Sent: Thursday, August 6, 2020 2:51 PM
To: Gretchen E Ricehill; paul.schirmer@cdsg-us.com; wgwspasteuredev@googlegroups.com
Subject: New Slogan - Glenwood Springs the Community of Apartment Living!

Dear All!

My points:

- With all of your planned developments, you will have a **surplus of inventory - empty apartments** (Lofts, 6 Canyons, under construction at the former site of the Buffalo Valley, behind Walmart, where Rivers Restaurant stands and now west Glenwood)
- Where are the jobs to provide income to pay the rents? Blue collar? **Hourly? Is that what builds a solid community?**
- A study presented April 1, 2019 was based on **numbers from 2017**. It is now 2020 and we have had a pandemic. **Are your numbers accurate?**
- From what I read, **growth** over the next **10 years is in the group of 65 yo+** - we do not live in apartments.
- You will make Glenwood a cheap bedroom community.
- What **new department** will you create to inspect, monitor and deal with tenant issues?
- How will you beef up police and fire?
- Did you take into account that the **Hispanic Culture**, with larger families, prefer to keep all of the family under one roof?
- Will you **monitor unit occupancy?**

Slow down and think. This mass construction of apartments will turn Glenwood into a bedroom community comprised of families stacked in tacky apartments. Is this what Glenwood is about and what the founding fathers had in mind? I think not.

Ty Sparks
Resident since 1970

PS Where is it written that if you cannot afford to live somewhere the community must bend so that you can? I live where I can afford.

Trent Hyatt

From: Bobbie Meriwether <meadowlark.2000meadowlark@gmail.com>
Sent: Thursday, August 6, 2020 10:07 PM
To: Gretchen E Ricehill
Cc: paul.schirmer@cdsg-us.com
Subject: Planning for wildfire mitigation

Hello ,

I am a long time resident of the Valley . Have lived in West Glenwd having moved from Aspen to the Oasis Creek area in 1985. The view from my father's property overlooked the uncrowded and undeveloped areas that then comprised West Glenwood . Looking back in my minds eye 25 years ago , it is still hard to conceive of the exponentially explosive growth and churning pace of development . Still , those many years ago I had hoped that the surely city would be engaged in thoughtful planning . Population density and growth has now spilled over . I am a senior woman who has lived for twenty years and counting in the Orchard Lane townhomes. Now it is hard for me to even find a safe place to walk my dog and play a game of fetch with him in West Glenwood . The cherished little oasis of green grass or fields here and there have simply vanished . The pocket park along Mitchel Creek called Gregory has been virtually commandeered by the Two Rivers school often holding their outdoor education classes there. The Two Rivers Park , oh we used to enjoy that park too. It now suffers overuse with ever more tourists understandably crowding into it. The new , recently built "river walk" transformed a lovely natural rivers edge beach in which my dog romped and played . It became instead a man made walkway which now a dangerous situation for young children and dogs in that the natural beach was manipulated into something that is not natural at all and affords no transition from the built up walk wall to natural sloping beach . There was very little environmental sensitivity involved in that project . The Iron mountain entertainment and spa facilities destroyed the riparian terrain in those areas as well . Nothing in West Glenwood currently exists as an assessable open space. Oh yes the Meadows trails are jk great . But they are not open , assessable fields that any child could fly a kite in . That's incongruous for a city whose residents identify themselves as " outdoor " oriented . West Glenwood is a portion of the city that is rated very high in potential danger from fire threat . A person might dare to think that Glenwood along with New Castle , would have aggressively and smartly planned for green spaces to act as protective buffer zones for our ecologically vulnerable and fragile mountain community. Especially since the threat is something we've lived with every summer for a very long time.

We living in West Glenwood remember well the fires of Coal Seam and Storm King , We lived through the feeling of being trapped in the exits even way back then . West Glenwd's density has now reached a critical mass. Year after year we have faced the threat of wildfire by the seat of our pants. Glenwds 2020 population is roughly 10,000 lives by now . Our small area of West Glenwood therefore stands to represent 4,000 of those 10, 000 people in all the city if a very large development proposal by an out of state developer goes through at the West Glenwood Pasture .

West Glenwood has similar issues to those in nearby New Castle with outside developers wanting to cram hundreds of more people into small spaces with seemly no proportional attention or planning for emergency evacuation in wildfire situations . West Glenwood has only two avenues of escape . Due to the population increase over the last ten years, daily congestion has increased to a point where we seriously need to update, revise and be educated for our emergency evacuation plans . As a community we must revisit how much more development our town and infrastructure can safely accommodate. We can't afford to build additional roads and developers don't want to do it...We desire LESS density, more open space, and an updated safety plan keeps everyone informed as to evacuation procedures . WE NEED BE ASSURED THAT WE WILL NOT BE TRAPPED.

It seems readily apparent that addressing the value of having open space had been far too late in coming to the intentions of Garfield county. True , that ten short years ago they were at last begun . Were they ever consulted, much less comprehensively implemented ? I wonder at times why these studies even got done and then seemingly ignored . It would seem they were treated as just an esoteric "suggestion". Does anything matter if it doesn 't somehow involve recreation or some other economic interest ? I want to know why other considerations such as :

safety , quality of life , with livable and well planned -for spaces are somehow not considered valuable and practical as well?

My plea In writing this letter is for better , more progressive and forward looking planning and regulation for West Glenwood . If development occurs that it be compatible , with the local environs that are studied and well understood . It's seems in light of this , that it is irresponsible for the economic engine to keep churning unabated in pursuit of "the economy"- as if nothing else holds value at all .

My home is here In Glenwood . I do not intend to leave. My way of life feels very threatened by uncontrolled growth , and lack of planning for that growth . There comes a time when the quality and safety of life should be considered a very practical and essential part of effective city planning and zoning . That time is well past due . I live in the very shadow of Storm King . I hope that the brave firefighters that fought for our town and died defending it , did not die as it's only defenders . One would think that a vigorous and meaningful plan for mitigating a repeat of wildfire disaster would exist in PLANNING and ZONING for open spaces that act as buffer zones. We need in meaningful and sustainable plans . How much longer can we simply rely on sheer luck, timing , and the way the wind blows during fire season ? We can no longer simply applaud the heroic efforts of firefighters and emergency personnel and then act in ways that seem as if we take their efforts and our luck for granted . Surely there are many good and involved people in leadership making sincere and non -political efforts to form a caring community. I beg for the city planners developers and leadership to work together as effectively and as heroically as firefighters do. Please provide updated PLANNING AND ZONING that would better protect West Glenwood's vulnerabilities . Keep our businesses safe and our quality of life livable and breathable by reconsidering the vital contributions of open space. It's way past time to be see that overdevelopment is simply exploitation and no longer conscionable for our West fGlenwood community that is yalready under threat by the proposed massive expansion of the RMR limestone quarry, a short mile away as the bird flies . We need space to live and breathe clean air . We deserve for our concerns to at long last be addressed .

Sincerely ,
Bobbie Meriwether

Trent Hyatt

From: Ann Stephens <britican@comcast.net>
Sent: Friday, August 7, 2020 8:36 AM
To: Steve Boyd; Gretchen E Ricehill; Debra Figueroa; Jennifer Ooton; Sara Weigel
Cc: Ann Stephens
Subject: Proposed Development by R2 Partnership LLC

As long-standing members of the West Glenwood community, we are writing to express our opposition and concerns regarding the development of the 12.5-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. After meeting with the developer last week we believe the Pre-Annexation meeting will be held in approximately two months' time (late September/early October).

We recognize the Roaring Fork Valley may have a housing need, but to bring in 418 units, 1300 tenants with 650 parking spaces to such a neighborhood is a concern for us on many levels.

1. Safety

The wildfire on August 5, 2020, just west of Ami's Acres at approximately mile marker 111, has again shown us the reality of what happens in West Glenwood during even a small wildfire. Our home is on Ponderosa Circle just off Donegan Road and we witnessed first-hand how quickly the traffic congestion occurred shortly after the emergency alert. The I-70 traffic, and almost every road in West Glenwood, was gridlocked and remained gridlocked till long after 10 pm.

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." West Glenwood has many roads leading to **A SINGLE ROAD - Highway 6**. Also, Highway 6 cannot allow safe evacuation of all the residents of West Glenwood. Depending on the location of the fire, emergency vehicles may block off one or more roads to enable their access to the fire, which further restricts evacuation.

To add another 1,300 residents to West Glenwood, which according to the Census Department, had almost 3,100 residents in 2018 would be utterly catastrophic. Not only do all of these residents need to evacuate safely, but there are elderly residents (12% of our population) who may need assistance, families with young children, as well as two schools and daycare facilities.

2. Impact on Traffic

To add another 1,000 vehicles to our streets will bring about a traffic nightmare of Californian proportions and will turn West Glenwood into a parking lot. COVID has dramatically reduced traffic, and any traffic studies done at this time will not reflect the reality of this area. We urge you to consider this at the Pre-Annexation meeting when it comes to your department.

3. Proximity to Two Rivers School

Currently, the developers plan to have an exit immediately opposite the school. Even if they move the street to somewhere else on Storm King, congestion and safety concerns for our young children is inevitable.

4. Green space

Glenwood residents value the beauty of the land and recognize the importance of green space; we will be losing yet another precious piece of land for our environment and the wildlife. Bike paths exist around town coming almost to this piece of property for both tourists and residents to recreate and enjoy this valley. Many tourists bike past the pasture to visit the area's Fish Hatcheries.

If there has been one thing our world has learned through COVID it is that no matter how economically stable you are, how fiscally responsible you are, how much you plan for the future, you are nothing if you don't protect your people and that is what we are asking the City of Glenwood to do - to protect its current population and keep its residents safe. We strongly urge the City Planning Office to reject the application to annex this property.

Randy & Annie Stephens
0041 Ponderosa Circle

Tel: 970-618-6080

Trent Hyatt

From: LAURIE RAYMOND <laurieraymond16@comcast.net>
Sent: Monday, August 10, 2020 1:04 PM
To: Steve Boyd; Gretchen E Ricehill; Debra Figueroa; Jennifer Ooton; Sara Weigel; Rick Voorhees; Tony Hershey; wgwspasturedev@googlegroups.com
Subject: Issues of the 111 Fire and the West Glenwood pasture development plan

Civic leaders of Glenwood Springs:

I'm the owner of High Tails Dog & Cat Outfitters in West Glenwood Springs. On Wednesday, August 5th, we received a pre-evacuation order at around 3:30 shortly after the 111 Fire got rolling. We immediately began to prepare and load supplies and gear and organize our vehicles to be able to transport to safety all the dogs in our care at that time. Their owners came as soon as they could to retrieve their pets, but many were delayed by traffic, with the last dog picked up just before 8. Although one westbound lane of I-70 opened up shortly after six, no one was able to move in any direction by then. Highway 6 was a parking lot from Mitchell Creek Rd to the 114 roundabout. By the time I left, after 8, all side streets were completely gridlocked as well. It dawned on us that if the fire had continued to bear down on us, we would not have been able to go anywhere.

Because I live off of Donegan east of the Mall, I took Mitchell Creek Rd to Donegan where I joined the stationary line, sitting alongside the disputed pasture behind the mall. I couldn't help thinking about how much worse the jam would have been if 1300 more people and 600+ vehicles were in place, all under the same order to be ready to evacuate, all striving to be able to leave. It was impossible not to recall the horrific images of the Paradise Fire, another bottleneck from which there were not enough possible exits, and the people and animals who roasted to death in their cars or on foot, unable to outrun the flames.

Several years ago I participated in a few planning sessions after a fire in the same general area had exposed serious weaknesses in the ability to move people out of this area. It is hemmed in by geography and unmitigated by sufficient infrastructure. We talked about organizing for responsible traffic flow control, but as far as I know, nothing much came of it. But that was before the summer when California burned, obliterating whole towns. When massive loss of life clearly indicated the future for such places (like ours) as the climate warms and extreme weather events and overcrowding-without-sufficient-safety-resources increase.

We need to sober up. If we learn nothing else from the current pandemic, it should be clear to everyone that precautionary planning - not just talk, but provision of resources and designation of responsible entities for accessing and distributing them in emergencies -- is not a luxury but an absolute necessity. Allowing an imperative of "growth" to trump everything is living beyond our means.

One obvious measure we should take is to organize, equip, train and empower a civilian volunteer traffic corps. We live in an area where fires, floods, mud slides and blizzards frequently paralyze our mobility. There are recognized choke points where one traffic control officer could significantly ease congestion and keep emergency response routes open. This is no job for the police, since even in a gridlocked and panicky situation, law enforcement has its own necessary role. Volunteer fire departments could be a model for such a cadre of people trained and tasked with handling traffic needs in a crisis.

Finally, on the pasture development proposition: About the only thing everyone agrees on in relation to the Covid-19 pandemic is that once the crisis is past, nothing will be the same as it was before. The Valley housing report of just a year ago needs to be set aside until a "new normal" situation can be evaluated. What does it mean for our communities that out of state ultra-wealthy people are moving here to live in their second homes, or buying up properties as fast as they can? They are thinking of their own safety. But they have resources to take care of themselves wherever they primarily reside, better than the low-wage "essential workers" who risk much to serve them. We should ask ourselves if we are really willing to sacrifice what remains of our quality of life in our communities, or be forced to leave because of rising real estate prices (followed by property taxes.) I think it would be prudent, and also a statement of community solidarity, to place a moratorium on development for a period of time long enough to allow us to recognize emerging trends and changes and take deliberate and appropriate action.

But let's find new ways to deliberate together what we want our communities to be, before fear, greed and recklessness make that discussion moot.

Laurie Raymond
Glenwood Springs
970-945-8723

From: [Troy Gordon](#)
To: wgwspasturedev@googlegroups.com
Cc: [Gretchen E Ricehill](#)
Subject: West Glenwood Pasture Development
Date: Monday, August 17, 2020 10:05:27 AM

I am in receipt of the flyer that circulated regarding this development. I am opposed to such a dense development with little to no concern on the surrounding area. First, the traffic congestion in West Glenwood with the Mall, Dealerships, multiple schools and businesses is already at capacity in my opinion. Second, the idea of another high density development in this area is not reasonable. The last project by Climate Control required numerous variations that were granted with little to no regard for reasonableness on height, parking and density. This seems like the same thing. Third, you are placing 1300 tenants next to two schools that will add a large volume of traffic at the worst times for children safety. Finally, I am surprised that the city council would consider this. At one point it was expected that this land would be completely or partially a park area. Why does the South Glenwood and downtown area from Two Rivers to the south get multiple parks and recreation sites and West Glenwood gets a small virtually non-usable park (McGregor Park) but yet almost half of the kids live in this area. Residents have been begging for more options in West Glenwood for decades, more ball fields, basketball courts, picnic areas, etc. but instead of doing this, the city council decides to update a commercial rafting pull out that is used by a small minority of the community. Please consider what you are doing on this. You are adding 1300 residents with most likely 1/3 of them being kids without any type of recreational outlet that was desperately needed prior to this. If this development was offset by 50% of it going to ballfields, recreational options, I would reconsider. Thank you.

Troy Gordon

Trent Hyatt

From: Rachel & Leon <rlgaro@q.com>
Sent: Monday, August 17, 2020 9:45 AM
To: Gretchen E Ricehill
Subject: Proposed West Glenwood Pasture Development

Dear Ms. Ricehill:

We are writing to you regarding the Proposed West Glenwood Pasture Development.

We have lived in west Glenwood since 1971 and have seen many changes over the years. While change is inevitable, we feel that the above proposal is dangerous to the residents in west Glenwood, primarily because of the very real possibility of needing to evacuate and this summer is a case in point.

The danger of fire has occurred in West Glenwood twice (1994 & 2002) and we have had to evacuate. In 2002, we were stuck in bumper to bumper traffic on the frontage road while the fire roared our way just across the river. With the fire moving faster than the traffic, we finally drove on the bike path to make our way to north Glenwood and then across the bridge. And, this year, we were very fortunate that the fire fighters could extinguished the 111 fire before it was out of control and threatened residents in West Glenwood.

Since the 2002 fire, the population in west Glenwood has grown substantially along with the accompanying increase in traffic. New homes and apartments have been built which have added additional population and cars. The new bridge is a beautiful accomplishment but it doesn't move traffic across the river at a significantly faster pace than the old bridge did.

The potential increase of another 1,300 tenants and 650 more cars to the already overcrowding of the area is dangerous and ill advised.

In our opinion, a better use for the pasture would be its development as a park for West Glenwood. Currently the only park in West Glenwood is the small Gregory Park by Mitchell Creek.

Sincerely,

Leon and Rachel Garot
30 Mountain Shadow Drive
Glenwood Springs, CO 81601
(970)319-0187

Trent Hyatt

From: Jessi Hastings <jessidh27@gmail.com>
Sent: Monday, August 17, 2020 11:46 AM
To: Gretchen E Ricehill
Cc: paul.schrimer@cdsg-us.com
Subject: Proposed West Glenwood Pasture Development. Section 6, Township 6, South Range 89

Dear Ms. Ricehill and Mr. Baumann,

I am very concerned about the proposed development of the Pasture land behind the old Glenwood Springs Mall.

I think it endangers all of our lives in West Glenwood to add to the population here when already when there is a disaster, there is a huge traffic problem. Allow me to be specific. I live at the very end of Mountain Shadow Dr. and I am disabled.

We recently were put under prevacuation for the 111 fire in Canyon Creek 3 miles from the West Glenwood Exit. I called my help who lives in Glenwood. It took her 20 minutes to get here and a half hour to get home because of the congestion of traffic on the highway, Midland and the frontage road. It took my housemates 3 hours to get here from Thunder River Market. When they finally got to the neighborhood, they said there were random cars everywhere parked and moving because the highway was shut down. Thank God, we did not have to evacuate. I really feel we would not have gotten out of here,

Please do not add more population to the existing infrastructure that already is inefficient in an emergency.

Thank You for your consideration,
Sincerely,
Deborah : "Jessi" Hastings

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Jessi Hastings, RN, LMT,
Certified Anat Baniel Method
Neuromovement Practitioner

970.946.8968
jessidh27@gmail.com

"Making the impossible possible, the possible easy and the easy elegant."
Moshe Feldenkrais

From: [Lynette Brickell](#)
To: [Gretchen E Ricehill](#)
Cc: paul.schirmer@cdsg-us.com; wgwspasturedev@googlegroups.com
Subject: West Glenwood Pasture Development to Apartments
Date: Tuesday, August 18, 2020 1:13:01 PM

Hi Gretchen,

I am writing this to you as a West Glenwood resident located at 0010 Ponderosa Circle. I first and foremost want to acknowledge that there is definitely a need for housing in this community, But, I also want to express my concerns about the development and the density of the apartments proposed.

If you drove by this area yesterday or today, we already have traffic and parking concerns since the Two Rivers Foundation School has returned to full operations. The teachers and staff are having to park along Donegan (including in front of this proposed development). The school buses are parked along Storm King Road leaving room for only one car to pass by at a time. Now, add an additional 1-2 vehicles per unit at this development and we have 500 - 800 vehicles to add to the congestion at school drop off and pick up times, which coincide with leaving for work in the mornings. The safety of these children that walk from our neighborhood to both the Two Rivers Foundation School and the Glenwood Springs Middle School is a definite issue.

Our roads (Donegan & Ponderosa) have been torn up for weeks just adding a larger sewer/water line to accommodate this development and it is not even approved yet. What other infrastructure will have to be modified in order to handle the number of apartments and people this will bring? And, in the end, who is paying for the road work, sewer and water upgrades, etc.? City taxpayers?

And, with the fires burning at the present time, and having to evacuate twice in the past, we would have a very difficult time moving that amount of vehicles and people out of this area in a quick manner. It was a nightmare before in 1994 and 2002 and we didn't have the amount of cars and people living in West Glenwood that we now have, This development would exacerbate this 10-fold.

I also work in the Glenwood Business Center and would be entering and exiting the same entryway and exit that this new development would be using. It is hard at the present time to get in this business center when the cars are lined up dropping children off at the school, let alone the additional cars from the development.

I also have my office facing this open field and it has been very nice to observe the geese, rabbits, horses, and other wildlife come through and have a place to reside. No more green space?

The noise level, the lighting, and other issues are definitely a concern as well. If it were a business that closes in the evenings, it would not be so bad, but that many people and vehicles in that small area, I tend to believe the noise level will be a lot higher.

There are other concerns as well, but this touches on the major ones and I hope you consider a downsizing approach when considering this development. Our small little area over here cannot handle this big of a project.

Concerned Citizen,

Lynette Brickell

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From: [Krista Kies](#)
To: [Gretchen E Ricehill](#); paul.schirmer@cdsg-us.com
Subject: West Glenwood Pasture 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. Safety

I'm confident that the recent wildfires in South Canyon and Glenwood Canyon have demonstrated the need for wise decisions to be made as you plan a strong and safe community for all residents of Glenwood Springs. Shortly after the South Canyon wildfire, the residents of West Glenwood saw firsthand how quickly gridlock occurred, leaving almost every road impassable until late into the evening.

To add another 1,300 residents to the current 3,100 residents of West Glenwood would be utterly catastrophic. Not only do all of these residents need to evacuate safely, but there are elderly and disabled residents who may need assistance, families with young children, as well as two schools and many daycare facilities. We are not talking IF a wildfire will happen again in Glenwood Springs but WHEN.

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." West Glenwood has many roads leading to **A SINGLE ROAD - Highway 6**. Highway 6 cannot allow for the safe evacuation of all the residents of West Glenwood as it stands today. Depending on the location of the fire, emergency vehicles may block off one or more roads to enable access to a fire or flood area, which would further restrict evacuation efforts.

2. Impact on Traffic

The addition of another 1,000 vehicles to our streets will create a traffic nightmare of overwhelming proportions and will turn West Glenwood into a parking lot. COVID has dramatically reduced traffic, and any traffic study done during these "safer at home" months will not reflect the reality of this area. We urge you to consider this at the Pre-Annexation meeting when it comes to your department.

3. Proximity to Two Rivers School

Currently, the developers plan to have an exit immediately opposite the school. Even if they move the street to somewhere else on Storm King, congestion and safety concerns for our young children, their parents, and our teachers are inevitable.

4. Green Space

Glenwood residents value the beauty of the land and recognize the importance of green space; we will be losing yet another precious piece of land for our environment and wildlife. This pasture also affords West Glenwood with a good measure of protection against the spread of wildfires. Bike paths exist around town coming almost

to this piece of property for both tourists and residents to recreate and enjoy this valley. Many tourists bike past the pasture to visit the area's Fish Hatcheries.

I urge you in the City Planning Office to protect its current population, preserve the small amount of open space that west Glenwood currently has, and help keep its residents safe by rejecting the application to annex this property.

Valorie Guanella Erion
0392 CR 266
Silt, CO 81652
970-379-9990

From: [Lacy King](#)
To: [Gretchen E Ricehill](#); [Steve Boyd](#); [Debra Figueroa](#); [Jennifer Ooton](#); [Sara Weigel](#); [Rick Voorhees](#); [Tony Hershey](#); [Paula Stepp](#); [Shelley Kaup](#); [Charlie Willman](#); [Greg Bak](#); [Jonathan Godes](#)
Subject: R2 Partnership Proposal in West Glenwood
Date: Thursday, September 10, 2020 3:55:42 PM

Dear City Council, Officials, Mayor, and Fire Marshall,

Community. What does that word mean to you? Is it thought of as individuals sharing common interests and goals, or simply people living in the same place? No matter the answer, those who have called Glenwood Springs their home for years, decades or a lifetime deserve to be heard, and listened to.

The 111 Fire on Aug. 5 posed many challenges for local citizens, along with those passing through. I reside on Mel Rey Road, off the roundabout. The traffic that flooded Mel Rey wrapped around to Donegan, down Storm King, up Mitchell Creek, and back to Highway 6 leaving us residents out here feeling trapped. What would we have done should we have needed to evacuate?

On July 2nd a couple neighbors and I got together to create a Facebook group to share information about a 418 unit apartment complex being proposed in West Glenwood by a developer out of Cincinnati, OH. (To learn more find us at <https://www.facebook.com/groups/203281687630716>) To the county and city officials who've met with the developer privately, did the thought of natural catastrophes cross your mind when you recommended more units than the amount originally proposed?

In my research for this Facebook page I found a Community Wildfire Protection Plan dated April 2007. Despite it being an older document, the content is valuable to all in this moment. Figure 2 has much of West Glenwood at a Hazard Rating of Very High to Extreme. On page 29, a high priority recommendation was made to educate citizens on proper escape routes. Was this ever enacted?

Vulnerable communities should look to examples like the socio-ecological mitigation approach Montecito County used to successfully fight the Thomas Fire. As a 38 year old Glenwood Springs native, I plan to live out my days here. But what I hope for are leaders that value common interests and goals and that work hard to achieve them — representatives that seek smart growth solutions that encapsulate a true sense of community.

Lacy King
Glenwood Springs

P.S. I wrote this Letter to the Editor the day before the Grizzly Creek Fire was started. My feelings are even more heightened now. As a GWS native, the daughter of one of the CDOT engineers on the Glenwood Canyon project, and someone who loves this place we call home, I am begging you to hear the pleas of your constituents. Please deny R2 Partnerships proposal until accurate studies can be obtained and safety measures are in place. This is the time to rebuild our community, not divide it. The future is in your hands.

Trent Hyatt

From: Lori Welch <lori.welch@gmail.com>
Sent: Tuesday, October 13, 2020 3:02 PM
To: Rick Voorhees; Jonathan Godes; Gretchen E Ricehill; Steve Boyd; Debra Figueroa; Jennifer Ooton; Sara Weigel; Tony Hershey; Paula Stepp; Steve Davis
Subject: The death of WGWS - Proposed Development by R2 Partnership

I am writing to express my opposition to the development of the 12.5-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley, in general, may have a housing need, but to bring in 418 units, 1300 tenants with 650 parking spaces to such a rural neighborhood is a concern for me on many levels.

1. Safety

I'm confident that the recent wildfires in South Canyon and Glenwood Canyon have demonstrated the need for wise decisions to be made as you plan a strong and safe community for all residents of Glenwood Springs. Shortly after the South Canyon wildfire, the residents of West Glenwood saw firsthand how quickly gridlock occurred, leaving almost every road impassable until late into the evening.

To add another 1,300 residents to the current 3,100 residents of West Glenwood would be utterly catastrophic. Not only do all of these residents need to evacuate safely, but there are elderly and disabled residents who may need assistance, families with young children, as well as two schools and many daycare facilities. We are not talking IF a wildfire will happen again in Glenwood Springs but WHEN.

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." West Glenwood has many roads leading to A SINGLE ROAD - Highway 6. Highway 6 cannot allow for the safe evacuation of all the residents of West Glenwood as it stands today. Depending on the location of the fire, emergency vehicles may block off one or more roads to enable access to a fire or flood area, which would further restrict evacuation efforts.

2. Impact on Traffic

The addition of another 1,000 vehicles to our streets will create a traffic nightmare of overwhelming proportions and will turn West Glenwood into a parking lot. COVID has dramatically reduced traffic, and any traffic study done during these "safer at home" months will not reflect the reality of this area. We urge you to consider this at the Pre-Annexation meeting when it comes to your department.

3. Proximity to Two Rivers School

Currently, the developers plan to have an exit immediately opposite the school. Even if they move the street to somewhere else on Storm King, congestion and safety concerns for our young children, their parents, and our teachers are inevitable.

4. Green Space

Glenwood residents value the beauty of the land and recognize the importance of green space; we will be losing yet another precious piece of land for our environment and wildlife. This pasture also affords West Glenwood with a good measure of protection against the spread of wildfires. Bike paths exist around town coming almost to this piece of property for both tourists and residents to recreate and enjoy this valley. Many tourists bike past the pasture to visit the area's Fish Hatcheries.

I urge you in the City Planning Office to protect its current population and help keep its residents safe by rejecting the application to annex this property.

--

Lori Welch
828 Red Valley Drive, Glenwood Springs
970-930-5211

Trent Hyatt

From: Katie Mosquera <katie@saltcreeksearch.com>
Sent: Thursday, September 10, 2020 1:40 PM
To: Gretchen E Ricehill; Steve Boyd; Debra Figueroa; Jennifer Ooton; Sara Weigel; Rick Voorhees; Tony Hershey; Paula Stepp; Steve Davis; paul.shirmer@cmsg-us.com; Jonathan Godes
Cc: wgwspasturedev@googlegroup.com; Greg Bak
Subject: Proposed West Glenwood by R2 Partnership

Dear City of Glenwood and Glenwood Springs Fire Marshall:

I am reaching out to you to express my opposition to any further development in Glenwood Springs until you have actually done your homework. It appears that you lack any concept of growth and how to do so safely. As a city, you seem to allow as many occupants as possible in a dwelling without regard to first responders need to access the property in the event of an emergency (Minter Avenue). The city also does not seem to wish to enforce occupancy codes or care. All you are doing is putting lives in danger not to mention the stretch on the existing sewer and water systems.

It is with this thought that I am writing to express my dismay at what could turn into a 400 unit disaster in west Glenwood. (Especially since Stepp wants the former mall parking lot to house the homeless). Clearly, safety has not been considered. The round-about is a disaster and cannot manage more traffic. Second, where is this projected growth coming from? Are your numbers current? (The Greater Roaring Fork Regional Housing Study was released in April of 2019 based upon 2017 numbers – what has changed in 2020?) Where are the jobs to support the rents? Are ALL current rental units rented? How will you monitor occupancy?

The bottom line is that projected growth is of the 65 and older demographic – hardly apartment dwellers. Glenwood Springs growth has been less than 1% since 2018 so how do you justify this apartment complex and that apartment complex? You will create a community of empty apartments – is that Glenwood Springs?

I think greed is the underlying component here as well as a liberal thought process. I would love to live on Park Avenue in New York! Do I? No – I cannot afford it. Why does this town have to bend to cater to those that cannot afford to live here? Your apartments will not solve problems of a housing shortage. You will only create over-occupancy and unsafe living conditions endangering lives of the occupants and first responders. Not to mention the creation of many empty units because rents are just too high vs wages.

If you want to address any issue, come with a SOLID plan based on upon real numbers and not numbers that you “desire” to see.



Katie F. Mosquera
Glenwood Springs native and GSHS graduate
Katie@SaltCreekSearch.com
630.915.8013 MST
www.linkedin.com/in/katiemosquera

Trent Hyatt

From: katie mosquera <ty.sparks@krewol.com>
Sent: Monday, September 14, 2020 12:24 PM
To: Gretchen E Ricehill; Steve Boyd; Debra Figueroa; Jennifer Ooton; Sara Weigel; Rick Voorhees; Tony Hershey; Paula Stepp; Steve Davis; paul.schirmer@cdsg-us.com; Jonathan Godes; Greg Bak
Subject: Apartment Development

Dear All:

I hope that saw in today's paper that SkiCo is laying off 50 employees. It may not seem like many but how many of those employees were candidates for Glenwood's apartments? Did you read that SkiCo is not projecting a wonderful winter? Which means services associated with tourism will decline (which means jobs, wages, taxes etc.) Again, are these your tenants?

I do not think we have truly seen the fall-out from Covid. Even SkiCo is seeing it. Why do you think Glenwood is immune? Yes Aspen does have some growth but it is with the WEALTHY home buyers and clearly they will never be renting apartments in Glenwood. Maybe you think all those homeowners need babysitters and housekeepers? Should Glenwood's future be built on the backs of hourly employees? If you do, there is no future for this town.

I urge CAUTIOUS evaluation on ALL proposed mass housing projects. The numbers you are using are flawed and do not reflect our new landscape. THINK ABOUT what is truly needed and the goal of our community. Why is housing our problem? Engage Aspen, Basalt, El Jebel, Willetts, Carbondale and Eagle in this discussion. You are operating in a bubble that just might burst.

Thank you.

Ty Sparks

From: folo@sopris.net
To: [Gretchen E Ricehill](#)
Cc: folo@sopris.net; [Fran Orosz](#)
Subject: WGWS pasture development
Date: Monday, September 14, 2020 8:46:29 PM

Dear Gretchen,

My name is Lisa. I have lived on Chaparral Circle for 53 years. There are a few of us true locals that still live out here in what we feel is our slice of heaven. Slowly the city of Glenwood Spring has slithered their way out here. Most of us out here have enjoyed being in the county. As a child I spend many hours in the pasture exploring and learning about nature from Adolf Diemoz the original owner of the pasture. There are many reasons I am against this development. First problem, fire evacuation, has been brought front and center with the recent fire in south canyon. I called dispatch and requested that the roads to west Glenwood be closed to commuter traffic. That request fell on deaf ears. Our streets were bumper to bumper with cars. If we had been ordered to evacuate we could not even get out of our driveways. This new development would be adding approximately 800-1000 cars to our neighborhood. Traffic, what can I say about the hell that the roundabouts are in the morning and evenings. These new residents won't be getting on I-70 to head to work. They will be going right onto Hwy 82 causing even more problems for Glenwood Springs. Density of the project is another huge issue. We are a single family home neighborhood. The developer mentioned in a recent meeting that his original plan was 350 units and someone with the city told him that he could do 418. Who would do this to us? The Six Canyon monstrosity is a quarter of the size of this new planned development and it isn't even full of residents. The height of this development is of concern also. I know that the city of Glenwood allows four stories. I ask you to stand on Donegan and envision what the current residents will be looking at. Definitely not the beautiful scenery that they have had the pleasure of enjoying all these years. The city also only requires 1.5 parking places per unit. This is ridiculous. Where do you think all the excess cars are going to park? Glenwood already has a HUGE parking problem. The overflow parking on Center Drive is already outrageous! The developer says he has many studies to do. I don't believe that the studies will be accurate with Covid going on. Kids aren't in school so there are no parents driving them out here. Many people are still required to work from home. I know that many people want the pasture to stay open space. I realize that that is nothing but a dream. I just hope that we the residents in of west Glenwood have a say in what happens. Thank you for listening and hoping that we can have face to face meeting regarding this project.

Lisa Orosz
945-0452
0051 Chaparral Circle

From: [Stephanie Lemkau](#)
To: [Gretchen E Ricehill](#); paul.schirmer@cdsg-us.com
Subject: Proposed West Glenwood Pasture Development
Date: Thursday, September 17, 2020 9:47:20 PM

Dear City of Glenwood Springs Planning Office,

I am writing to you to let you know my concern over the Proposed West Glenwood Pasture Development. I live in West Glenwood at 580 Mel Ray Road.

The reason why I am concerned so much is for the amount of traffic in the 2 roundabouts in West Glenwood. The roundabout by the West Glenwood mall, Highway 6 and Mel Ray are extremely busy. At rush hour between 4-6:00pm it is particularly hard to enter the roundabout because there is so much traffic. Sometimes I have to "gun it" just to get in after waiting for several minutes. With a possible 1300 more people in West Glenwood using the same roundabout it will be next to impossible to enter it safely. I am wondering if the city has done a traffic count at this roundabout.

Another reason I am concerned is for evacuation purposes. During the 111 fire that happened in August I-70 westbound was closed. Traffic was backed up and stopped on I-70, Highway 6, Donegan, Midland, Devereaux and Wulfsohn Road for hours even after I-70 reopened. During this time I had to pick up my son from work on Devereaux Road. I needed to cross both roundabouts to go from Mel Ray to Devereaux and back again. There was no traffic control to go north/south. Police were not controlling the backed up east/west traffic. The roundabout were at a gridlock and stopped with traffic. It took about an hour to pick him up when typically it would take 10 minutes round trip. What if we truly needed to evacuate? Then you add 1300 more people with a possible 650 more cars. That is scary.

In conclusion, I am against the West Glenwood Pasture Development because of the extra traffic it will bring. It will be extremely hard to enter the roundabouts in West Glenwood with the additional people and cars. If we needed to evacuate it would be next to impossible.

Sincerely,
Stephanie Lemkau

From: [Jacque Mcmillan](#)
To: [Gretchen E Ricehill](#); paul.schirmer@cdsg-us.com
Subject: West Glenwood Pasture Development
Date: Wednesday, September 30, 2020 12:34:43 PM

I am writing in regard to the West Glenwood Pasture Development.

Safety is my number one concern. This proposed project lands right between two schools. This stretch of Donegan, between Two Rivers Community School and Glenwood Springs Middle School, is already scary enough to be a pedestrian on. During the bridge closure, I biked this stretch to and from work on a daily basis. Just a single car coming down this part of Donegan can force pedestrians/bicyclist off the paved road, as there are not bike lanes or sidewalks, like there are on the more eastern part of Donegan. Adding more traffic to this section of Glenwood could potentially be dangerous, especially when you consider school traffic. If we are being honest, Storm King isn't a breeze either. With the TRCS buses that are parked in the street, most hours of the day, this is a tight stretch of road, as well. Putting so many housing units right on the corner of the worst part of Donegan and Storm King seems to be very irresponsible.

Secondly, our roundabouts are already overwhelmed. We have so much traffic funneling from up and down the valley. People are only getting more and more selfish and impatient, driving recklessly to get to their destination. Living in West Glenwood, I use the roundabout multiple times a day. Multiple times a week I am cut off from drivers that are in the "I-70 only" lane. Sometimes you can tell they are just new to the area, or just unaware, and did not notice the **3 signs** that indicate what lane they are in. However, most of the time when you get cut off, it's from someone that just wants to bypass the line of cars that are waiting their turn to get into the roundabout. I truly feel adding more cars to this dynamic is only creating a more dangerous, daily situation.

What may be more frightening, is knowing that many impatient drivers will want to bypass the roundabout all together. This would only add that much more traffic to this stretch of Donegan. People looking for the quickest route, and overwhelming the pedestrians on this less than accommodating section of Donegan. Impatient and distracted drivers could be a very serious addition to our narrow, pedestrian filled West Glenwood.

Lastly, I'm sure you've heard plenty about the concerns on if or when West Glenwood would need to evacuate. Each time South Canyon shuts down, this part of the town (along with Blake Avenue) becomes a parking lot, with every selfish person looking to "get ahead," only to add to the congestion. The day to day safety, especially so close to schools, is higher on my list.

We need some one to say enough is enough in Glenwood. We have added two very large housing additions to Glenwood the past few years. Why do we need more tiny and unaffordable units? We have way too much traffic funneling through our tiny, narrow valley on a daily basis. Our current infrastructure can barely support the traffic between tourists and locals just trying to get to their up valley jobs. It takes very little to shut down our town, so adding more housing in a tight spot of Glenwood does not add up. Watching these housing units go up only makes it harder and harder to love the feeling of this small western slope town.

I just think the safety risk is much too high for our small community and would like these matters to be taken into full consideration when the final decision is made.

Thank you for your time,

Jacque McMillan
West Glenwood Springs Resident



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1 of 6 R 30.00 D 0.00 GARFIELD COUNTY CO

SPECIAL WARRANTY DEED

GLENWOOD PARTNERSHIP, a Colorado general partnership, Grantor, for good and valuable consideration, in hand paid, hereby sells and conveys to **GLENWOOD PARTNERSHIP LLLP**, a Colorado Limited Liability Limited Partnership, Grantee, whose legal address is 214 Center Drive, Glenwood Springs, Colorado 81601, the following real property in the County of Garfield and State of Colorado, to wit:

SEE EXHIBIT "A" ATTACHED HERETO AND
INCORPORATED HEREIN BY THIS REFERENCE;

with all its appurtenances, and warrants the title to the same against all persons claiming under the Grantor.

NO DOCUMENTARY FEE REQUIRED: Deed given to reflect name change in connection with conversion of the general partnership to a limited liability limited partnership. Consideration less than \$500.00.

EFFECTIVE the 18th day of July, 2000.

GLENWOOD PARTNERSHIP, a
Colorado General Partnership

By: Floyd Diemoz

Floyd Diemoz, General Partner

By: Linda L. Diemoz

Linda L. Diemoz, General Partner

By: Frances Diemoz

Frances Diemoz, General Partner

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

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

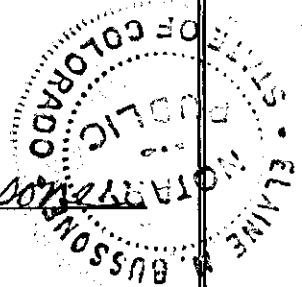
STATE OF COLORADO)
) ss.
COUNTY OF GARFIELD)

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. Bussone
Notary Public



STATE OF Massachusetts)
) ss.
COUNTY OF Middlesex)

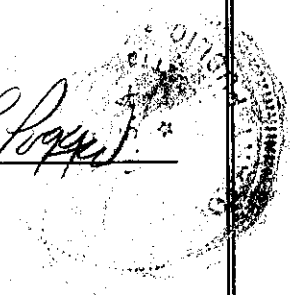
The foregoing instrument was acknowledged before me this 21 day of July, 2000, by FRANCES DIEMOZ, General Partner of GLENWOOD PARTNERSHIP, a Colorado General Partnership.

WITNESS my hand and official seal.

My commission expires: _____ PILAR POGGIO
Notary Public

My Commission Expires: Aug 20 2001
Notary Public

Pilar Poggio



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

K:\DK\Diemoz-ESWD.fm

Parcel No. 1:

All of the following described real property situate in Lot Two of Section 6, T. 6 S., R. 89 W., 6th P.M., in the County of Garfield and State of Colorado, to-wit:

Beginning at a point on the northerly right-of-way line of U.S. Highway No. 6 & 24, 359.25 feet, N. 87°16' W. of a point on said Northerly right-of-way line from whence the witness corner for the South Quarter Corner of Section 34, T. 5 S., R. 89 W., 6th P.M., bears N. 03°34' W. 1423.68 feet; thence N. 02°44' E. 1339.59 feet to a point on the southerly right-of-way fence line of the County Road, said point being 559.58 feet, S. 89°52' W. of a point on the Southerly right-of-way line of the County Road from whence the witness corner for the South Quarter Corner of said Section 34, T. 5 S., R. 89 W., 6th P.M., bears N. 80°11' W. 358.5 feet; thence S. 89°52' W. 342.73 feet along the Southerly right-of-way fence line of the County Road; thence S. 02°44' W. 1322.45 feet to the Northerly right-of-way line of U.S. Highway No. 6 & 24; thence S. 87°16' E. 342.30 feet along the Northerly right-of-way line of U.S. Highway No. 6 & 24, to the point of beginning, containing 10.459 acres of land, more or less.

Parcel No. 2:

All of the following described real property situate in Lots 1 and 2 and the NW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 6, T. 6 S., R. 89 W., 6th P.M., in the County of Garfield and State of Colorado, to-wit:

All that portion of the lands described in that certain warranty deed recorded as Document No. 200114 in Book 306 at Page 138 of the records in the office of the Clerk and Recorder, Garfield County, Colorado, lying Easterly of the following described line: Beginning at a point on the Northerly right-of-way line of U.S. Highway No. 6 & 24, 359.25 feet, N. 87°16' W. of a point on said Northerly right-of-way line from whence the witness corner for the South Quarter Corner of Section 34, T. 5 S., R. 89 W., 6th P.M., bears N. 03°34' W. 1423.68 feet; thence N. 02°44' E. 1339.59 feet to a point on the Southerly right-of-way fence line of the County Road, said point being 559.58 feet, S. 89°52' W. of a point on the Southerly right-of-way line of the County Road from whence the witness corner for the South Quarter Corner of Section 34, T. 5 S., R. 89 W., 6th P.M., bears N. 80°11' W. 358.5 feet, containing 20.0 acres of land, more or less.

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

Parcel No. 3

A parcel of land situate in Section 6, Township 6 South, Range 89 West of the 6th Principal Meridian, County of Garfield, State of Colorado, being more particularly described as follows:

Beginning at a point whence the South Quarter Corner of Section 34, Township 5 South, Range 89 West of the 6th Principal Meridian bears N. 42°07'49" E. 861.67 feet; thence N. 02°44'00" E. 603.42 feet to the South right of way line of County Road No. 130; thence N. 89°50'00" E. 15.01 feet along said South right of way line of County Road No. 130; thence departing said County Road right of way line on a course bearing S. 02°44'00" W. 604.17 feet; thence N. 87°18'00" W. 15.00 feet to the point of beginning containing 9052 square feet or 0.208 acres more or less.

Parcel No. 4

A tract of land extending along the northerly boundary of the Glenwood Springs Mall Subdivision pursuant to the plat thereof recorded in the office of the Clerk and Recorder of Garfield County, Colorado as Reception No. 316244 (Mall) described as follows:

Commencing at the northeast corner of the Mall; thence along the north boundary thereof 605.36 feet; thence northerly 195 feet; thence easterly 605.36 feet on a line parallel to the northerly boundary of the Mall; thence southerly 195 feet on a line parallel to the westerly boundary of the tract herein described to the point of beginning.

TOGETHER WITH any and all water and ditch rights appurtenant to the above described Parcels.

EXCEPTING THEREFROM the following described Parcels A, B and C:

Parcel A

A parcel of land situate in Section 6, Township 6 South, Range 89 West of the 6th Principal Meridian, County of Garfield, State of Colorado being more particularly described as follows:

Commencing at the S $\frac{1}{4}$ corner of Section 34, Township 5 South, Range 89 West of the 6th Principal Meridian; thence S. 87°11'46" E. 670.12 feet to the point of intersection of the west line of the Mel-Ray Subdivision, County of Garfield, State of Colorado and the south right-of-way line of County Road No. 100; thence along the west line of said Mel-Ray Subdivision S. 01°52'00" W. 575.96 feet to the true point of beginning; thence continuing along said line S. 01°52'00" W. 183.95 feet to a point of intersection where the north line of the Glen Theatre, Inc. property intersects the west line of said Mel-Ray Subdivision; thence along the north line of the Glen Theatre, Inc. property N. 87°18'00" W. 536.20 feet to the northwest corner of said property; thence along the west line of said property S. 01°53'00" W. 623.25 feet to the north right-of-way line of U.S. Highway No. 6 & 24; thence along said north right-of-way line the following course N. 87°16'00" W. 246.80 feet; thence N. 02°44'00" E. 718.54 feet; thence S. 87°18'00" E. 67.23 feet; thence N. 47°42'00" E. 125.06 feet; thence S. 87°18'00" E. 615.36 feet to the true point of beginning, containing 6.499 acres more or less.

Parcel B

A parcel of land situate in Section 6, Township 6 South, Range 89 West of the 6th Principal Meridian, County of Garfield, State of Colorado, being more particularly described as follows:

Beginning at a point whence the S $\frac{1}{4}$ corner of Section 34, Township 5 South, Range 89 West of the 6th Principal Meridian bears N. 42°07'49" E. 861.66 feet; thence S. 87°18'00" E. 454.75 feet; thence S. 02°44'00" W. 718.54 feet to a point on the north right-of-way line of U.S. Highway 6 & 24; thence along said north right-of-way line the following course N. 87°16'00" W. 454.75 feet; thence N. 02°44'00" E. 718.28 feet to the point of beginning, containing 7.500 acres more or less.

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

EXHIBIT "A"
Page 4 of 4

Parcel C

A tract of land to be used for roadway, drainage and utility purposes situate in Section 6, Township 6 South, Range 89 West of the 6th Principal Meridian, County of Garfield, State of Colorado, being more particularly described as follows:

Beginning at a point whence the South Quarter Corner of Section 34, Township 5 South, Range 89 West of the 6th Principal Meridian bears N. 79°44'28" E. 833.81 feet; thence 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

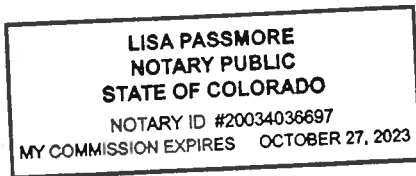
Floyd Diemoz, Managing Partner
Glenwood Partnership, LLLP

STATE OF COLORADO)
) ss.
COUNTY OF GARFIELD)

26th The foregoing Petition for Annexation was subscribed and sworn to before me this day of January, 2021, by Floyd Diemoz as Managing Partner of Glenwood Partnership, LLLP, a Colorado limited liability limited partnership.

Witness my hand and official seal.

My commission expires 10/27/2023.



Lisa Passmore
Notary Public

EXHIBIT A

The property that is the subject of Petitioner's Petition for Annexation to the City of Glenwood Springs, Colorado, is legally described as follows:

A PORTION OF THE FOLLOWING DESCRIBED REAL PROPERTY:

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

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 89° 13' 08" E 866.63 FEET SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER;

THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 605.64 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 130;

THENCE ALONG SAID RIGHT-OF-WAY N 89° 52' 00" E 312.68 FEET;

THENCE N 89° 49' 18" E 860.83 FEET TO THE WEST LINE OF THE MEL-RAY SUBDIVISION;

THENCE ALONG SAID WEST LINE S 1° 52' 00" W 575.96 FEET;

THENCE DEPARTING SAID EAST LINE AND ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL N 87° 18' 00" W 615.36 FEET;

THENCE S 47° 42' 00" W 125.06 FEET;

THENCE N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

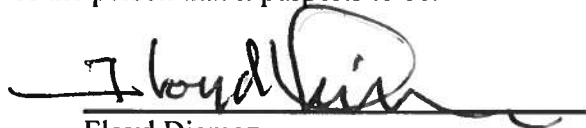
COUNTY OF GARFIELD
STATE OF COLORADO.

AFFIDAVIT OF CIRCULATOR

STATE OF COLORADO)
) ss.
COUNTY OF GARFIELD)

I, the undersigned, being duly sworn, do state as follows:

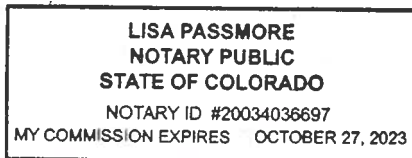
1. I am over the age of 21;
2. I was the circulator of the Petition attached hereto; and
3. Each signature thereon is the signature of the person that it purports to be.


Floyd Diemoz

The foregoing Affidavit of Circulator was acknowledged, subscribed, and sworn to before me this 26th day of January, 2021, by Floyd Diemoz.

Witness my hand and official seal.

My commission expires 10/27/2023.




Notary Public

ANNEXATION MAP OF:
480 DONEGAN
SITUATED IN A PORTION OF SECTION 6, TOWNSHIP 6 SOUTH,
RANGE 89 WEST OF THE 6TH P.M. COUNTY OF GARFIELD, STATE OF COLORADO
SHEET 1 OF 1

TITLE DESCRIPTION (THIS SURVEY EDITS/ADDITIONS)

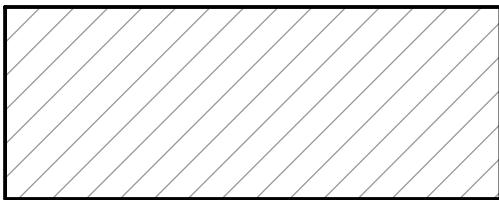
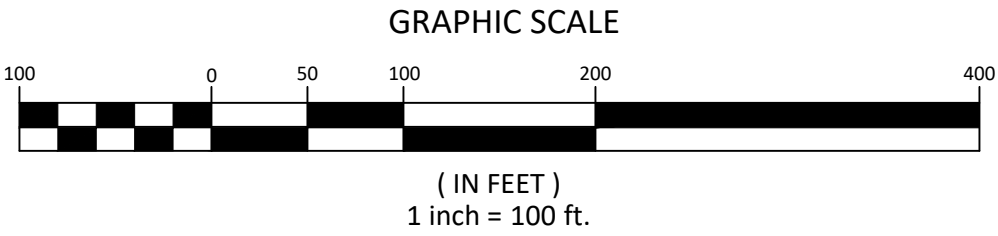
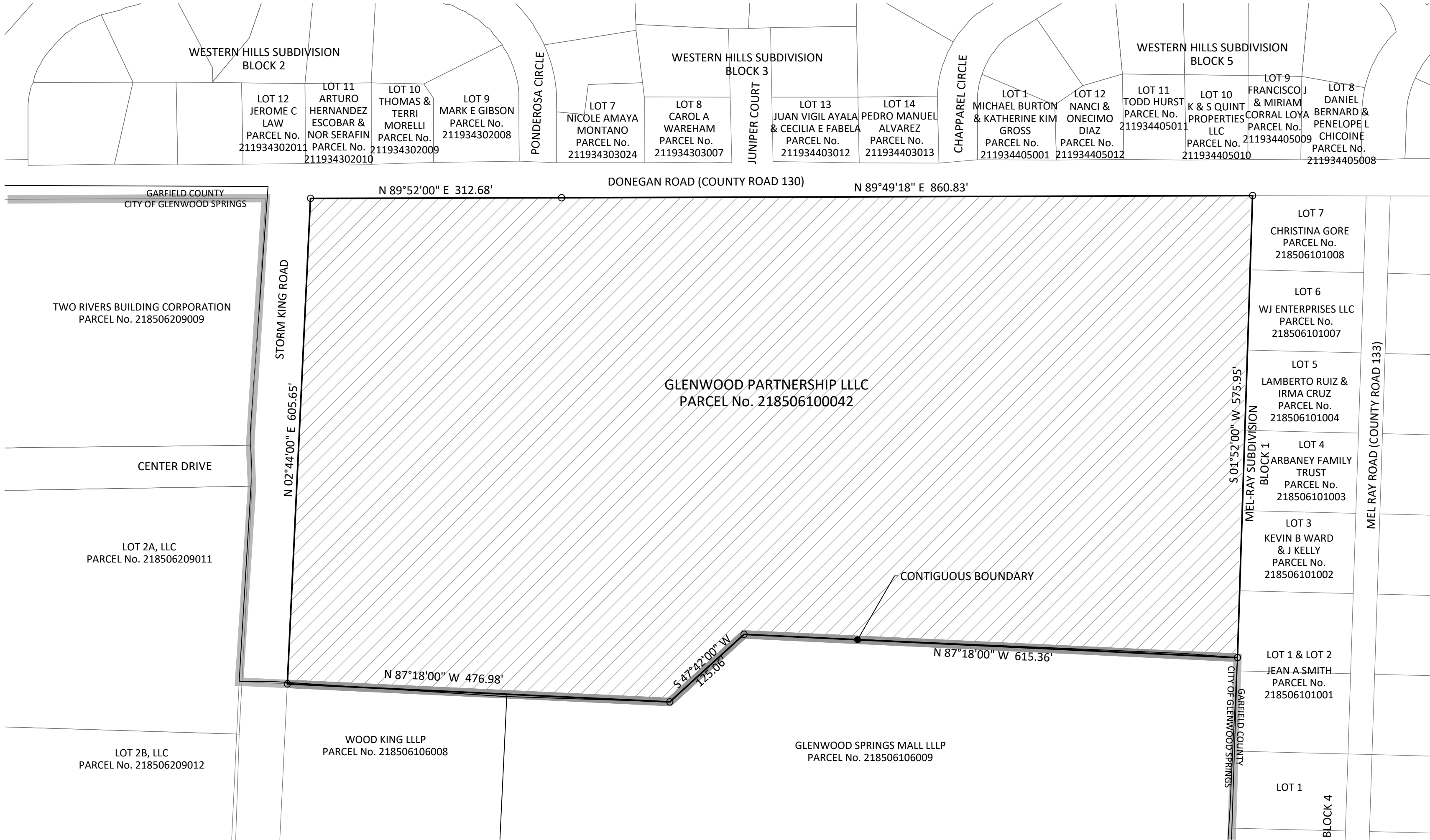
A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

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

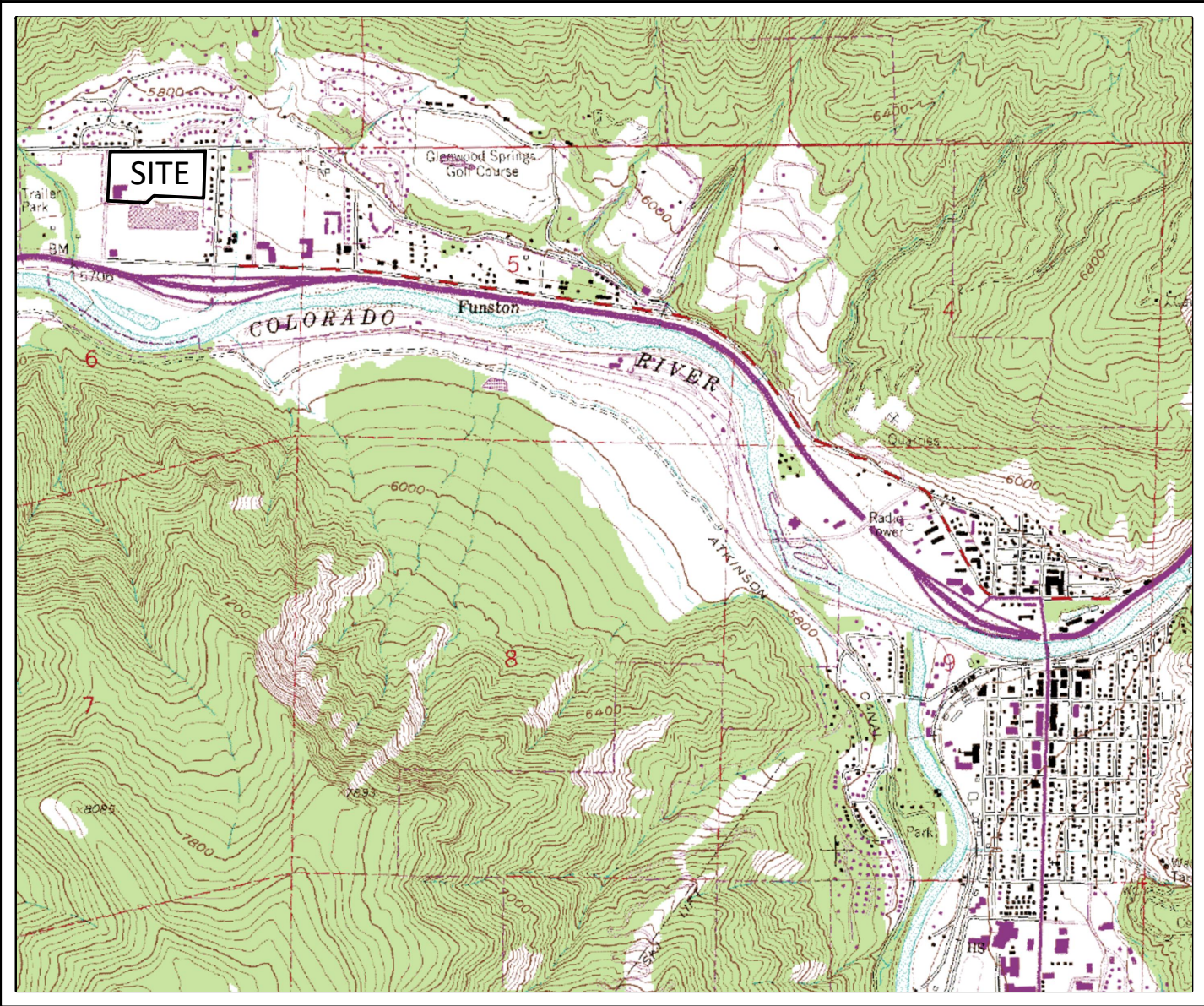
COUNTY OF GARFIELD
STATE OF COLORADO.

CONTIGUOUS BOUNDARY CALCULATION

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



AREA TO BE ANNEXED



VICINITY MAP
SCALE: 1" = 2000'

MAP NOTES

- 1) DATE OF PREPARATION: October 2020
UPDATED: January 2021
- 2) BASIS OF BEARING: A bearing of S 01° 52' 00" W along the westerly boundary line of Mel-Ray Subdivision, according to the map thereof recorded in Book 245 at Page 515 of the Garfield County records.
- 3) BASIS OF MAP: The Resubdivision of Glenwood Springs Mall Subdivision, the Map of Mel-Ray Subdivision, the Improvement Survey prepared by Sopris Engineering dated January 25, 2021, and the Title Commitment prepared by Land Title Guarantee Company under Order No. ABS63014094-2, effective date January 10, 2020.
- 4) This survey does not constitute a title search by Sopris Engineering, LLC (SE) to determine ownership or easements of record. For all information regarding easements, rights-of-way and/or title of record SE relied upon the items outlined in Note 3.
- 5) Adjoiner information was taken from the Garfield County GIS website and is accurate as of this date, January 25, 2021.
- 6) All references to recorded documents and plats indicated herein refer to the records of the Garfield County Clerk and Recorder.

CITY COUNCIL CERTIFICATE

The annexation depicted on this map was approved by the City Council of Glenwood Springs, Garfield County, Colorado, by Ordinance No. ____, Series of ____, on the ____ day of ____, 2021.

Mayor

Witness my hand and the seal of the City of Glenwood Springs.

ATTEST:

City Clerk

SURVEYOR'S STATEMENT

I, Mark S. Beckler, L.S. No. 28643, a professional land surveyor licensed under the laws of the State of Colorado, do hereby state that the Annexation Map of 480 Donegan, as shown hereon, was prepared under my supervision on the basis of certain plats, deeds and other documents of record which were augmented with a field inspection conducted under my supervision and that such Annexation Map is true and correct to the best of my knowledge and belief.

BY: _____
Mark S. Beckler, L.S. No.28643

Dated

CLERK AND RECORDER'S ACCEPTANCE

This Annexation Map was filed for record in the office of the Clerk and Recorder of Garfield County at ____ o'clock ____ M. on the ____ day of ____, 2021, as Reception No. ____.

Clerk and Recorder

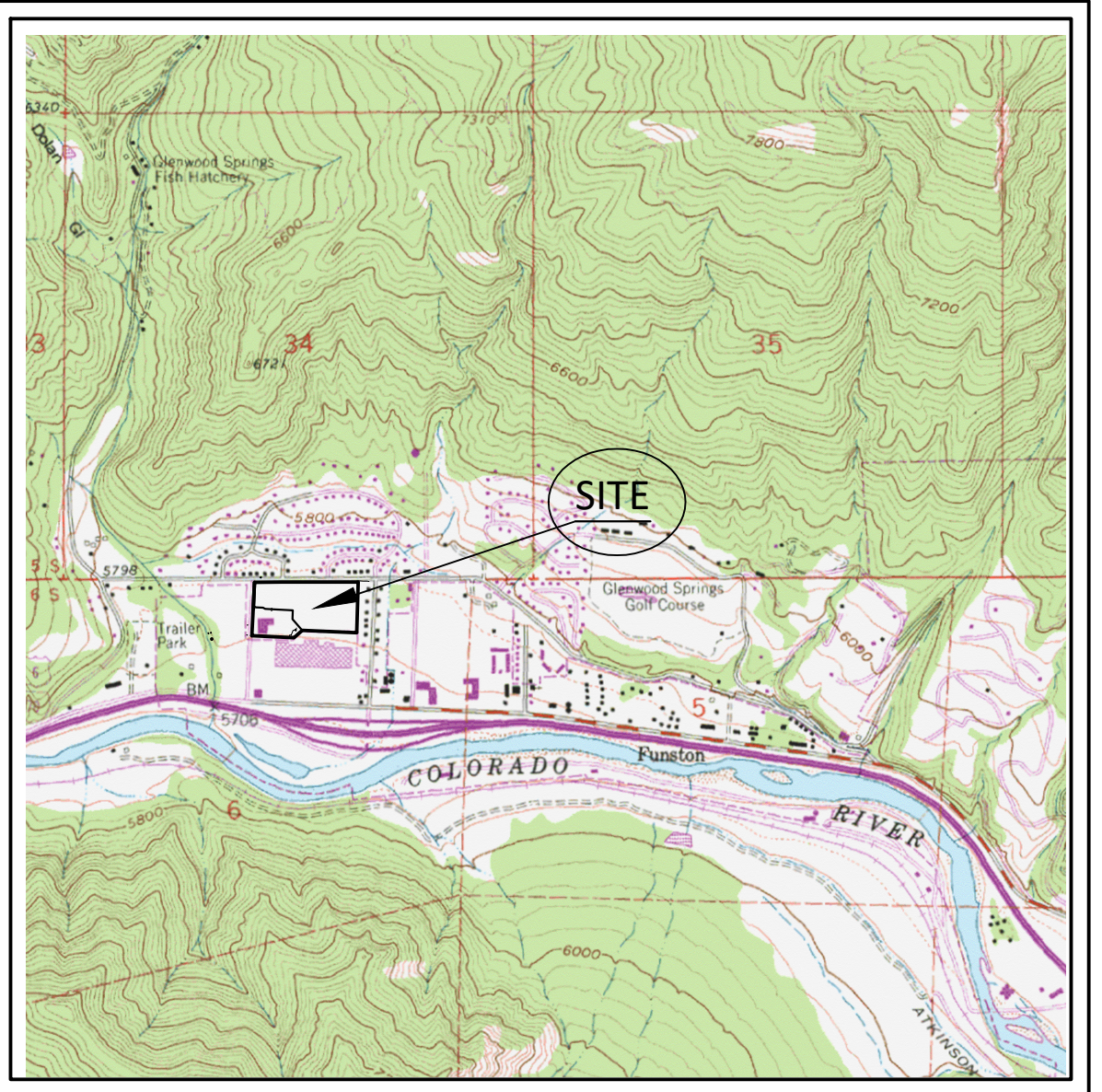
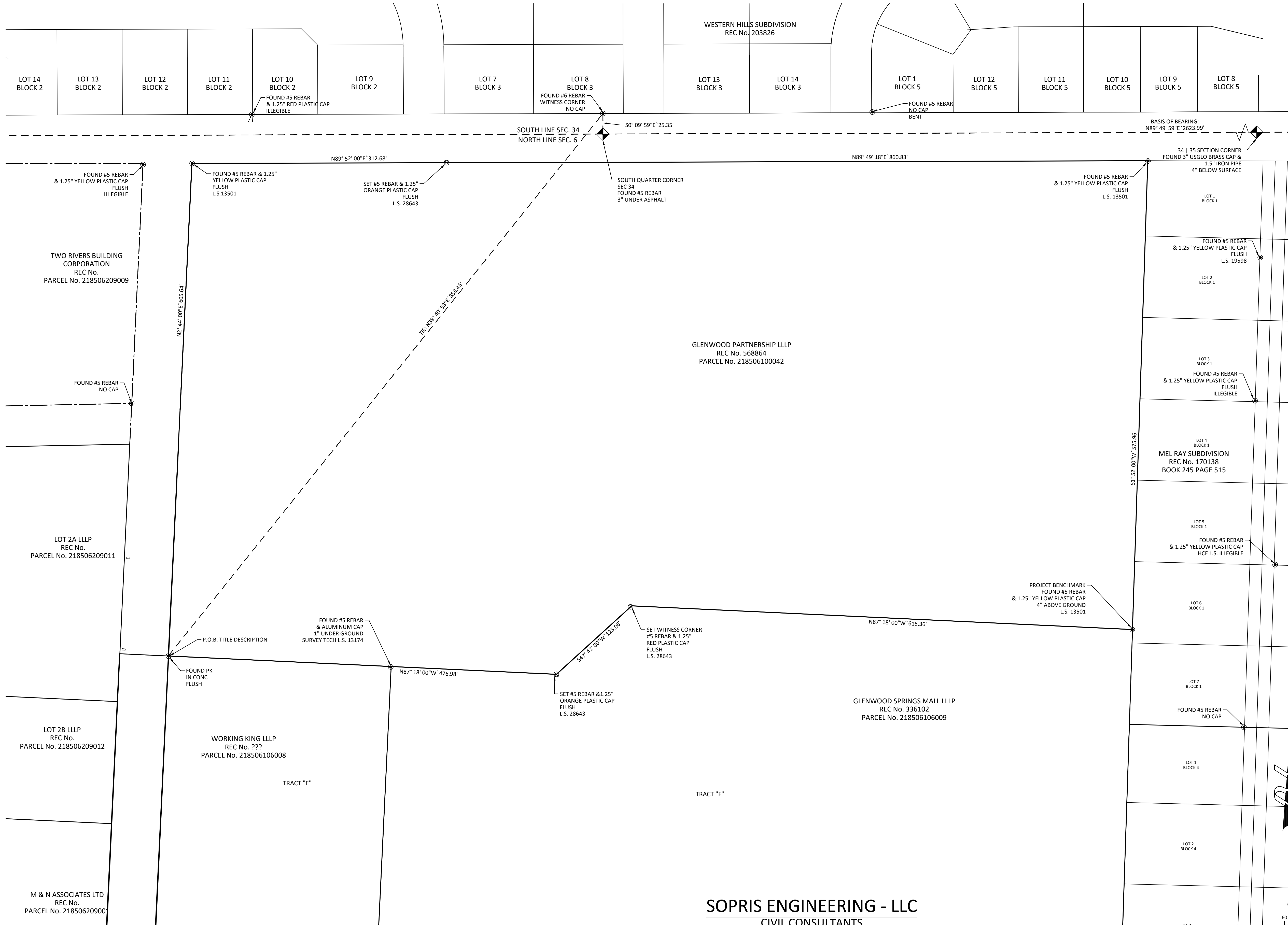
By _____
Deputy

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

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

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

SHEET 1 OF 2



NOTES

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

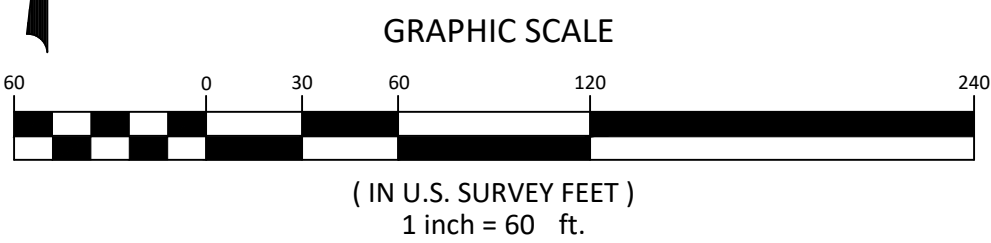
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COUNTY OF GARFIELD
STATE OF COLORADO.

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. AB563014094-2, OR OTHER SOURCES AS SPECIFIED ON THE IMPROVEMENT SURVEY PLAT.

MARK S. BECKLER
L.S. #28643



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

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

BEING SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH,
RANGE 89 WEST OF THE 6TH P.M.

SHEET 2 OF 2

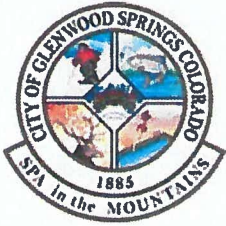
Site Plan Details:

- Streets:** DONEGAN RD., CENTER RD., MEL RAY RD.
- Property Features:**
 - SUN SHELTER & PLAY GROUND
 - SINGLE STORY BUILDING
 - ASPHALT SURFACE
 - CONCRETE SURFACE
- Utilities:**
 - SEWER MANHOLE (8" CLAY PIPE)
 - SEWER CLEANOUT (8" PVC PIPE)
 - EXISTING STORM INLET
 - WATER LINE STUB (8" and 6" PVC)
- Easements:**
 - 30' DRIVEWAY EASEMENT
 - 20' UTILITY EASEMENT
 - 15' UTILITY EASEMENT
 - 30' UTILITY EASEMENT
 - 22' DRIVEWAY EASEMENT
- Notes:**
 - PER RECEPTION NO. 443451 THE SUBJECT PROPERTY HAS THE RIGHT TO TIE ONTO EXISTING UTILITY STUBS ALONG ITS COMMON BOUNDARY WITH THE GLENWOOD SPRINGS MALL PROPERTY
 - ACCESS EASEMENT RECORDED REC NO. 443451
- Adjacent Lots:** LOT 1 BLOCK 1, LOT 2 BLOCK 1, LOT 3 BLOCK 1, LOT 4 BLOCK 1, LOT 5 BLOCK 1, LOT 6 BLOCK 1, LOT 7 BLOCK 1, LOT 1 BLOCK 4

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

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LAND USE APPLICATION

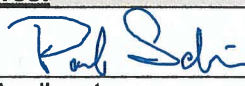
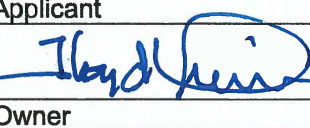
City of Glenwood Springs
Economic and Community Development Dept.
101 West 8th Street
Glenwood Springs, CO 81601
970-384-6411

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

Applicant/Property Owner Information:			
Applicant		Owner	
214 Center Drive, LLC		Glenwood Partnership, LLLP	
Relationship to Owner		Owner	
Under contract to purchase portion of subject property			
Applicant Address		Owner Address	
PO Box 9833	Cincinnati, OH 45209	214 Center Drive	Glenwood Springs, CO 81601
Phone 513.479.4396	Email Address paul.schirmer@cdsg-us.com	Phone 970-945-6712	Email Address john@diemoz.net

Property Information:	
Address	Parcel Number
214 Center Drive, Glenwood Springs, CO 81601	218508100042
Subdivision	Lot and Block Number
Zone District Garfield County: Commercial/Limited	Existing Land Use Office/Commercial/Vacant Land

General Project Description:
Annexation of subject property and zoning of same as Commercial (CO) and PUD to allow for existing development on portion of property and development of approximately 12.27 acres of vacant land as a mixed use (commercial/multi-family residential) development

Signatures:		
The owner or applicant must be present at the hearing. All public hearings must be properly noticed according to G.S.M.C. Section 070.010.030. Signatures of all owners of the property must appear before the application is accepted. Partnerships or corporations may have the authorized general partner or corporate officer sign the		1/26/2021
	Applicant	Date
		1-26-2021
	Owner	Date

application. (Attach additional incorporation documents if necessary.) I declare under the penalty of perjury that the above information is true and correct to the best of my knowledge.		
	Owner	Date



Planning and Zoning Commission Report

Date: May 25, 2021
To: Planning and Zoning Commission
From:

Subject:

Planning File 12-21-Consideration of an Appeal of a Community Development Director Decision to not accept/process a Major Site/Architectural Plan Review application and a Minor Subdivision application due to the proposal exceeding the maximum number of multi-family residential apartment units allowed by the Glenwood Meadows Annexation and Development Agreement and Zoning and Development Plan (GMADAZDP), as filed with the Garfield County Clerk & Recorder's office at reception #616083 and subsequent amendments thereto. The Appeal is filed pursuant to Municipal Code section 070.060.070(c). The subject property related to the Appeal is Lots 11 C-B (PIN: 2185-041-41-003) and 11 C-C (PIN: 2185-041-41-002) of the Glenwood Meadows Subdivision No. 6. and is zoned Residential High-Density (RH) District (R/3 per the GMADAZDP) (Continued from May 10, 2021)

REQUEST	Appeal of Community Development Director's decision regarding the Glenwood Meadows Annexation and Development Agreement and Zoning and Development Plan
APPLICANT	Balcomb & Green / BLD Group
OWNER	Glenwood Meadows LLC
LOCATION	
ZONE	RH-Residential High Density
SURROUNDING LAND USES	
LOT SIZE	

ACTION ITEMS

Staff will provide the Commission with a status update of this Appeal at the May 25, 2021 meeting.

BACKGROUND

NA

PROJECT SUMMARY

NA

REVIEW CRITERIA AND STAFF ANALYSIS

NA

REVIEWING AGENCY COMMENTS

NA

ACTION ITEMS & STAFF RECOMMENDATIONS

NA

Suggested Findings:

NA

Jenn Ooton, Asst. City Manager
(970) 384-6404 (o)



101 West 8th Street
Glenwood Springs, CO 81601

Chad J. Lee
Balcomb and Green
Post Office Box 790
Glenwood Springs, CO 81601

May 21, 2021

Dear Mr. Lee:

This letter will serve as notice to your client BLD Group and Glenwood Meadows LLC that per the ratification of the Memorandum of Understanding regarding residential development within the RH District of Glenwood Meadows by City Council on May 20, 2021, that I formally withdraw my interpretation letter dated Feb. 26, 2021. The Community Development Department will formally begin processing Planning File 60-20 BLD Group Major Site Arch Review.

Please let me know if you have any questions or concerns.

Sincerely,

A handwritten signature in black ink that reads 'Jennifer Ooton'. The signature is written in a cursive, flowing style.

Jennifer Ooton

CC: Karl Hanlon, City Attorney; Gretchen Ricehill, Asst. Community Development Director; Trent Hyatt, Senior Planner

December 28, 2020

RE: Glenwood Meadows Multi Family Housing Development

Response to ADA Site Related Design Standards:

1. Site Layout and development pattern works creatively within the site's natural constraints such as slope, geologic hazards and significant vegetation.

- *The primary approach to site layout and grading was to work with the existing natural slope and grading conditions to the greatest extent possible. Several adjustments were made during the design process to ensure that the site grading (cut and fill) was as balanced as possible.*
- *The existing steep slope from Wulfsohn Rd. up to the project site will be undisturbed.*
- *Grades around the perimeter of the property, adjacent to the Wulfsohn Mountain Park open space meet existing grade at or before the property line and areas of disturbance will be re-vegetated with native plant material to blend with the open space.*

2. Parking- counts to be no less than the city of Glenwood Springs standard.

- *The development includes a total of 538 parking spaces. 537 spaces are required based on City of Glenwood Springs standards.*
- *See table on sheet L 1.1 for a more detailed breakdown of the parking requirements and counts.*

3. Landscaping and Screening: ADA standards meet or exceed City standards. Use ADA standards.

- **Required open space 40%**
 - *The total phase 1 area is 27 acres. The total area of the site that will be developed (buildings, roads, parking) is 8.43 Acres. This leaves 18.57 acres of open space on the site equating to 69% open space.*
- **Open Space Planting**
 - **1 Tree/1200 SF**
 - **4 Shrubs/ 1200 SF**
 - *These calculations have been applied to all disturbed areas of open space in the development and are reflected in the landscape plans.*
- **Setbacks, Buffers, Screens**
 - **1 tree/ 25LF**
 - **1/3 deciduous**
 - **2/3 evergreen**
 - **10 shrubs/ 25 LF**
 - *These calculations have been applied to relevant areas in the development and are reflected in the landscape plans.*

- **Internal Neighborhood Streets**
 - **1 deciduous tree/ 35 LF evenly spaced.**
 - *The minimum planting standards have been applied to all internal neighborhood streets as you enter the neighborhood. The areas adjacent to open space are designed to meet the natural character and blend with the native vegetation. A formal row of street trees would look out of character and create a contrast with the natural landscape, therefore rows of street trees have not been added in these areas.*
 - *Street trees have also been omitted from areas that are adjacent to the phase 2 property. It is anticipated that this area will be disturbed and developed in the future and that landscaping will be added as a part of the phase 2 development.*
 - *The character of the planting in the native areas for the hillside above Wulfsohn Rd. will be similar to planting found in other parts of the Glenwood Meadows development, in particular the native hillside zone in between Midland Ave and the Glenwood Meadows Shopping center.*
- **Building foundations shall be planted with ornamental plant materials such as ornamental trees, flowering shrubs and perennials, a ground covers and provide variety and year round interest.**
 - *The geotechnical report advises against irrigated plant material within 10' of the building foundations. The landscape plans reflect a "dry zone" at the foundation of the buildings to comply with this recommendation. Flowering shrubs, perennials and ground covers have been located in areas adjacent to the buildings outside of the 10' zone and will be drip irrigated to comply with the geotechnical recommendations.*
- **Development entryways shall be planted with ornamental plant material such as ornamental trees, flowering shrub and perennials and ground covers.**
 - *Planting beds with ornamental plant material have been included at both of the main entries to the development.*
- **Turf areas shall be established by sodding. Un-manicured natural areas may be seeded when adjacent to open space.**
 - *The geotechnical report advises against turf grass due to the higher watering needs. Artificial turf grass is being proposed as an alternative in select areas in the development along with a native seed mix for other areas which has a lower water requirement.*
- **Use xeriscape principles.**
 - *The intent of the planting design is to use xeriscape principles and to use low water plant material to reduce the amount of irrigation needed for the site. The proposed plant list was taken from the Glenwood Meadows ADA design guidelines and will be refined during the design development and construction document phases. The Irrigation plan will be designed by a professional irrigation designer with the intent of creating the most efficient system possible to reduce the amount of watering across the site. The geotechnical engineers will also be asked to review, make recommendations and sign off*

on each iteration of the proposed landscape design to ensure that the planting and irrigation complies with the geotechnical requirements.

4. **No areas for outdoor storage, trash collection or compaction, loading, or other such uses shall be located within 20' of any public street, public sidewalk, or internal walkway.**
 - *A total of 7 trash storage/ collection areas have been provided in the plans. The dumpsters will be enclosed and screened with planting and will not be visible from view. They will be located between parking areas within a reasonable walking distance from the residential buildings. Locations for trash storage and collection areas are limited due to the natural topography and slope of the site.*
5. **Mechanical/ Utility Screening required. – shall be an integral part of the building, not tacked on.**
 - *Condensing units for the buildings will be located within landscape areas and screened from view with shrubs and /or fencing to match the architecture, depending on location.*
6. **Open Space- desire to create an interconnected network of open spaces and parks within residential areas of Glenwood Meadows and provide visual interest and access to a variety of recreational and leisure opportunities.**
 - *An interconnected network of parks and open spaces has been provided throughout the neighborhood.*
 - *There is an internal network of sidewalks connecting the streets and buildings that provides circulation throughout the residential areas.*
 - *Park 1 creates a direct soft surface trail connection to the Wulfsohn Mountain park trails and a second connection to this public trail network is located at the south end of the property.*
 - *A pedestrian/ stair connection has been provided adjacent to W. Meadows drive leading up to the development.*
 - *Walking access from the residential units to the two parks and the open space areas is a primary component of the design.*
7. **Each 1 acre park shall contain at least 1 or more of the following features:**
 - **Multi- use areas**
 - **Community gardens**
 - **Walking paths**
 - **Plazas**
 - **Picnic tables**
 - **Benches**
 - *The plans include (2) one acre parks as required by the Glenwood Meadows ADA*
 - *Park 1 includes walking paths, benches, picnic tables, a community garden and multi-use areas*
 - *Park 2 includes two pickle ball courts, picnic tables, benches, a multi-use area and a children's play area with play equipment.*
8. **Site layout – Residential Specific**
 - *20' setback from front property line*

- *The buildings are set back more than 20' from the property lines.*
- **Layout shall respect and follow the natural topography of the site to the extent possible.**
 - *The neighborhood has been designed to work with the existing topography of the site to the greatest extent possible.*
 - *The design intent was to meet existing grade at the south end of the site to avoid the need for large areas of cut and associated site retaining walls and to connect the development to the Wulfsohn Mountain Park Open Space.*
- **To the maximum extent practicable, multi- family buildings shall be oriented or arranged in a manner to enclose common open space.**
 - *Common open space is located throughout the neighborhood with common amenity and gathering space area adjacent to the buildings.*
- **Common open space should include**
 - **Gardens**
 - **Courtyards**
 - **Recreation or play areas and at least 3 of the following**
 - **Seasonal planting areas**
 - **Large flowering trees**
 - **Seating**
 - **Pedestrian scaled lighting**
 - **Gazebos or other decorative shelters**
 - **Play structures for children or**
 - **Natural features or areas**
 - *The common open space in the proposed development includes gardens, courtyard areas between buildings, recreation and play areas, seasonal planting areas, seating, pedestrian scaled bollard lighting, play structures for children and natural areas.*
- **Residential neighborhoods adjacent to open space shall incorporate one of more of the following techniques to create a visual transition between development and surrounding open space:**
 - **Staggering building setbacks to create a softer development edge**
 - **Establishing a landscape buffer along the rear or visible edge(s) of the property to create a soft visual edge of the development**
 - **Utilizing a variety of native plant species and planting forms similar to those found on the adjoining open space to create the appearance of a natural transition in the landscape.**
 - *The development includes a native buffer around the perimeter with native plant species to soften the visual edge of the development and transition to the existing native landscape beyond the property line.*
- **The area between the curb an adjacent property line shall be landscaped**

- *The area between the curb and the adjacent property line has been landscaped to match the character of the adjacent property to create a natural transition.*

9. Community Amenities:

- **Minimum ratio of 200 sf/ dwelling unit of internal open space/ outdoor leisure space.**
- **These open spaces/ outdoor leisure spaces shall be improved with a variety of community amenities including, but not limited to the following:**
 - **Community garden**
 - **Grove of trees**
 - **Village green**
 - **Pocket park**
 - **Swimming pool**
 - **Resident clubhouse**
 - **Tots lots**
 - **Basketball, volleyball or sports courts**
 - **Picnic areas**
- *60,000 sf of common amenity space is required for this 300 unit development. A total of 119,400 sf common amenity space has been provided.*
- *Common amenities for this development include a community garden, swimming pool, resident club house with fitness center and daycare, a play ground and two pickleball courts.*

10. Parking (location and layout – page 40 of ADA)

- **Parking areas and freestanding parking structures (detached garages and carports) shall not occupy more than 50% of each perimeter street.**
 - *Due to the natural sloping topography of the site, level areas for parking are limited. The proposed parking for this development are located in the available level areas in between buildings and along the perimeter of the streets and exceeds the 50% threshold due to the limitations of the site.*
- **Carports shall be limited to 72' in length, with a maximum of 8 spaces per car port structure.**
 - *A total of 20 garage structures are proposed for this development.*
 - *The 10 garage structures located along the upper road at the south of the development are 72' in length with a maximum of 8 parking spaces.*
 - *The 10 garage structures at the middle and lower roads relate directly to the architecture and are 125' in length with 10 parking space and two bicycle storage areas each. These structures are built into the slope of the hillside with the roof functioning as an outdoor patio and common amenity space for the adjacent residential buildings.*
- **No more than 2 detached garage structures or carport structures shall be located adjacent to each other end to end.**

- *Due to the natural sloping topography of the site, level areas for garages are limited. The proposed garage structures align with the layout of the residential buildings and streets and are located adjacent to each other with a minimum of 10' spacing between structures.*
- **The minimum separation between these structures shall be 10' and the separation area shall be landscaped with at least 1 deciduous tree and ground cover or sod**
 - *The garage structures are separated at least 10' from each other and the separation area is landscaped with at least one tree and ground cover.*

City Site Related Code Standards:

Parking requirements:

- **Clubhouse Building – 1/ 400 square feet for the clubhouse/building area, plus 1 /10,000 square feet site/pool/outdoor area.**
 - *27 spaces are required for the Clubhouse and 28 have been provided.*
- **Residential Units- 1.5 spaces for multi-family, plus 1 guest space per each 5 dwelling units (essentially 1.7 total but confirm count)**
 - *510 spaces are required for the residences and 510 have been provided.*
- **Required number of ADA spaces (National Standards)**
 - *The total number of proposed ADA spaces meets the national standards.*

Bike parking requirements:

- **For developments with more than 150 parking spaces- 9 bike parking spaces plus 1 space for each 50 vehicle spaces provided after the first 150 spaces.**
 - *17 bike parking space are required based on these calculations. 160 bike parking spaces have been provided in the plans for the development.*
- **Distribute evenly among buildings**
 - *Bike parking has been distributed evenly among the buildings.*
- **Must have adequate lighting**
 - *Bike parking is located adjacent to the main entry to the buildings and will be adequately lit.*
- **Bicycle parking spaces shall maintain an access aisle of at least 5 feet and clear of all obstructions.**
 - *Bike parking spaces maintain an access aisle of at least 5' and are clear of obstructions.*

Residential Architecture:

1. **A buildings special architectural features and treatments shall not be restricted to a single façade. All sides of a multi-family building open to view by the public, whether viewed from public or private property, shall display a similar level of quality and architectural interest.**

- *All sides of the multi-family residential buildings include special architectural features and treatment. The buildings are visible from all four sides and each façade displays a similar level of quality and interest.*
- *Three building types have been provided to create variety and interest.*
- 2. **All multi-family buildings shall be designed to provide complex massing configurations with a variety of different wall planes and roof planes. Plain, monolithic structures with long, monotonous, unbroken wall and roof plane surfaces are prohibited. At least every 50 linear feet, wall planes shall contain offsets or setbacks with a differential in horizontal plane of at least 5 feet.**
 - *A variety of different wall and roof planes have been provided in the design of the buildings.*
 - *Bike parking is located adjacent to the main entry to the buildings and will be adequately lit.*
 - *Wall planes have a setback or offset of at least 5' for every 50 linear feet.*
- 3. **The maximum length of a multi-family building is 125'**
 - *The building design meets this criteria*
- 4. **All elevations on multi-family buildings shall contain windows. An eave or an overhang of at least 12" shall be provided on the perimeter of all residential buildings, except gable roof ends, where an 8" overhang shall be required.**
 - *The roof design meets this criteria*

Architectural Detail:

1. **The incorporation of porches, balconies and patio's shall be strongly encouraged for all residential types.**
 - *Balconies and patios have been incorporated into the design of the residential buildings.*
2. **Building entries shall be called out as a prominent streetscape feature for all residential types by extending the front of the main façade and emphasizing with materials and detailing**
 - *The building entries are prominent features in the building design, they extend from the front of the main facades and are emphasized with materials and detailing.*
3. **Garages shall not be a prominent streetscape element. They shall be recessed and/ or oriented towards the rear of the lot.**
 - *The garage structures are located at the rear of the buildings and are not a prominent streetscape element.*
4. **Fronts of buildings shall be articulated through the use of bays, insets, balconies, porches or stoops related to entrances and windows.**
 - *The front of the proposed buildings are articulated though the use of insets, bays, balconies and front stoops related to the entrances.*



March 8, 2021

Via E-mail to:

Jennifer Ooton, Assistant City Manager
City of Glenwood Springs
Economic and Community Development
101 West 8th Street
Glenwood Springs, CO 81601
jenn.ooton@cogs.us

Re: ***Appeal of Director's Decision Not to Process the Major Site / Architectural Review Application of Glenwood Meadows Submitted by BLD Group***

Dear Ms. Ooton:

As you know our client BLD Group submitted a major site/architectural review application on December 29, 2020 and a minor subdivision application on January 26, 2021 for 300 residential apartment units in the RH Zoned area of Glenwood Meadows ("BLD Application"). The narrative from the BLD Application is attached as Exhibit A. After submitting the application, we responded to Staff's request for further traffic information on January 8, 2021 (Exhibit B). Additionally, after speaking to the City Attorney we responded with another letter on February 4, 2021 (Exhibit C). Last week, we received your letter dated February 26, but transmitted to me by email on March 1, 2021 ("Staff's Letter") containing various interpretations of the Glenwood Meadows Development Agreement ("ADA"). This is an appeal of those interpretations pursuant to Glenwood Springs Development Code ("Development Code") Section 070.060.070(c).

Staff's Letter stated the City was unable to process the BLD Application because it "exceeds the residential unit limits established for the Glenwood Meadows Development." We are puzzled by this interpretation. This interpretation is contrary to the plain language of the ADA, which is clear that the 475 unit cap applies only to the RH zoned property (consisting of parcels originally named Parcels B, J, and K), and of those 475 units, only 300 may be apartments. These limits do not apply to other areas of Meadows, including the Lofts which are located in the ADA Mixed Use Zone (now zoned M2). We are appealing (1) the administrative decision that the proposed application exceeds the residential unit limits established for the Glenwood Meadows Development and (2) City's requirement that the Annexation and Development Agreement for Glenwood Meadows, LLC Annexation ("ADA") (Exhibit D) be amended.

I. 475 Residential Unit Cap Applies Only to RH Zoned Parcels

The Staff Letter claims the original ADA limited development within the entirety of Glenwood Meadows to 475 residential units, only 300 of which could be apartments. This is contrary to the plain language of the ADA, which specifically applied this limitation only to Parcels B, J, and K:

(c) Density Cap. Notwithstanding the zoning designation of the Property as ... (ii) an R-3 Residential zoning district (Parcels B, J and K of the Plan), Owner agrees not to plan, develop, construct or sell more than 475 residential dwelling units ... within Parcels B, J, and K." (emphasis added).

Staff should be well aware of the structure of the ADA and the Glenwood Springs Development Code. The 2002 Annexation and Development Agreement establishes zoning districts for Glenwood Meadows. Development entitlements are set forth in the zoning for each parcel. But there are also specific density caps for certain areas. For example, there was a density cap on commercial square footage for the C-1 and C-2 areas. This limit was later modified by the Fourth Amendment to the ADA. There is also a density cap on residential units within the RH (formerly R-3) area, which states “Owner agrees not to plan, develop, construct or sell more than 475 residential dwelling units (subject to the provisions of Section 9(c)(i) below) within Parcels B, J, and K.” (ADA § 9(c)). Section 9(c)(i) states that “no more than three hundred (300) of the total residential dwelling units permitted hereunder shall be commercial apartment rentals as “apartments” are now or may hereafter be defined in the City’s Municipal Code.”

The 475 residential units and 300 apartments limitations in the RH zone are reiterated and confirmed by the Zoning and Development Plan section of the ADA, Section X. Development Standards: Residential Neighborhoods (R-3), paragraph C. 2.: “Out of the 475 residential units, a maximum of 300 apartments shall be provided”. Although other Zoning and Development Plan Development Standards for Mixed Use Campus and Hospitality include certain use limitations, no other sections reference limitations on residential units.

Attached is the original parcel map attached to the ADA (Exhibit E), together with the required surveyed zoning map produced and provided to the City in 2004 (Exhibit F) and incorporated into City Zoning Maps. The original parcel map Residential zone is shown in yellow, Parcels B, J & K. The “Program” or legend clearly shows that the yellow Residential areas 475 units cap only applies to the Residential Neighborhood zoned R-3 (now RH) parcels. It does not apply to the mixed use parcels (E, F, and G), which is where the Lofts were constructed. The Lofts were constructed in the mixed zone district which had a minimum requirement for residential units to require residential within the mixed use district.

The Fourth Amendment to the ADA in 2013 further reinforced this understanding (Exhibit G). The last Sentence of the Fourth Amendment § I(A)(iii) states: “Nothing herein is intended to alter, amend, or increase the Original ADA maximum number of all residential dwelling units (475) as set forth and described in Section 9.c. of said Original ADA.”. As stated above, Section 9.c. of the Original ADA permits up to 475 residential dwelling units within Parcels B, J, and K, zoned R-3 (see attached map), and later rezoned by the City to RH. The Lofts clearly do not count towards the 475 unit cap within the R-3 (now RH) district in the Meadows.

II. 300 Apartment Cap Applies Only to RH Zoned Parcels

Likewise, there is no ambiguity regarding the applicability of the 300 apartment cap, which only applies to the R3 (now RH) zone district. Staff’s letter asserts the intent of the 3rd and 4th amendments was to change this cap from applying Meadows-wide to only the RH district. The Third Amendment did not attempt to change the applicability of the 300 apartment limitation but rather confirmed the parties’ understanding of these provisions in the ADA (Exhibit H).

Section 9(c)(i) of the ADA contained the following provision:

“... Finally, the City and Owner agree that no more than three hundred (300) of the total residential dwelling units permitted hereunder shall be commercial apartment rentals as “apartments” are now or may hereafter be defined in City’s Municipal Code.”

Although no geographic or zone district limitation for the 300-unit cap was specifically stated in this provision, it is clear it applies to Parcels B, J and K based on the reference in the immediately preceding paragraph. This is confirmed and made clear by the Development Standards Residential Neighborhoods (R-3) attached to the ADA that the 300 unit cap only applies within the R-3 neighborhood. (Page 37, Paragraph C.2): “Out of the 475 residential units, a maximum of 300 apartments shall be provided”.

This understanding by the City and the Owner was clarified in 2010 and 2011 in the Third Amendment and the Amended and Restated Third Amendment, which amended 9(c)(i) by explicitly clarifying the 300 apartment cap applies only within the R3 neighborhood as such area had been platted and subdivided:

“... Finally, the City and Owner agree that no more than three hundred (300) of the total residential dwelling units permitted within the R-3 Residential zoning district (initially Parcels B, J, and K of the Plan) now known as Glenwood Meadows Major Subdivision No. 4 Lot 11 C hereunder shall be commercial apartment rentals as “apartments” are now or may hereafter be defined in the City’s Municipal Code.”

The underlined portion is how the language appears in the amendments and was provided to highlight the change from the original ADA. This provision of the original ADA and Third Amendments that the 300 unit limitation applied to only the R3 neighborhood was confirmed again in 2013. This provision from the 4th Amendment is the current operative language on the subject:

“City and Owner hereby agree that a maximum of three hundred (300) commercial apartment rentals will be allowed out of the total residential dwelling units within the R-3 Multi-Family zoned area (identified in the original ADA as Parcels B, J, and K) will be permitted in Owner’s Retained Lots as follows: Lot 11B, Lot 11C-B and Lot 11C-C of GM #5 Plat. Said maximum of three hundred rental “apartment” dwelling units are exclusive of and in addition to the sixty (60) rental “apartment” dwelling units already approved for and being developed upon Lot 11C-A and Tract 11C-A of GM #5 Plat. Nothing herein is intended to alter, amend, or increase the Original ADA maximum number of all residential dwelling units (475) as set forth and described in Section 9.c. of said Original ADA.” (4th Amendment, Paragraph I(A)).

There is no ambiguity. The 300 unit cap only applies to Parcels B, J, and K, as does the 475 unit cap. The only change created by this provision of the 4th Amendment was to exclude the completed 60 low income rental housing units known as Glenwood Green from the 300 apartments limitation – thereby increasing the R-3 zone apartments limitation from 300 to 360 units. The total of 475 residential units in the R-3 zone was unchanged. Attached are Glenwood Meadows Plats 4 and 5 for reference (Exhibits I and J).

III. Amendments Made to Address Glenwood’s Housing Shortage

For context, the 3rd and 4th Amendments to the ADA were processed during a time when Glenwood was desperately seeking housing, especially rental housing.

In 2005, Glenwood commissioned a Housing Study, which found that over the next 10 years, 2,885 units would need to be added to Glenwood’s Housing inventory, including 1,295 rental units. Less than 10% of this goal was achieved by 2015. In 2010, Glenwood’s Strategic Housing Plan again affirmed

the desperate need for local housing, including both “catch up” and “keep up” needs. “Catch-up”, of course, being housing needed to catch up to the current deficient housing conditions, and “keep up” generally defined as housing needed to keep up with future demand in relation to job and population growth. The current pandemic has only amplified the need for rental housing to house our growing workforce and maintain a healthy community.

Indeed, the 3rd Amendment approved by the City in 2011 contains the following recital:

“The City and Owner voluntarily entered into the Third Amendment to the ADA to ... encourage the development of the housing component of the Property... (3rd Amendment, Recitals).

Glenwood still needs housing, especially rental units. Additional supply is the only proven method to decrease the cost of attainable housing. Indeed, the Comprehensive Plan speaks specifically to the BLD Application when one of the stated goals of our community is to:

“Strongly encourage the development of the planned residential component for Glenwood Meadows, including live-work housing, apartments, etc.” (Page 77, emphasis added).

Our Comprehensive Plan recognizes that “to create a more sustainable community, it is necessary to increase the supply of housing relative to employment. Doing so would increase affordable housing options for employees of Glenwood Springs businesses.” (Page 71). Additionally, “[D]ue to the physical limitations to growth and the approaching built-out nature of the community, there are few large tracts of land left to develop, and some may not be suitable for housing. Therefore, it will be important to take advantage of every opportunity to increase the supply of housing in general....” (Page 76, emphasis added).

The BLD Application represents one of the final and perhaps most important pieces of the planned residential components of Glenwood Meadows. As a result, both the ADA and the Comprehensive Plan “strongly encourage” BLD’s Application, despite Staff’s misinterpretation of the ADA.

IV. ADA and Amendments are Contract Between City and Owner.

The ADA is an agreement between Glenwood Meadows, LLC and the City. It encumbers title to all of Glenwood Meadows. Various amendments were made over the years, which primarily only affect land still owned by Glenwood Meadows, LLC. Staff’s letter also seems to claim, without any legal support, that the 3rd and 4th amendments are void because not all property owners within Meadows signed the documents. This position is disingenuous given that City Staff negotiated the language of the 3rd and 4th amendments with Glenwood Meadows LLC, processed the applications, held public hearings, City Council voted to approve to amendment, they were signed by City Council, and recorded with the Garfield County Clerk and Recorder. Additionally, the subject of the 3rd and 4th amendments was housing caps and vested rights as they apply to land still owned by Glenwood Meadows, LLC. While a non-signing property owner might argue they are not bound, there is no question that the City itself is bound by these agreements. Any other position is a clear violation of Meadows’ property rights, and a taking of private property.

Finally, if as indicated by Staff’s Letter, the 3rd and 4th amendments are void, Paragraph III, of the 4th Amendment extending the Vested Rights is void and the ADA Vested Rights expired on August 8, 2014. Upon termination of the ADA, all rights and obligations of the ADA are terminated including all

density caps and residential unit limitations. Pursuant to Section 10. Vested Rights b.: “After the Vested Period expires, this Agreement shall be deemed terminated and of no further force or effect as to such phase; provided, however, that such termination shall not affect (a) annexation to and zone district designations of the Property in the City;...” This means if, as asserted by the Staff Letter, the ADA has terminated, the BLD Application must be processed by the City under the terms of the City Code and the sites RH – Residential High Density zoning. RH zoning permits multifamily dwellings without unit limitations on apartments.

V. System Improvement Fees.

Staff appears intent on exacting further concessions from developers in contradiction of the ADA, despite that developers at Meadows have contributed millions to City in the form of ADA required on and off site infrastructure improvements, system improvement fees, sales tax and property tax. Given the ADA required on and off site infrastructure improvements, the ADA contains an exemption any future traffic impact fee. The Glenwood Meadows original utility infrastructure was sized for a reasonable build out, but any future expansion of those facilities is to be funded by system improvement fees, just like any other area of the City.

The ADA requires that any “future impact fees, surcharges, special permit fees, special taxes or assessments, development fees or tap fees, and other items not addressed by this Agreement shall be exacted uniformly and non-discriminatorily on the Property and as exacted throughout the City.” (ADA Paragraph 3(a), emphasis added). The City Code sets forth uniform system improvement fees to offset the cost of development. These fees were recently reviewed in 2015, and as of 2021 are now over \$11,000 per EQR. We understand the City is again considering raising these fees.

Based on today’s fees, a rough calculation of the system impact fees produced by the current apartment application alone is close to \$2 million. Indeed a rough calculation of total value of system improvement fees generated from development at Meadows to date is \$3.75 Million. These funds are statutorily required to be spent on upgrades to the infrastructure as may be necessary, including in this case the lift station. Additionally, Meadows has generated approximately \$63 Million in City Sales Tax and another \$1.2 Million in City Property Tax. Complete buildout of the residential potential at Meadows will only generate further revenue for the City.

Colorado law prohibits the imposition of any discretionary condition on a land use application unless the condition is based upon a duly adopted standard that is sufficiently specific to ensure the condition is imposed in a “rational and consistent” manner. C.R.S. § 29-20-203. The entire purpose of the City’s 2015 review of system impact fees is to ensure those fees were rational and consistent with the, and roughly proportionate to, the impact of certain types of development on the City’s infrastructure. As stated in the Application, and in the letter to Staff on January 8, this Applicant is fully committed to paying the City’s uniformly required impact fees like any other developer within the City.

VI. Conclusion

Staff’s position contradicts the plain language of the ADA, as confirmed by the 3rd and 4th Amendments. We request that City Staff withdraw the Staff Letter and process the BLD Application pursuant to ADA as amended and Code requirements. Alternatively, this letter is our written appeal of the Staff Letter. We will be requesting and reviewing the documents Staff relied upon to make its interpretation

over the coming weeks. We anticipate a hearing on this appeal at the April Planning and Zoning Commission meeting. We also reserve the right to submit additional materials in support of our appeal. Please confirm this date and we can confirm notice obligations. Thank you again for your consideration of this appeal.

Sincerely,

BALCOMB & GREEN, P.C.

By: 
Chad J. Lee, Esq.

Attachments:

- A. BLD Major Site/Architectural Review Application Narrative
- B. Letter to Trent Hyatt Dated January 8, 2021
- C. Letter to Karl Hanlon Dated February 4, 2021
- D. Glenwood Meadows ADA (annotated)
- E. Glenwood Meadows Original Parcel Map
- F. Glenwood Meadows Zoning Map
- G. ADA 4th Amendment. (annotated)
- H. ADA 3rd Amendment (annotated)
- I. Glenwood Meadows Major Subdivision No. 4 Plat (Reception No. 776958)
- J. Glenwood Meadows #5 Plat (Reception No. 818851)

CJL/bc

xc: Jenn Ooton
Trent Hyatt
Gretchen Ricehill
Karl Hanlon



BALCOMB & GREEN

WATER LAW | REAL ESTATE | LITIGATION | BUSINESS ESTD 1953

Chad J. Lee, Esq.
Telephone (970) 945-6546
clee@balcombgreen.com

January 8, 2021

Via E-mail to:

Trent Hyatt, Planning Director
City of Glenwood Springs
Community Development Department
101 West 8th Street
Glenwood Springs, CO 81601
trent.hyatt@cogs.us

Re: ***Glenwood Meadows – Phase 1
Applications for a Major Site Architectural Review and Minor Subdivision***

Dear Trent:

We received your inquiry regarding City Staff's request at the initial pre-application conference for a comprehensive update of the Glenwood Meadows traffic study. Glenwood Meadows was a master planned community, for which all potential impacts of development were considered and mitigated as part of the annexation process and final agreements. This parcel, specifically, was contemplated for development of up to 475 units, 300 of which would be commercial apartments. As stated in our cover letter to the application, throughout the 3 year annexation approval process, the City considered and mitigated all of the impacts of housing and other uses contemplated within Glenwood Meadows, including traffic, water, sewer, debris flow mitigation, open space dedications and on and off-site pedestrian flow and connections.

These mitigation requirements were memorialized in the Annexation and Development Agreement between the City and Glenwood Meadows, LLC ("ADA," recorded December 6, 2002 as reception No. 616083). Traffic impacts, specifically, were addressed in Section 12 of the ADA ("Off Site Traffic Improvement Obligations"). These off-site traffic obligations were extensive, including: (a) providing a calculation of the estimated number of daily trips attributable to a development application for the City's records; (b) obtaining all CDOT approvals, designing and funding all construction costs for Exit 114 Improvements; (c) designing and fully funding a total re-construction of the Midland and Eighth Street intersection; (d) certain obligations regarding widening of Midland; and (e) completion of Midland Avenue access points. All of these, except for (a), have been completed.

Attached is the 2013 Memorandum of Understanding entered into between the City and Glenwood Meadows (Reception No. 838187) confirming Glenwood Meadows completed all the Off-Site Traffic Improvements Obligations. These obligations, together with funding the Section 13 River Trail improvements exceeded \$7.0 Million. The MOU confirms "[a]t the time of re-subdivision and/or development application with respect to future developments, Owner, or its assignee, shall, as the sole remaining and ongoing obligation under Said Section 12 of the ADA, remain responsible for providing to City site-specific development proposal calculations of estimated daily traffic trips for such development, as set forth by sub-section (a) of Section 12." (emphasis added). The Traffic Impact Statement (TIS) from High Country Engineering submitted as Exhibit 6 to our Application satisfies this obligation.

Note that our TIS includes, as a courtesy, a revised accounting of the entire development as originally envisioned in the Meadows 2001 traffic report. Since 2001, the ITE Manual trip generation count for apartments has actually been reduced by 8%. Note also, that the 2001 report analyzed 475 residential units, which accounted for less than 15% of external daily trips at Meadows, with the lion's share of the traffic generated by the retail and other commercial uses. While the City may have approved additional residential units in mixed use areas of the Meadows, the 2013 MOU clearly acknowledges that all off-site traffic obligations had been satisfied and that only uniformly required impacts fees are required, similar to any other area within the City.

This is consistent with past interpretation and application by City Staff. For example, in the 2015 Lofts application Staff's position was that the ADA addressed all projected effects from full development, including traffic. (*See, e.g.* Glenwood Springs P&Z Minutes, May 26, 2015). The ADA requires only that all future impact fees are to be "exacted uniformly and non-discriminatorily on the Property and as exacted throughout the City." (ADA § 3(a)). As stated in our application, BLD Group is fully committed to paying the City's uniformly required impact fees like any other developer within the City.

Please let me know if you need further clarification on our application materials. Again, we look forward to working with you and other staff throughout this Application process.

Sincerely,

BALCOMB & GREEN, P.C.

By: 

Chad J. Lee, Esq.



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MEMORANDUM OF UNDERSTANDING

THIS MEMORANDUM OF UNDERSTANDING ("MOU") is entered into by and between the CITY OF GLENWOOD SPRINGS, COLORADO, a Colorado home rule municipality ("City") and GLENWOOD MEADOWS, LLC, a Colorado limited liability company ("GM" or "Owner") (together, the "Parties") on this 16th day of July 2013.

RECITALS

WHEREAS, Owner originally annexed approximately three hundred forty-five (345) acres of real property within the City of Glenwood Springs, which Property is commonly known as "Glenwood Meadows", on July 18, 2002, by action of the City Council of the City of Glenwood Springs ("Council") adopting Ordinance No. 17, Series of 2002, and Ordinance No. 18, Series of 2002, which approved the Owner's petition and request for annexation of the Property and approved the Owner's application for municipal zoning of the Property; and

WHEREAS, on September 18, 2002, the City and Owner entered into an Annexation and Development Agreement to set forth their agreements in writing concerning the terms and conditions of annexation of the Property to the City, the zoning of the Property under the City's Municipal Code and the adopted and incorporated Zoning and Development Plan, as well as the other conditions of the development of the Property, which Annexation and Development Agreement was recorded in the records of the Garfield County Clerk and Recorder on December 6, 2002 as Reception No. 616083 (the "Original ADA"); and

WHEREAS, the City and Owner have since entered into (i) the First Amendment to the Original ADA, which First Amendment was recorded May 6, 2004, as Reception No. 651648, and (ii) the Second Amendment to the Original ADA, which Second Amendment was recorded July 26, 2004 as Reception No. 656670, and (iii) the Third Amendment to the Original ADA, which Third Amendment was recorded December 2, 2010 as Reception No. 795138, and (iv) the Amended and Restated Third Amendment to the Original ADA, which Amended and Restated Third Amendment was recorded August 16, 2011 as Reception No. 806719 (the Original ADA, together with all subsequent, recorded amendments thereto is hereafter referenced to as the "ADA"); and

WHEREAS, on August 9, 2004, Owner did record the final plat of the first phase of development based upon the City's approval of Owner's applications for Major Subdivision and Major Development Permit applications as "Glenwood Meadows No. 2" in the records of the Garfield County Clerk and Recorder's Office as Reception No. 657439 ("GM #2 Plat"), which GM #2 Plat did subdivide the Property identified in the ADA (as Parcel A through Parcel L) into certain private development lots (Lot 1 through Lot 11) and certain public land dedication tracts (Tract A through Tract E); and

AFTER RECORDING, PLEASE RETURN TO:
BALCOMB & GREEN, P.C.
ATTN: Thomas J. Hartert, Esq.
818 Colorado Avenue
Glenwood Springs, CO 81601



WHEREAS, prior to and contemporaneous with the development of certain lots pursuant to the City approvals within the GM #2 Plat, and as required by Section 16 of the ADA, Owner did form such Metropolitan Districts to undertake and complete the ADA obligations regarding complete satisfaction of all off-site public improvements, specifically including (i) transportation and other infrastructure improvements, as generally described by Section 12(b) through (f) of the ADA, as well as (ii) on-site and off-site public improvements in accordance with Section 13 of the ADA pursuant to Major Development Application approvals and conditions associated with GM #2, GM #3 and the sale of Parcel A Glenwood Meadows Subdivision No. 1 to the City; and

WHEREAS, since the recordation of the GM #2 Plat and completion of the development of certain lots as well as required public infrastructure improvements and dedications related thereto, Owner has applied, and the City has approved subsequent resubdivisions and associated development approvals for various further projects and corresponding plats ("GM #3 Plat" recorded on May 7, 2009 as Reception Nos. 767656 and 767657, "GM #4 Plat" recorded on October 28, 2009 as Reception No. 776958, the "Lot Line Adjustment Plat of GM #4" recorded on March 13, 2012 as Reception No. 815777, and "GM #5 Plat" recorded on May 17, 2012 as Reception No. 818851), resulting in additional development, public improvements, public dedications and property transfers; and

WHEREAS, the City and Owner desire to voluntarily enter into this MOU in relation to the ADA to clarify and confirm the status of specified development obligations under said ADA.

AGREEMENT

- A. PURPOSE: The purpose of this MOU is to memorialize the acknowledgements, understandings and agreements of the Parties hereto as a result of the course of performance pursuant to the ADA, as undertaken by Owner and City to date, and to confirm that various references, rights, obligations and provisions of the ADA have been wholly or partially satisfied, rendered moot, lapsed, require update and clarification and/or otherwise are best addressed through this MOU.
- B. OBJECTIVE: The objective of this MOU is, upon execution and recordation in the Garfield County, Colorado Office of the Clerk and Recorder's land records, to provide notice to all that the obligations of GM, as Owner, pursuant to the Original ADA, have to the extent set forth herein, been undertaken and completed to the acknowledged acceptance of the City of Glenwood Springs, Colorado.
- C. IT IS MUTUALLY AGREED AND UNDERSTOOD BY THE PARTIES THAT:

1. The second (2nd) through fifth (5th) paragraphs, inclusive, of Section 2. "Zoning Characteristics/Constraints/Requirements" of the ADA have been fully satisfied by Owner; to-wit:
 - A. Section 2., paragraph 2., Surveyed Zoning Map: A surveyed zoning map dated 07-30-04 consistent with GM #2 Plat was submitted concurrent with execution and recording of the GM #2 Plat August 9, 2004. The surveyed zoning map as submitted was subsequently incorporated into City Zoning Maps.
 - B. Section 2., paragraph 3., Geological Hazards Map and Mitigation Plan: Geological Hazards Mapping and Mitigation Plans were submitted, reviewed and approved as part of the Glenwood Meadows Major Development submittal dated July 3, 2003, Planning Item # 31-03. Mitigation Plan requirements were documented by the GM #2 Plat note 16 requiring conformance with ADA requirements regarding geotechnical mitigation. An identical plat note has been incorporated in to all subsequent Glenwood Meadows subdivisions, and shall continue to be so included in all future recorded plats of the Property, as required by the ADA. Other requirements of geotechnical mitigation were memorialized by the Intergovernmental Agreement for Public Improvements dated July 29, 2004 by and between the City, Glenwood Meadows Metropolitan District No. 1 and Glenwood Meadows Metropolitan District No. 3 shall hereinafter be known as "City GM IGA", including Section 3.11 requiring construction, operation and maintenance of certain debris flow management structures. The City acknowledged acceptance of such Public Improvements on October 16, 2007.
 - C. Section 2., paragraph 4., Master Grading and Master Drainage Plans: Master Grading and Master Drainage Plans were submitted, reviewed and approved as part of the Glenwood Meadows Major Development submittal dated July 3, 2003, Planning Item # 31-03. Requirements for Master Grading and Master Drainage were memorialized by the City GM IGA and the Subdivision and Development Improvement Agreement dated July 29, 2004 by and between the City and Weingarten Miller Glenwood, LLC (hereinafter "WMG SDIA").
 - D. Section 2., paragraph 5. Master Utility Plan: Master Utility Plans were submitted, reviewed and approved as part of the Glenwood Meadows Major Development submittal dated July 3, 2003, Planning Item # 31-03. Requirements for Master Utilities were memorialized by the City GM IGA and the WMG SDIA.



2. Pursuant to Section 3. "Non-Specific Assessments/Credits/Fees-In-Lieu of School Land Dedication", Sub-section a., paragraph 4 of the ADA, the City and Glenwood Meadows established the full and complete obligations of Glenwood Meadows with respect to on-site and off-site traffic/transportation improvements and financial contributions as set forth in detail by Sub-sections (b), (c), (d), (e) and (f) of Section 12. "Off-Site Traffic Improvement Obligations" of the ADA. At the time of re-subdivision and/or development application with respect to future developments, Owner, or its assignee, shall, as the sole remaining and ongoing obligation under said Section 12. of the ADA, remain responsible for providing to City site-specific development proposal calculations of estimated daily traffic trips for such development, as set forth by sub-section (a) of Section 12. Of the ADA. Following are specific references in evidence of the foregoing, to wit:
 - A. Section 12. (b) CDOT Access Permit: Owner, Districts and City cooperated in obtaining CDOT Access Permit and meeting all CDOT requirements for the completion of Exit 114 Improvements. The obligations of the parties for the completion of Exit 114 Improvements were further memorialized by the City GM IGA and the Contract dated January 24, 2005 by and between the Colorado Department of Transportation, Glenwood Meadows Metropolitan District No. 1 and the City (hereinafter "CDOT Contract"),
 - B. Section 12. (c) Midland Avenue and Eighth Street: Pursuant to the terms of the City GM IGA, Section 3.1, the Districts were required to provide engineering plans and specifications for the 8th Street & Midland Avenue City Improvements and the City was required to complete certain City Improvements, which included Midland Avenue and Eighth Street, with the Districts' City Payment of \$2,350,000. Section 3.2 of the City GM IGA confirms the District provided plans and specifications approved by the City for the Midland Avenue and Eighth Street Improvements.
 - C. Section 12. (d) Two roundabouts and other improvements at the intersection of Exit 114: Pursuant to City GM IGA Section 3.10, and the CDOT Contract, the Districts provided the necessary funding for the design and construction of the Exit 114 Roundabouts and the City completed acquisition of all rights-of way necessary for such improvements. The roundabouts were completed in November 2005.
 - D. Section 12. (e) Midland Avenue Four Laning: Pursuant to the terms of the City GM IGA, Section 3.1, the City was required to complete certain City Improvements, including Exhibit A, item 2, if and when the City



deems it appropriate, the widening of Midland Avenue. As stated in Section 3.1, "When the City Payment has been paid in full, all obligations to complete the City Improvements, whether in the Service Plan or elsewhere, shall be deemed to be fully satisfied...." The City Payment of \$2,350,000 was made by the District in August 2004.

- E. Section 12. (f) Midland Avenue Access points: Pursuant to the terms of the City GM IGA, Section 3.1, the Districts' were required to complete and pay for the District Improvements listed on Exhibit B including item 4. which included new Midland Avenue access points known as East and West Meadows Drive as included and reviewed and approved as part of the Glenwood Meadows Major Development submittal date July 3, 2003, Planning Item # 31-03. City GM IGA, Section 3.2 confirms the Public Improvement plans and specifications were approved by the City.
- 3. Section 4. "Conditions Precedent" of the ADA required the passage of thirty (30) days or the resolution of any legal proceedings, referenda or elections. No legal proceedings, referenda or elections were initiated and the Conditions Precedent hereof have been satisfied with the passage of thirty (30) days from execution of the ADA.
- 4. Section 11. "Water Rights Dedication and Ditch Structure Conveyance" of the ADA regarding Owner's transfer and conveyance to City of applicable, described water rights and interests as assignment by Owner to City of all ownership interest in and to the Atkinson Canal Company and its assets and completion of design, construction and development of certain raw water irrigation systems to serve the Property and adjacent City-owned lands, to-wit:
 - A. Water Rights Dedication and Ditch Structure Conveyance: Water Rights Dedication and Ditch Structure Conveyance was completed pursuant to the Assignment of Stock (Atkinson) and Quit Claim Deed (water rights) dated August 5, 2004. Raw water irrigation plans were included in the Master Utility Plans that were submitted, reviewed and approved as part of the Glenwood Meadows Major Development submittal dated July 3, 2003, Planning Item # 31-03. City GM IGA Section 3.2 confirms the Public Improvement plans and specifications were approved by the City. Requirements for Water Irrigation Master Utilities were further memorialized by the City GM IGA Section 3.12.



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5. Section 13. "On-Site Pedestrian/Off-Site Pedestrian Commitments, Transportation Demand Management Commitment; and Transit Commitments" of the ADA as follows:

A. Sub-section a. of Section 13. On Site Hard Trail has been satisfied with respect to the Major Development Application approvals associated with GM #2 across Tracts A, B and C of GM #2 Plat and Major Development Application approvals associated with GM #3 across Owner's Retained Lot (Lot 10C of GM #3 Plat), to-wit:

(i) Section 13. a. On Site Hard Trail: Pursuant to the terms of the City GM IGA, Section 3.1, the Districts' were required to complete and pay for the District Improvements listed on Exhibit B including item 4. which included Rivertrail Improvements and pedestrian grade separations across Tracts A, B and C of GM #2 as included, reviewed and approved as part of the Glenwood Meadows Major Development submittal date July 3, 2003, Planning Item # 31-03. Section 3.2 confirms such Public Improvement plans and specifications were approved by the City. Tracts A, B and C of GM #2 were dedicated to the City pursuant to the GM #2 Plat.

(ii) Pursuant to the Development and Subdivision Improvement Agreement dated May 1, 2009 by and between the City and Stonebridge Realty Advisors, Inc. and Owner recorded 05/07/2009, Reception # 767655 (hereinafter "Stonebridge DSIA") paragraphs 3.1.26 and 3.1.27. and the Public Trail Easement Deed by Owner to City recorded 05/07/2009, Reception No. 767654, the Rivertrail Improvements for GM #3 Plat Lots 10 B and 10 C has been satisfied. ADA Section 13. a. requirements for the following other parcels within the Property are unaffected by this MOU, to-wit: RFTA Park and Ride land described as Parcel A of the Glenwood Meadows Minor Subdivision Plat recorded as Reception No. 657438 and Lot 14 of GM #2 Plat. Responsibility for completion of, or payment for, such other parcels' completing of the Rivertrail is the sole responsibility of the owner(s) of such other parcels.

B. Sub-sections b. On Site Soft Trail and c. Off Site River Trail of Section 13. of the ADA have been satisfied in full pursuant to GM #2 Plat development approvals, to-wit:



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- (i) Section 13. b. On-Site Soft Trail: Section 13. a. of the ADA was satisfied pursuant to the terms of the City GM IGA, Section 3.1, whereby the Districts' were required to complete and pay for the District Improvements listed on Exhibit B including item 4. which included a soft trail near the debris flow mitigation structures as included, reviewed and approved as part of the Glenwood Meadows Major Development submittal date July 3, 2003, Planning Item # 31-03. Section 3.2 confirms the Public Improvement plans and specifications were approved by the City.
- (ii) Section 13. c. Off-Site Rivertrail Contribution: Pursuant to the terms of the City GM IGA, Section 3.1, the City was required to complete certain City Improvements, including Exhibit A, item 2, which includes trail improvements for Midland Avenue to provide improved public access to the Development. Pursuant to the terms of the City GM IGA, Section 3.1, "When the City Payment has been paid in full, all obligations to complete the City Improvements, whether in the Service Plan or elsewhere, shall be deemed to be fully satisfied...." The City Payment of \$2,350,000 was completed upon in August 2004.

Pursuant to that certain Deed dated October 22, 2004 and recorded on October 24, 2004 in the Garfield County Land Records as Reception No. 662338, Owner transferred fee title of the "Wulfsohn East" parcel consisting of approximately 2.202 acres to the City, for certain considerations and to provide the required Rivertrail access east of the Development' thereby satisfying Owner's final obligation for the City's completion of Rivertrail improvements between Eighth and Midland and the Community Center.

- C. Sub-section d. of Section 13. West Property Park and Ride of the ADA has been satisfied by the transfer (by sale and dedication) to Roaring Fork Transportation Authority of "Parcel A" of the Minor Subdivision Plat of Glenwood Meadows No. 1, recorded on August 9, 2004 in the records of the Garfield County Clerk and Recorder's Office as Reception No. 657438 ("GM #1 Plat"), pursuant to that certain Special Warranty Deed as recorded on August 13, 2004 as Reception No. 657814.
- D. Sub-section e. of Section 13. East Property Transit Center of the ADA as relates to "Parcel I" (now identified as Lot 10A, Lot 10B and Lot 10C of the GM #3 Plat), has been satisfied and altered by agreements between

the City and Owner, as evidenced by the development and platting approvals associated with said GM #3 Plat, Plat Note 8 of GM #3 Plat, to-wit:

- a. Section 13. e. East Property Transit Center: Pursuant to the Stonebridge SDIA Section 3, paragraph 3.1.1, the terms of the Stonebridge SDIA (together with GM # 3 Plat, Note 8 which provides for the reservation of a land for potential future grant of public easement to the City for use as a Bus Shelter), has been amended and partially satisfied by agreements of the City, Owner and developer, Section 13. e. East Property Transit Center requirements; complete satisfaction shall occur upon the approval of development applications for Lot 10C and the determinations of the City and GM as to the exercise and other actions regarding the dedication of such potential future grant of public easement.
6. Section 14. "Public Improvements/Geotechnical Mitigation Improvements and Maintenance Obligations", Sub-section a., and the last paragraph of said Section 14. of the ADA regarding, respectively, "Specific Geotechnical Mitigation Improvements Obligations", and preparation and delivery by Owner to City of the Master Drainage Plan and the Master Debris Flow Mitigation Plan, have been satisfied in full by construction during development approvals pursuant to GM #2 Plat and preparation as delivery of the requisite Master Plans as referenced, to-wit:
- A. Section 14. Public Improvements/Geotechnical Mitigation Improvements and Maintenance Obligations: Geological Hazards Mapping and Mitigation Plans together with Master Grading and Master Drainage Plans and other plans were submitted, reviewed and approved as part of the Glenwood Meadows Major Development submittal date July 3, 2003, Planning Item # 31-03. Mitigation Plan requirements were documented by the GM #2 Plat note 16 requiring conformance with ADA requirements regarding geotechnical mitigation. An identical plat note has been incorporated into all subsequent Glenwood Meadows subdivisions. The obligation to incorporate such plat note(s) in all future subdivision, re-subdivision and development Plats, is an ongoing obligation, unaffected by the provisions hereof. Other requirements of geotechnical mitigation were memorialized by the City GM IGA including Section 3.11 requiring construction, operation and maintenance of certain debris flow management structures. Consistent with Section 3.11, the Districts and the City entered into a Memorandum of Understanding as of January 1, 2009, providing for the maintenance and

cost sharing of such maintenance costs. The Districts assess property taxes and fees on all benefitted and protected land and improvements, and provide inspections and maintenance as contemplated by the ADA, City GM IGA and the 2009 Memorandum of Understanding.

7. Section 15. "Open Space and Parkland Dedication" of the ADA regarding public open space and parkland dedication obligations has been fully satisfied by the platting and dedications pursuant to GM #2 Plat and, specifically, Owner obligations, contingent upon City direction, for "rough grade" within "Parcel L" (now identified as Tract E, GM #2 Plat) have been eliminated by the terms of said Section 15. of the ADA and the City's election not to direct such "rough grading" prior to the commencement of construction of "Parcel K" which include areas now known as Lot 11C-A and Tract 11C-A of GM #5 Plat), to-wit:

- A. Section 15. Open Space and Parkland Dedication: All public Parkland and Open Space dedication obligations for the property included in the ADA were undertaken by the Owner's dedication, and the City's acceptance, of GM Plat #2 Tracts A, B, D and E (formerly known as Parcel L) consisting of approximately 210 acres as full, final and complete satisfaction of such public dedication obligations pursuant to the GM #2 Plat. The City's contingent and optional right to request rough grading of areas within "Parcel L" (now identified as Tract E, GM #2 Plat) required City direction prior to the commencement of grading within "Parcel K" (which include areas now known as Lot 11C-A and Tract 11C-A of GM #5 Plat) and therefor expired by the terms of said Section 15. of the ADA. The City granted certain development approvals for Lot 11C-A and Tract 11C-A of GM #5 Plat pursuant the Development and Subdivision Improvement Agreement dated May 16, 2012 by and between the City, Glenwood Meadows Apartments 1, LLC, Steele Properties and Owner recorded 05/17/2012, Reception #818856 ("Apartments 1 SIA"), together with City excavation permit #12-0175. Initial grading of portions of the Property previously known as Parcel K commenced on or about July 2, 2012.

8. Section 16. "Establishment of Special District(s) and Owners' Association/Downtown Development Authority Incorporation Petition", Sub-sections (a) and (c) of the ADA have been fully satisfied; including the formation and operation of the established Glenwood Meadows Metropolitan District Nos. 1, 2 and 3. Following are specific references in evidence of the foregoing, to-wit:

- A. Section 16. (a) Establishment of Special District for managing debris flow mitigation function: The Service Plans for the Districts including the

management of debris flow mitigation structures was approved by the City on August 21, 2003 by Resolutions 2003-17, 2003-18 and 2003-19. The Districts were formed by Findings, Order and Decree creating Glenwood Meadows Metropolitan Districts No. 1, No. 2 and No. 3 on January 23, 2004 by the Garfield County District Court as recoded on 02/02/2004 Reception #'s 645900, 645901 and 645902. Other requirements of geotechnical mitigation were memorialized by the City GM IGA including Section 3.11 requiring construction, operation and maintenance of certain debris flow management structures. Consistent with Section 3.11, the Districts and the City entered into a Memorandum of Understanding ("MOU") as of January 1, 2009, providing for the maintenance and cost sharing of such maintenance costs. The Districts assess property taxes and fees on all land and improvements benefitting and protected by structures, and provide inspections and maintenance as contemplated by the ADA, City GM IGA and the MOU.

- B. Section 16.(c) Petition for Inclusion to Downtown Development Authority: The City and GM acknowledge satisfaction of this subsection. Following execution, delivery and recordation of the ADA, the City determined and directed that the Glenwood Meadows development property would not be considered for inclusion in the established Downtown Development Authority boundaries.

*** Signatures / notary on following pages ***



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THIS MEMORANDUM OF UNDERSTANDING is accepted and acknowledged, as of the date first set forth above, by the Parties hereto as evidenced by their respective signatures set forth below.

CITY:

City of Glenwood Springs, Colorado,
a home rule municipality

ATTEST

By: Robin Unsworth, City Clerk

By: Leo R. McKinney, Mayor

GLENWOOD MEADOWS, LLC:

Glenwood Meadows, LLC, a Colorado limited liability company, by its Manager: Dunrene Management, Inc., a Colorado corporation

By: Robert Duncan Macgregor, President

STATE OF COLORADO)
) ss.
COUNTY OF Garfield

The foregoing Memorandum of Understanding was acknowledged before me this 12th day of July, 2013, by Leo R. McKinney, Mayor for the City of Glenwood Springs, Colorado.

Witness my hand and official seal.

My commission expires: 5/16/17

Notary Public

STATE OF COLORADO)
) ss.
COUNTY OF PITKIN

The foregoing Memorandum of Understanding was acknowledged before me this 16th day of JULY, 2013, by Robert Duncan Macgregor, as President of Glenwood Meadows, LLC.

Witness my hand and official seal.

My commission expires: 7/23/15

Notary Public

AUDREY ELLIS
STATE OF COLORADO
NOTARY PUBLIC
NOTARY ID #20034024415
Commission Expires July 23, 2015



BALCOMB & GREEN

WATER LAW | REAL ESTATE | LITIGATION | BUSINESS ESTD 1953

Chad J. Lee, Esq.
Telephone (970) 945-6546
clee@balcombgreen.com

February 5, 2021

Via E-mail to:

Karl J. Hanlon, Esq.
Glenwood Springs City Attorney
201 14th Street, Suite 200
Glenwood Springs, CO 81601
kjh@mountainlawfirm.com

Re: ***Glenwood Meadows / BLD Group
Applications for a Major Site Architectural Review and Minor Subdivision***

Dear Karl:

Thanks for your call last week to discuss the BLD Application for 300 commercial apartments on Lots 11C-B and 11C-C in Glenwood Meadows. We have already responded to City Staff's inquiry regarding traffic impacts. You expressed additional concerns with primarily the capacity of the wastewater system, but also the traffic capacity at the site and requested that we provide you with our understanding of the entitlements at the property. The documents are clear in our opinion. The Lofts units are located within the mixed-use zone and do not count towards the 475 maximum unit count on the RH zoned portion of Glenwood Meadows identified in the ADA as Parcels B, J, and K.

The 2002 Annexation and Development Agreement establishes zoning districts for Glenwood Meadows. Development entitlements are set forth in the zoning for each parcel. But there are also specific density caps for certain areas. For example, there was a density cap on commercial square footage for the C-1 and C-2 areas. This limit was later modified by the Fourth Amendment to the ADA. There is also a density cap on residential units within the R-3 area (now RH), which states "Owner agrees not to plan, develop, construct or sell more than 475 residential dwelling units (subject to the provisions of Section 9(c)(i) below) within Parcels B, J, and K." (ADA § 9(c)). Section 9(c)(i) states that "no more than three hundred (300) of the total residential dwelling units permitted hereunder shall be commercial apartment rentals as "apartments" are now or may hereafter be defined in the City's Municipal Code."

Attached is the original parcel map attached to the ADA, together with the surveyed zoning map produced and provided to the City in 2004. This clearly shows that the 475 dwelling unit cap only applies to the R-3 (now RH) parcels. It does not apply to the mixed-use parcels (E, F, and G), which is where the Lofts were constructed. The Lofts were constructed in the mixed zone district which had a minimum requirement for residential units, presumably to incentivize residential within the mixed-use district. This apparently worked. System impact fees were required and paid for the Lofts apartments pursuant to the City Code to offset the impacts on the City's infrastructure.

The Fourth Amendment to the ADA in 2015 further reinforced this understanding. It states that a maximum of 300 commercial rental units be constructed within the R-3 district, but that this cap does not include the 60 affordable units developed as part of the Glenwood Green project. Further "Nothing herein is intended to alter, amend, or increase the Original ADA maximum number of all residential dwelling units (475) as set forth and described in Section 9.c. of said Original ADA." (Fourth Amendment § I(A)). As stated above, Section 9.c. of the Original ADA permits up to 475 residential dwelling units

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within Parcels B, J, and K, zoned R-3 (see attached map), and later rezoned by the City to RH. The Lofts clearly do not count towards the 475 unit cap within the RH district in the Meadows.

The ADA requires that any “future impact fees, surcharges, special permit fees, special taxes or assessments, development fees or tap fees, and other items not addressed by this Agreement shall be exacted uniformly and non-discriminatorily on the Property and as exacted throughout the City.” (ADA Paragraph 3(a), emphasis added). The City Code sets forth uniform system improvement fees to offset the cost of development. These fees were recently reviewed in 2015, and as of 2021 are now over \$11,000 per EQR. We understand the City is again considering these fees. Based on today’s fees, a rough calculation of the water and sewer system impact fees produced by this project is close to \$2 Million. This represents this project’s only required contribution toward the impacts of this development on the City’s water and sewer infrastructure.

As you know, Colorado law prohibits the imposition of any discretionary condition on a land use application unless the condition is based upon a duly adopted standard that is sufficiently specific to ensure the condition is imposed in a “rational and consistent” manner. C.R.S. § 29-20-203. The entire purpose of the City’s 2015 review of system impact fees is to ensure those fees were rational and consistent with the, and roughly proportionate to, the impact of certain types of development on the City’s infrastructure. As stated in the Application, and in the letter to Staff on January 8, Applicant is fully committed to paying the City’s uniformly required impact fees like any other developer within the City. Please call me if you would like to discuss.

Sincerely,

BALCOMB & GREEN, P.C.

By: 
Chad J. Lee, Esq.

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ANNEXATION AND DEVELOPMENT AGREEMENT{PRIVATE}
GLENWOOD MEADOWS, LLC ANNEXATION

THIS ANNEXATION AND DEVELOPMENT AGREEMENT ("Agreement") is made and entered into this 18 day of September, 2002, by and between the CITY OF GLENWOOD SPRINGS, COLORADO, a Colorado municipal corporation (hereinafter "City"), and GLENWOOD MEADOWS, LLC, a Colorado limited liability company, its successors, assigns, and its legal or other representatives (hereinafter collectively "Owner");

WITNESSETH:

WHEREAS, Owner owns approximately three hundred forty-five (345) acres of real property currently located in unincorporated Garfield County, Colorado, and more particularly described on Exhibit A, attached hereto and incorporated herein by this reference (hereinafter "Property"), which Property shall be known as "Glenwood Meadows"; and

WHEREAS, Owner and City entered into that certain Pre-Annexation Agreement concerning the Property dated August 20, 1999 and subsequently amended by instrument dated January 12, 2000 (as amended, the "PAA"); and

WHEREAS, in February, 2000, Owner filed with the City Clerk a petition and request for annexation of the Property into the City; and

WHEREAS, a duly noticed public hearing was held on March 2, 2000, whereat the City adopted a Resolution finding said petition and request to be in substantial compliance with the statutory requirements for annexation of the Property to the City; and

WHEREAS, Owner applied to the City for approval of certain Planned Unit Development zoning for the Property in March, 2000 (Zoning Application #42-99), which zoning application was subsequently withdrawn by Owner at a public hearing before the City Council on November 15, 2000; and

WHEREAS, upon the request of the City, approximately 4.63 acres of the Property was approved for annexation and zoning as C-1 Limited Commercial (the "MOC Entrance Parcel") and is subject a separate Annexation Agreement between the Owner and City; and

WHEREAS, on September 19, 2001 (Zoning Application #59-01) Owner submitted an application to the City for approval of a zoning plan for the Property which included C-1 Limited Commercial, C-2 Core Commercial, C-4 Resort Commercial and R-3 Residential zoning districts for the portions of the Property not intended for public dedication (any portion of the Property intended for public dedication pursuant to this Agreement and the instruments incorporated herein may be zoned under the same application and review process as HP Hillside Preservation) as more fully described upon Exhibit B attached hereto and by this reference incorporated herein (the "Zoning Map"); and

WHEREAS, on March 21, 2002, the Owner did amend its original February, 2000 Annexation Petition to reflect the distinct characteristics of the Property subject to this Agreement and the MOC Entrance Parcel; and

WHEREAS, on March 21, 2002 a Public Hearing was held pursuant to C.R.S. Section 31-12-109, as amended, at which public hearing it was determined that the annexation petition had satisfied all requirements of C.R.S. Section 31-12-101 et. Seq.; and

WHEREAS, on July 18, 2002 the City Council of the City of Glenwood Springs ("Council") did adopt Ordinance No. , Series of 2002, and Ordinance No. , Series of 2002, which respectively approved the Owner's petition and request for annexation of the Property and approved the Owner's application for municipal zoning of the Property; and

WHEREAS, during the public review of the annexation and zoning processes, the parties hereto have agreed to amend and eliminate the provisions of the prior PAA and to set forth and memorialize all agreements regarding the annexation, zoning and development of the Property in the instant 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, the zoning of the Property under the City's Municipal Code and the adopted Zoning and Development Plan (Exhibit C attached hereto and by this reference incorporated herein), as well as the other conditions of the development of the Property as hereinafter described; and

WHEREAS, Owner intends to submit its development proposal to the City for subdivision review and approval and to construct the development in phases which correspond to the Zoning Plan parcels, it being understood that nothing herein shall confer upon Owner any other or further rights not expressly contained herein or by instruments incorporated herein.

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 City and Owner 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, and the zoning and development of the Property in the City. Except as expressly provided for herein to the contrary, all conditions herein are in addition to any and all requirements concerning annexation and development contained in the Municipal Code of the City of Glenwood Springs, Colorado (hereinafter "Municipal Code"), the Municipal Annexation Act of 1965, as amended at C.R.S. §31-12-101 et seq., and other applicable laws.

Except as expressly provided herein to the contrary, the complete execution, delivery and recording of this Agreement shall render null and void the PAA between these same parties. Furthermore, and except as expressly stated otherwise herein, all terms and conditions of the following agreements, contracts and documents shall remain in full force and effect:

- (i) Midland Avenue Right Of Way Extension Agreement, dated September 20, 1994;
- (ii) Community Center Acquisition and Exchange Agreement, dated March 16, 1999;

- (iii) Municipal Operations Facility Site Acquisition Agreement, dated December 27, 1999
- (iv) MOC Water and Sewer Fee Credits Assignment and Bill of Sale, dated January 17, 2000;
- (v) MOC Entrance Parcel Annexation and Development Agreement.

2. Zoning Characteristics/Constraints/Requirements. The Zoning and Development Plan attached hereto as Exhibit C (the "Plan") shall govern the development of the Property. Any and all future site planning, whether in the form of an application for planned unit development, major or minor subdivision, major or minor development permit approval or any other form requiring the review and approval of the City, shall, as an element of its application for approval and review, evidence, to the satisfaction of the applicable City department, commission and/or City Council, compliance with the criteria and conditions of the Plan, as said Plan relates to such development application and the underlying Municipal Code requirements. All zoning and development hereunder is deemed to require the application of the more stringent of either (i) the Municipal Code or (ii) the Plan. An applicant may seek relief from specific elements of the Plan and/or the Municipal Code only through appropriate variance processes outlined in the City of Glenwood Springs Municipal Code.

Owner shall, within ninety (90) days after the mutual execution of this Agreement, submit a surveyed zoning map to the City. Such surveyed zoning map shall include legal descriptions for each of the twelve (12) zoning parcels (Parcels A through L, inclusive) identified by Exhibits B and C attached hereto. The City's Community Development Director and the City Attorney shall review such descriptions and, if generally consistent with the representations and approvals of the annexation and zoning public processes, shall approve the same. The City shall incorporate the surveyed zoning map into the Citywide zone district designation mapping and maintain an accurate and current copy thereof in accordance with State and local laws.

Prior to or contemporaneous with the first subdivision and/or development application for the Property, the Owner shall submit an overall geologic hazards map and mitigation plan of the Property to the City Engineer for his review and approval, which approval shall not be unreasonably withheld. The City shall incorporate the approved overall geologic hazards map and mitigation plan into the Citywide mapping and maintain an accurate and current copy thereof in accordance with applicable laws.

Prior to the first subdivision and/or development application for the Property, the Owner shall submit a Master Grading Plan and Master Drainage Plan for the development areas of the Property to the City Engineer. Said plans shall be consistent with the requirements of the Colorado Geologic Survey's letter dated October 23, 2001 and maintained on file with the City. Upon approval of said plans, Owner may apply for a grading permit to commence the preparation of all or part of the Property scheduled for development under the Plan. Based upon the detailed requirements and master planning of the Property as set forth herein and upon the Zoning and Development Plan attached hereto, such grading permit request may be granted by the City in advance of site specific development plans for an individual Parcel of the Property and may include certain off-site earth work, including, without limitation, (i) the "rough grading" of certain areas, as directed by the City, of Parcel L for said area's future use as active park facilities, and (ii) the

construction of debris mitigation structures within Parcel L as more fully described in Section 14 hereinbelow. All Master Grading Plans, Master Drainage Plans and grading permit requests shall include revegetation plans acceptable to the City Engineer and City Planning Department. At a minimum said revegetation plans shall incorporate grass, forb and shrub species into any debris flow mitigation structure development in a manner beneficial to wildlife for forage and cover and shall adequately address erosion control.

Prior to the first subdivision and/or development application for the Property, the Owner shall submit a Master Utility Plan for the development areas of the Property to the City Engineer. The City shall incorporate the Master Utility Plan into the Citywide mapping and maintain an accurate and current copy thereof in accordance with State and local laws and with City policy.

3. Non-Specific Assessments/Credits/Fees-in-Lieu of School Land Dedication

- a. Non-Specific Assessments/Credit. Any future impact fees, surcharges, special permit fees, special taxes or assessments, development fees or tap fees, and other items not addressed by this Agreement shall be exacted uniformly and non-discriminatorily on the Property and as exacted throughout the City. Notwithstanding the foregoing, nothing herein affects or shall affect the City's ability to exact impact fees for different facilities from certain residents or as to certain geographical areas. Owner shall receive full credit against any such future imposition for the full costs of all improvements, dedications, or payments made with respect to the matters to which such imposition relates. For example, in the event of a City's imposition of a fee for pedestrian trail facilities, Owner would be entitled to credit for the costs of all such trail improvements (as properly evidenced by invoices for design and construction) and dedications of land for trails (the value of which shall be established by the same appraisal mechanism described in Section 13.c. below) Owner had made up to that point in time on or concerning the Property.

Owner's credit for such costs shall include all costs incurred with respect to the applicable on-site or off-site improvements or dedications, including without limitation, all land costs (based upon the value of such land as vacant land, agricultural land or land for commercial or residential development, whichever is applicable, at the time the final plat for such land is approved), construction and construction management costs (excluding Owner's profit), and design, legal, consulting, and financing costs for the land so dedicated or on which the applicable improvements are constructed.

Notwithstanding the foregoing, Owner shall not receive credit as against such costs for the value of water rights dedicated or otherwise transferred to the City or the ownership shares of the attendant Atkinson ditch structure, both as more fully described by Section 11 hereinbelow. Further, in the case of an imposition of general applicability to provide general fund revenues, Owner shall not be entitled to credit against any impact fees or general assessments.

Except with respect to Parcel I as identified on Exhibits B and C hereof, Glenwood Meadows, its successors and assigns, shall not be required to pay any future Traffic/Transportation Impact Fee established by the City subsequent to the execution and recordation of this Agreement. The City and Glenwood Meadows have established the full and complete obligations of Glenwood Meadows with respect to on-site and off-site traffic/transportation improvements and financial contributions as set forth by Section 12 hereinbelow.

Owner does own, and the City acknowledges and ratifies such ownership herein, certain water and sewer system "Fee Credits" (specifically, 135 sewer system improvement fee credits and 135 water system improvement fee credits) arising from Owner's prior transfer to the City of certain lands for development of the Municipal Operations Center (see instruments dated December 27, 1999 "Municipal Operations Facility Site Acquisition Agreement" and January 17, 2000 "Assignment and Bill of Sale"). Owner and City shall maintain accurate records regarding Owner's use of such Fee Credits as the Property is developed.

- b. Fee-in-Lieu of School Land Dedication. Owner shall pay and the City shall accept fees in lieu of land dedication for the benefit of schools in the RE-1 School District (the "District") pursuant to Ordinance No. 34 Series of 1999 and Municipal Code Section 070.030.150. D.; or any amended version thereof in force and effect at the time of the final development permit approval of a given portion of the Property by the City. 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. Owner shall have the right to seek relief from the obligation to pay such school impact fees for any "affordable housing dwelling units" or "employee housing dwelling units" provided by Owner or its assignees within the Property.
- c. Credit to Owner for Actual Development of Public Facilities. Owner is specifically entitled to a credit against any City parkland improvement fee or similar fees if eventually implemented and which would be otherwise applicable to development on the Property as follows:
 - (i) the value of land dedicated to public use and the costs of construction of pedestrian and bicycle trails within the Property as more fully described by Section 13(a) and 13 (b) below;
 - (ii) the value of land dedicated to public use and the costs of construction or Owner's contributions to the costs of construction of pedestrian and bicycle trails outside the boundaries of the Property as more fully described by Section 13(c) below;
 - (iii) the value of any "rough grading" performed by Owner, its successors and assigns, as requested by the City pursuant to the provisions of Section 15 below; and
 - (iv) the value of land, if any, dedicated by the Owner to the City for public use and enjoyment as open space, active parklands and passive parklands in

Parcel L, which lands represent a dedication in excess of the quantity of such lands otherwise required to be dedicated in support of the development on the Property.

Owner shall not be entitled to any credit against such fees for the development of commonly owned open spaces and recreation facilities within the development of Parcels A through K.

4. Conditions Precedent.

- a. The provisions of this Annexation Agreement shall not be effective until the following conditions have been satisfied in full:
 - (1) Final approval has occurred as follows:
 - (a) For the purposes of this Agreement, final approval occurs on the thirtieth (30th) day following the effective date of the latest of the motion, ordinance and/or resolution by which the City Council (hereinafter "Council") approves:
 - (i) This Agreement;
 - (ii) The formal annexation of the Property to the City;
 - (iii) The zoning for the Property as C-1 Limited Commercial, C-2 Core Commercial, C-4 Resort Commercial, R-3 Residential and HP Hillside Preservation; and
 - (2) Owner and City have mutually executed and delivered this Agreement for recordation with the Garfield County Clerk and Recorder.
- b. If any legal proceedings, referenda, or elections are commenced regarding any of the items specified in Section 4(a) hereinabove, and in accordance with the City's Municipal Charter, but are not favorably concluded within fifteen (15) months thereafter (subject to each party's obligations pursuant to Section 5 below), this Agreement may be terminated by either party upon written notice to the other.
- c. If none of the actions addressed in Section 4(b) above is taken or commenced within such thirty (30) days, or if an election is called pursuant to said Section 4(b) and ratification thereafter made by the voters of the City, then Final Approval shall occur upon conclusion of the election.

5. Cooperation in Defending Legal Challenges. If any legal or equitable action or other proceeding is commenced by a third party: (a) within one (1) year after the Final Approval, challenging the validity of the annexation of the Property into the City or the City's zoning of the Property or the City's execution and delivery of this Agreement, Owner and the City shall defend

such action or proceeding; or (b) subsequent to such one-year period, challenging the validity of any provision of this Agreement (other than as set forth in clause (a) above), Owner and the City agree to cooperate in defending such action or proceeding, and in connection with any such action or proceeding, the City shall bear its own expenses and Owner shall bear Owner's expenses. Unless the City and Owner otherwise agree, each party shall select its own legal counsel to represent it in connection with any such action or proceeding.

6. Interim Use of Available Raw Water During Site Development. The parties agree that the developer of the Property may utilize the Atkinson Canal and associated water rights being dedicated to the City for dust mitigation and site preparation during the grading and construction activities on the Property. If the developer elects to so utilize the water structures and water rights, all cost, including but not limited to construction, maintenance and legal fees associated with such use shall be borne exclusively by said developer.

7. 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 is unable to obtain, either before or after annexation proceedings are complete, C-1 Limited Commercial, C-2 Core Commercial, C-4 Resort Commercial and R-3 Residential zoning and/or subdivision and/or development approval (subject to limitations herein set forth) which it in its sole discretion finds acceptable, Owner 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 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 those rights set forth in Section 4, above. Upon the de-annexation of the Property from the municipal boundaries and specific jurisdiction of the City, the City agrees that it shall convey, assign, transfer and quitclaim to Owner, its successors and assigns, any and all land and water rights (the public dedication of which is more fully described by Section 11 hereof) previously dedicated by Owner hereunder to the City for the public use and benefit.

8. Owner Representations. All representations of Owner set forth in its annexation petition, annexation plat, public hearings on the application for C-1 Limited Commercial, C-2 Core Commercial, C-4 Resort Commercial and R-3 Residential zone district classification, the Zoning and Development Plan and mapping and related documents shall, if accepted by the City, be considered incorporated into this Agreement as if set forth in full herein. Notwithstanding their incorporation by reference, the City makes no representations about the accuracy of such documents.

9. Site Planning/Density Limits/Plats/Subdivision Improvements Agreements. The City and Owner agree to the following terms and conditions regarding site planning, vested rights, subdivision improvements agreements (hereinafter "SIAs") or development permit agreements (hereinafter, "Development Permits") and plat recordation:



- a. Site Planning. Unless otherwise mutually agreed upon by the parties, Owner shall develop the property in eleven (11) distinct phases; each of which shall correspond, according to the surveyed zoning map described by Section 2 hereinabove, to one of the zoning parcels (A through K) generally set forth by Exhibit B and Exhibit C (hereinafter, a "Parcel" or the "Parcels"). One or more zone parcels may be commenced as a single phase of site specific planning and development, provided the developer thereof complies with all obligations of each parcel's development; to wit, the timing and amount of applicable Off-Site Transportation Improvements (Section 12 hereof), the Geotechnical Mitigation requirements (including debris flow detention facility extensions) (Section 14 hereof) and all other applicable fees and conditions of development associated with each zoning parcel. During any planned unit development ("PUD") review process, subdivision process, development permit process or other development process, Owner shall submit to the City a final plat for each encompassed Parcel, which plat shall correspond to and indicate the proposed plan of development in each Parcel of the Property (the "final plat"), which shall include, at a minimum, the intended locations and densities of such development. The parties agree that the final plat shall be recorded promptly following approval.

The City and Owner agree that, together with the application for the first subdivision and/or development on the Property, except the subdivision and or development of Parcel I, and otherwise regardless of which zoning parcel or phase is involved, an element of the approval of the final plat thereof shall be the public dedication to the City, either by such plat or by separate conveyance instrument, of the HP Hillside Preservation (Parcel L) lands. It is further agreed that such conveyance shall and does provide part of the consideration herein agreed to and accepted by the parties as support for Owner's enforceable vested rights as further described and defined in Section 10 hereinbelow. It is also agreed that the dedication and conveyance of other, future public lands and facilities (such as publicly dedicated streets and utility easements) will occur in conjunction with future subdivision and/or development application approvals.

- b. Infrastructure Easements. Regardless of Owner's schedule, Owner agrees to provide infrastructure for roads, water and sewer facilities, electrical and natural gas service, and other facilities and services as mutually agreed upon by Owner and the City Engineer to serve the Property adequately during the period(s) between development of parcels. Such infrastructure shall be provided at Owner's expense, and shall be reviewed and subject to approval by the City. Owner will loop water or sewer lines or provide other stand-alone features of such infrastructure, all as approved by the City engineer, to accomplish this goal. The City shall accept easements for such public facilities pending the actual and final public dedication of the same upon the final platting of the affected Parcel(s).
- c. Density Cap. Notwithstanding the zoning designation of the Property as: (i) a C-1 Limited Commercial zoning district (Parcels A, C, D and H on the Plan) or C-2 Core Commercial zoning district (Parcels E, F and G on the Plan), Owner agrees that it shall not plan, develop, construct or sell more than 490,000 total square feet of

commercial space (exclusive of any development which may occur within that area of the C-4 Resort Commercial zone district identified as "Hospitality" [Parcel I on the Plan], the density maximums of which are separately limited by the City's Municipal Code) within the Property; and (ii) an R-3 Residential zoning district (Parcels B, J and K of the Plan), Owner agrees not to plan, develop, construct or sell more than 475 residential dwelling units (subject to the provisions of Section 9(c)(i) below) within Parcels B, J and K.

(i) *Specific Housing Agreements between Owner and City.* The Owner and its successors-in-interest shall comply with the City's community housing requirements contained in Ordinance #24, Series of 2001, Inclusionary Residential Requirements for Affordable Housing and the applicable Guidelines, as contained in Resolution #2001-16. Glenwood Meadows further agrees that a minimum of twenty (20) dwelling units shall be developed on the Property and shall be located within the mixed-use Parcels E, F and G. Finally, the City and Owner agree that no more than three hundred (300) of the total residential dwelling units permitted hereunder shall be commercial apartment rentals as "apartments" are now or may hereafter be defined in the City's Municipal Code.

(ii) *Limitation.* The foregoing density limits shall not apply to portions of the Property conveyed to or developed as (i) governmental services facilities (including a public school district facility) or (ii) non-governmental, non-profit health and human services facilities. Except as expressly provided herein to the contrary, proposed land uses which exceed the maximum density limits established hereby and reiterated by the incorporated Zoning and Development Plan shall require the written mutual execution of a specific amendment to this Agreement. No such amendment shall be valid unless approved at a duly and properly noticed, public hearing before both the City's Planning & Zoning Commission and the Glenwood Springs City Council on the question.

- d. SIA/Development Permits and Plat Recordation. The City and Owner shall, following Council approval of the final plat of one or more of the Parcels of the Property's development, but before the final plat is recorded, negotiate acceptable terms of a separate subdivision improvements agreement ("SIA") for the Parcel(s) scheduled to proceed to development. The City shall authorize the Mayor to execute the SIA for the Parcel(s) following final plat approval. The City shall further authorize the Mayor to execute the SIAs for subsequent Parcel(s), subject to the foregoing:
- i. No SIA for any Parcel shall be recorded until all necessary documents in support of that Parcel, including a financial guarantee acceptable to the City, updated cost estimates for public improvements, and an updated title commitment, all pursuant to the Municipal Code (the "Financial Items") have been provided to the City and approved by City staff. For purposes of this Agreement, both (i) Off-Site Transportation Improvements in

accordance with the provisions of Section 12 hereinbelow and the Glenwood Meadows' Transportation Improvements Plan and (ii) Geotechnical mitigation requirements applicable to a given phase of development (including debris flow detention structure extensions) in accordance with the provisions of Section 14.a. hereinbelow, shall be deemed included within the definition of "Financial Items" requiring review and approval of the City's Community Development Director prior to recordation of the final plat of a given approved phase of development. Upon the City's receipt of the Financial Items, no public hearing shall be necessary if all City review departments approve the Financial Items without imposing conditions thereon and without recommending or requesting a public hearing. Nevertheless, the SIA for each phase of the Property's development shall be subject to Council review and approval at a regular Council meeting. Promptly following final approval and execution, the City shall record the SIA for the Parcel(s), which will thereafter proceed to be developed.

- ii. The parties agree that any filing or other numbers which appear on the final plat for the various phases of development of the Property are for reference and identification purposes only and have no bearing on the sequence in which the Property may be developed.
- iii. Owner may only sell lots on the Property located within a Parcel:
 - A. which includes within its final plat and design an identification of the lot(s) to be sold;
 - B. for which an SIA designating said lots has been executed and recorded; and
 - C. for which acceptable financial guarantees have been posted to secure construction of improvements.

In the absence of a specific "subdivision" request, the Financial Items and other obligations required hereunder may be enforced by the City through conditions of Major Development Permitting or other similar and enforceable mechanics.

- e. Compliance With Agreement and Subsequent Obligations. Owner's compliance with all requirements of this Agreement, the Plan, the Municipal Code and other governing documents incorporated herein or as part of the zoning approval process, including future SIA/Development Permit instruments, is a condition of subdivision and/or major development permit approval. Notwithstanding the foregoing or Section 10 hereinbelow, nothing herein shall constitute a guarantee, covenant or agreement that the City shall approve such application(s) in the event of non-compliance.

10. Vested Rights. In order to allow Owner a reasonable opportunity to develop the Property in accordance with this Agreement, the Zoning and Development Plan, the Final Approval and in consideration of the substantial public dedications of land as described herein and upon the attachments hereto, the development rights and uses approved thereby shall, to the extent allowed by law, constitute a "site specific development plan" under C.R.S. §§24-68-101 et seq., as amended. Subject to Owner's satisfactory completion of Parcel phases of development pursuant to this Agreement, the site specific development plan shall be vested in Owner under the following conditions:

- a. The site specific development plan shall be vested for a period of ten (10) years, beginning on the date the final plat of the first phase of development on the Property 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, subject to the below provisions.
- b. After the Vested Period expires, this Agreement shall be deemed terminated and of no further force or effect as to such phase; provided, however, that such termination shall not affect (a) annexation to and zone district designations of the Property in the City; (b) any common-law vested rights obtained prior to such termination; (c) any right arising from City permits, approvals or other entitlements for the Property which were granted or approved prior to, concurrently with, or subsequently to the approval of this Agreement; (d) any continuing obligations of Owner regarding providing services or facilities to such phase, performing covenants implied within this Agreement, or other Owner responsibilities under this Agreement, which shall survive termination; or (e) any rights of the City relating in any way to Owner's performance or nonperformance hereunder.
- c. Notwithstanding the foregoing, if Owner does not complete the items listed and intended for each phase within the time period allotted for construction of such phase pursuant to an applicable SIA, the Vested Period as to all uncompleted work on the Property in connection with the subject phase(s) shall expire, vested rights as to such uncompleted work shall be extinguished, and this Agreement shall terminate in favor of the provisions of the applicable SIA. "Completion" for the purpose of this paragraph shall mean that all work for such phase shall have been performed, submitted to the City for approval, and finally approved pursuant to applicable City subdivision and platting requirements, and that Owner properly posted financial guarantees acceptable to the City to assure completion of that phase's improvements within the time period allotted by the subject SIA.
- d. Except in instances of force majeure, the requirements of federal or state law, cases of preemption or other superior jurisdictional mandate, the City shall not initiate any zoning or land use action which would alter, impair, prevent, diminish, impose a moratorium on development, or otherwise unreasonably delay any of Owner's rights set forth in this Agreement or Owner's plans for development or zoning, as approved by the City.

- e. 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.

11. Water Rights Dedication and Ditch Structure Conveyance. At or before the time the recordation of the final plat for the first phase of subdivision and/or development (whereupon the land zoned as HP Hillside Preservation shall be dedicated to the City for public use and enjoyment as open space, active park lands and passive park lands), but in no event later than six (6) months after the mutual execution of this Agreement, Owner shall convey by special warranty deed to the City, free and clear of all liens and encumbrances (but subject to the provisions of Section 6 hereinabove), water rights acceptable to the City, as determined by mutual agreement to be satisfactory to provide a secure, legal water supply for appropriate useful application within the proposed development contemplated by this Agreement and the Plan; provided, however, Owner's obligations in this regard shall be limited to the historic water rights owned by Owner and used on the Property. Prior to dedication, the Owner and City shall agree to the maximum needs of the contemplated uses. The water rights dedicated shall be those historically associated with the subject Property and more specifically known as priorities 105A, 107A, 228 and 594 as decreed in Case Nos. 1056, 1225, 1338 and 4033 respectively. The Owner may retain water rights which exceed the needs described above, provided that the water rights retained are junior in priority to those dedicated and that any change in the point of diversions downstream of the point of diversion utilized to service the annexed Property. In addition, the Owner hereby agrees not to oppose any application by the City for an alternate point of diversion for the dedicated water rights in order to better serve the Property and the City's needs. Owner shall be entitled to sever and maintain ownership of those water rights not necessary for the City to offset the future use on the Property. Owner 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 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.

As an element of the consideration hereunder, Owner agrees to assign one hundred percent (100%) of its ownership interest in and to the Atkinson Canal Company to the City contemporaneous with the dedication of water rights described by this Section 11. Such assignment shall include, without limitation, all right, title and interest of the Atkinson Canal Company in any agreements, contracts, easements, rights-of-way and other appurtenant benefits.

Owner, as an element of its Master Drainage Plan and its Master Utility Plan, shall at Owner's sole cost, design a raw water irrigation system, acceptable to the City Engineer, serving the Property and adjacent City-owned lands (i.e. Community Center, MOC Site and the Parcel L property). The City shall be the owner of any such raw water irrigation system and shall pay for the

costs associated with construction of the same. Upon the City's development of a raw water irrigation system, all development within the Property shall be required to purchase such taps and pay such other fees as are generally applied to the system's use.

12. Off-Site Traffic Improvements Obligations. As an element of the City's approval of (i) Owner's Petition for Annexation, (ii) Owner's Application for Zoning and (iii) acceptance of this Agreement, the Owner has agreed to make certain improvements to the surrounding transportation system and to cooperate financially with the City on specified future transportation system improvements as described herein:
- (a) As a specific requirement of any application for a Parcel's subdivision and/or development, the Owner shall calculate the estimated number of daily trips attributable to the site specific development's intended uses and provide the City with a complete copy of said calculations for the City's records.
 - (b) Owner shall cooperate with the City to obtain a CDOT Access Permit on behalf of, and in the name of the City. The City shall be provided a copy of any Access Permit granted hereunder. Said Access Permit shall describe the nature and impacts of construction and improvements affecting the Interstate 70/Midland Avenue right-of-way areas. Owner shall pay the costs of the Access Permitting process and shall comply with the terms associated therewith.
 - (c) Owner shall be responsible for the design and, upon approval of the City Engineer, the construction of improvements at the intersection of Midland Avenue and Eighth Street. Said improvements shall accommodate existing and anticipated traffic as described by the Owner's Transportation Improvements Plan through intersection modification, grade modification and/or signalization. Owner and or its assigns shall be responsible for all costs of administration, design and actual construction of the approved improvements; the City shall be responsible for all necessary costs of right-of-way acquisition for the approved improvements. The improvements contemplated hereby shall be completed prior to or contemporaneous with the issuance of a final and permanent certificate of occupancy by the City's Building Department for any structure within the first Parcel of commercial and/or residential development (exclusive of any proposed subdivision and development on Parcel I). Provided, however, Owner may apply for and obtain subdivision and/or development permit approval for development on the Property in advance of the actual construction of the improvements herein described; provided however that (i) the obligation to complete the improvement is included in the Financial Items of the respective SIA(s) (see Section 9(d) above) and thereby, the performance secured, and (ii) no permanent certificate of occupancy for any structure on Parcels A, B, C, D, E, F, G, H, J or K shall be issued until the completion of said improvements; provided, however, in the event circumstances warrant, the Owner may apply for relief from the constraints of this Section 12(c) by application to the City Council. Any such relief shall be within the sole and exclusive discretion of the

City Council and may be subjected to such other conditions, as determined by the City Council at that time.

- (d) Owner shall be responsible for the design and, upon approval of the Colorado Department of Transportation ("CDOT") and the City Engineer, the construction of two (2) roundabouts or other acceptable and approved improvements at the Interstate 70 and Midland Alternate Route highway interchange at Exit 114. Said improvements shall accommodate a potential full interchange at the North and at the South sides of said Exit 114. Owner and or its assigns shall be responsible for all costs of administration, design and actual construction of the approved improvements; the City shall be responsible for all necessary costs of right-of-way acquisition for the approved improvements. The improvements contemplated hereby shall be completed prior to or contemporaneous with the issuance of a final and permanent certificate of occupancy by the City's Building Department for any structure within the first Parcel of commercial and/or residential development (exclusive of any proposed subdivision and development on Parcel I). Provided, however, Owner may apply for and obtain subdivision and/or development permit approval for development on the Property in advance of the actual construction of the improvements herein described; provided however that (i) the obligation to complete the improvement is included in the Financial Items of the respective SIA(s) (see Section 9(d) above) and thereby, the performance secured, and (ii) no permanent certificate of occupancy for any structure on Parcels A, B, C, D, E, F, G, H, J or K shall be issued until the completion of said improvements; provided, however, in the event circumstances warrant, the Owner may apply for relief from the constraints of this Section 12(d) by application to the City Council. Any such relief shall be within the sole and exclusive discretion of the City Council and may be subjected to such other conditions, as determined by the City Council at that time.

The Owner and the City have agreed to jointly pursue the recovery of any funds which may be available from CDOT or other sources to reimburse the parties for the capital costs associated with the improvements contemplated by this Section 12(d). In the event the Owner and City are able to recapture any such funds within ten (10) years of the anniversary of this Agreement, Owner or its successors and assigns shall be entitled to recover therefrom only the amount of the actual costs of design, engineering and construction for the subject off-site transportation improvement project. All other recaptured funds, regardless of their source, shall be paid to the City and applied to other City transportation improvements.

- (e) Owner shall, at the earlier of either (i) the completion of seventy-five percent (75%) of the total commercial square footage approved hereunder, or (ii) upon the request of the City Engineer following the commencement of actual construction and development on the Property (such request being evidenced by

documentation of escalating traffic counts along the Midland Avenue corridor which the City Engineer has then determined warrants the improvement of the width of the Midland Avenue Alternate Route), pay all costs of administration, design and construction for the four-laning of the section of the Midland Avenue Alternate route from the present Community Center access point at Wulfsohn Road westerly to the present MOC access point at Wulfsohn Road, inclusive. Owner's responsibility for the four-laning of said section of the Midland Avenue Alternate Route is contingent upon the City's assumption of the obligation to simultaneously pay all of the costs for the administration and design of four lanes on two (2) other sections of the Midland Avenue corridor, to wit: (i) the section from the Colorado River to Wulfsohn Road at the present MOC access point and (ii) the section from Wulfsohn Road at the present Community Center access point to the Eighth Street and Midland intersection. Owner shall contribute to City twenty-five percent (25%) of the actual construction costs for these improvements. The City shall not attribute any financial responsibility for right-of-way acquisition for the improvements hereunder to the Owner. In the event the City Engineer has not required the four-laning of these sections of the Midland Avenue corridor prior to the Owner's commencement of any part of the final twenty-five (25%) of the total approved commercial square footage on the Property, the Owner may estimate, subject to the reasonable approval of the City Engineer, the costs of all improvements contemplated hereby and pay to the City as full and final discharge of Owner's obligations under this Section 12(e) its proportionate share of the estimated costs (i.e. 100% of the costs of the four-lane construction of Midland Avenue Alternate Route adjacent and contiguous to the Property and 25% of the costs of the four-lane construction of Midland Avenue Alternate Route at the two (2) non-adjacent, non-contiguous sections as described herein).

- (f) Owner shall be responsible for one hundred percent (100%) of the costs associated with the design and construction of one new access point from the Property to Midland Avenue. The design of any such access point and roadway intersection shall require the prior approval of the City Engineer. Owner shall be responsible for one hundred percent (100%) of the costs associated with the design and construction of a new limited purpose (i.e. an unsignalized right-turn-in/right-turn-out only) access point from the Property to Midland Avenue. The design of any such secondary access point and roadway intersection shall require the prior approval of the City Engineer. Any new access points contemplated by this Section 12 (f) shall, as an element of their design and construction, incorporate a pedestrian grade separation, the design for which shall be subject to the review and approval of the City Engineer. The City may, upon the request of Owner, waive this pedestrian grade-separation obligation if the City has determined that a westward extension of the City-wide or regional trail system is not anticipated.

The City and Owner hereby agree that in the event a city-wide off-site transportation improvement fee program of general applicability within the City's municipal limits shall be hereafter duly

adopted by the City, said program of general applicability shall apply only to the development of Parcel I on the Plan.

Owner's contribution to the construction and land dedication for on-site pedestrian and bicycle trail connections, including the costs incurred in developing grade-separated crossings, shall be credited to Owner, its successors and assigns, against any other applicable fee(s) now in the Municipal Code or hereafter adopted by the City for the express purpose of improving trails and similar parkland facilities. The Owner shall be responsible for providing to the City copies of all applicable cost records for such expenditures.

13. On-Site Pedestrian/Off-Site Pedestrian Commitments, Transportation Demand Management Commitment; and Transit Commitments. The following commitments regarding pedestrian and bicycle trails development are intended to be exclusive of obligations by the Owner or a future developer with respect to sidewalks and other connections which are distinctly required by the Zoning Plan, the City Code or other applicable requirements.

- a. On-Site Hard Trail. The City and Owner have agreed that the City Rivertrail system shall be continued across the Property. Owner has agreed to design and build such a Rivertrail extension as set forth hereby in phases which correspond to the sections of such trail affected by the site specific development of the Parcels of the Property. Upon completion of any phase or section of the Rivertrail, the Owner or its successor-in interest shall dedicate a permanent easement for the Rivertrail's public use, benefit and maintenance using specific, as-built legal descriptions for such transfer of interest. Therefore, within any Parcel of the Property burdened by the existing thirty foot (30') wide underground Public Utility Easement granted by Owner to the City by that certain instrument dated August 8, 2000 (being, specifically, Parcels A, C, D, E, H and I), which Parcel is the subject of application for site specific development, the design and construction of the Rivertrail extension shall be included within such application and planning in a manner substantially in compliance with the City adopted Rivertrail Standards and at a minimum shall be designed in a quality similar to comparable existing Rivertrail improvements in the City. The estimated costs therefor shall be included in the Financial Items accompanying any approval of the Parcel's development. In the event the City desires to proceed with the design and construction of the Rivertrail extension on Parcels of the Property in advance of Owner's application for development on such Parcel(s), then at the time Owner or its successors do develop such Parcel(s), it shall be required, as a Financial Item of approval, to reimburse the City for its actual design and construction costs associated with said Rivertrail extension as determined on a per linear foot basis.
- b. On-Site Soft Trail. The City and Owner have agreed that, in conjunction with Owner's development of any section of the debris flow mitigation structures as described in Section 14 hereinbelow, and whether the actual approved location of said debris flow mitigation structure is within the Parcel L lands or within portions of the Parcels B, J or K lands, that Owner or its successors-in-interest shall design

and construct a "Soft Trail" (i.e. no asphalt or concrete) within, on or near the subject debris flow mitigation structure. The design characteristics of the Soft Trail shall, at a minimum, conform to the design characteristics of other City-owned soft trail systems within the City. In the event the City, at the time of the application for development requiring the construction of a section of the debris flow mitigation structures, determines that such a Soft Trail is, at that time, inconsistent with the City's goals, policies and plans for the public use and benefit of the Parcel L lands, then it may direct the Owner to eliminate the Soft Trail development from said application for development.

- c. Off-Site Rivertrail Contribution. The City and Owner have agreed that Owner shall be responsible for contributing fifty percent (50%) of the actual costs of constructing the section of the City Rivertrail system, or other City-adopted pedestrian connection, from the existing Community Center access point at Wulfsohn Road (commencing at Owner's eastern boundary of Parcel I) to the intersection of Eighth Street and Midland Avenue. In no event shall Owner's obligation hereunder exceed the lesser amount of either (i) fifty percent (50%) of the actual construction costs of such off-site trail project as are presently set forth by that certain Pedestrian Feasibility Study dated March 6, 2002 and conducted by OTAK on behalf of the City (the "Study"), which Study estimates a total cost for the City-adopted Alternate B solution at \$1,055,000.00 or (ii) fifty percent (50%) of the actual construction costs of such off-site trail project as determined upon completion of said project, regardless of the estimates set forth in the Study (each of the two foregoing limitations upon Owner's financial obligations are further subject to any credits for land dedication as set forth hereafter). Owner owns a 100% undivided interest in certain, presently unincorporated land situate on the northeastern boundary of the Midland Avenue Right-of-Way (commonly known and referred to as the "Wulfsohn East" parcel). Owner has agreed to grant the City an above ground permanent easement for the use of a part of the Wulfsohn East parcel for purposes of providing a safe and beneficial connection from the area of the Community Center to existing City pedestrian corridors. The value of the land dedicated to the City on the Wulfsohn East parcel, by easement or otherwise as hereafter agreed by the parties, shall be deducted from Owner's financial contribution obligations pursuant to this Section 13(c). The "value" shall include any diminution of the value of Owner's other land within the Wulfsohn East parcel, if any. In the event the parties are unable to agree as to the value of Owner's land contribution hereunder, each party shall engage a qualified, licensed appraiser to research and analyze such value. The value shall then be permanently established by the average of the two (2) appraisals. The City agrees that it shall be solely and exclusively responsible for the design and construction of the pedestrian improvements contemplated hereby and shall use all reasonable means to construct the same prior to the commencement of development on the Property; provided, however, that the City further agrees that it shall not unreasonably withhold any subsequent Permits or other development approvals based upon the City's inability to timely complete such trail/pedestrian path construction.

- d. West Property Park and Ride Land Reservation. Owner has agreed to reserve from development, for a period not to exceed five (5) years after the mutual execution of this Agreement, a section of land, not to exceed two and one-half (2.5) acres in size at the west end of Parcel A on the Property (hereafter, the West Park and Ride Site”), for the possible acquisition by the City or other appropriate governmental entity through purchase, exchange or other mutually agreeable mechanism of transfer, for the express use of such West Park and Ride Site as a public park-and-ride/transit facility. In the event the City, or other appropriate governmental authority as assignee of the City’s rights hereunder, does not notify Owner or its successors and assigns in writing, on or before the established deadline described immediately above, of its intention to exercise the acquisition of the West Park and Ride Site, Owner shall be relieved from any obligation hereunder to further reserve the Site. In determining the price of the West Park and Ride Site, the parties shall either (i) agree to a price, or (ii) each party shall retain the services of a qualified, licensed Colorado real estate appraiser to appraise the value of the land as such land was zoned immediately prior to the annexation of the Property (Garfield County zone district A/R/R/D), with such value escalated for the passage of time during the reservation period at a rate equal to the published Denver/Boulder Consumer Price Index established as of the date of final annexation and adjusted annually on each anniversary thereof; the average of the appraised value by each appraiser shall be deemed the purchase price for the governmental acquisition of the West Park and Ride Site.
- e. East Property Transit Center. This Agreement shall obligate the Owner and/or eventual developer of the land within Parcel I of the Property to negotiate in good faith, at the time of site specific development application, for the dedication to the City of an adequate land area, not to exceed one (1) acre, and location therefor for the City or its agent’s development of a transit center facility and attendant parking area. In the event the City and Owner are unable to reach agreement as to the location, size and dedication of such a transit facility and parking area within the proposed development of Parcel I, then, upon the approval of a site specific development proposal for Parcel I, the Owner or its successors and assigns shall make a mandatory contribution to the City in an amount equal to the value of one (1) acre of land within said Parcel I as determined by mutual agreement or as determined by the average of two appraisals; one such appraisal shall be commissioned by the City and one such appraisal shall be commissioned by the Owner, its successors and assigns. In the event the parties do agree on a mutually acceptable size and location for the transit center and parking area, the City shall accept transfer of the site following the issuance of appropriate development approvals and the City shall accept sole and exclusive responsibility for the costs of designing and constructing the facility. The City agrees that any such development of a public transit center and parking area shall comply with all applicable underlying design criteria established by this Agreements and the exhibits hereto in addition to any applicable Municipal Code requirements.

14. Public Improvements/Geotechnical Mitigation Improvements and Maintenance Obligations. All public improvements required by the Plan, including the development of internal public streets and public utility line extensions, shall be included and subject to performance and financial guarantee requirements referenced in the respective SIA(s)/Development Permit(s). Additionally, at the time a final plat is recorded, Owner shall commit to the dedication, conveyance and assignment to the City all public improvements within the subject phase, together with any land, by deed or easement instrument acceptable to the City, necessary to accommodate such public improvements, and shall, upon completion and acceptance by the City of said public improvements, so dedicate, convey and assign the same in perpetuity. Finally, Owner shall dedicate or convey such public improvements by bill of sale or special warranty deed, free and clear of any liens or encumbrances which would prevent the City from using said public improvements or associated land for their intended purposes.

- a. Specific Geotechnical Mitigation Improvements Obligations. All land use and development undertaken on the Property shall comply with the recommendations and requirements of both the Geotechnical Analysis Summary prepared by High Country Engineering, dated September 17, 2001, as amended, and the Drainage Summary prepared by High Country Engineering, dated September 17, 2001, as amended; both of which were reviewed by the office of the Colorado Geological Survey and were incorporated into the City's approval of the Plan. Copies of each report are maintained in the records of the City. More specifically, any application for development of any phase of development on the Property shall, at a minimum, comply with the following conditions and recite the same as a plat note on the recorded plat instrument:

“Foundation/Grading Requirements. Preliminary soils investigations encountered low density and compressible silty sand and gravel debris fan deposits. These soils are hydro-compressive and tend to settle under load when wetted. Subsurface wetting is likely to occur as the result of surface runoff, irrigation and leaky utilities, therefore measures to mitigate settlement shall be required as a part of the site development. Foundation and grading requirements are as follows:

- a. Foundations for the site may include driven or drilled pile, reinforced mat, spread footings placed on either pre-wetted soils or structural backfill.
- b. Site Grading shall be performed prior to building pad and foundation construction. Site grading and building pad construction should be performed as early as possible to allow for settlement.
- c. The ground surface should be sloped at a minimum of 5% for the first ten feet away from foundations in all directions in unpaved areas and 2.5% in paved areas.
- d. The Owner shall be responsible for submitting an engineer certified soils report that includes a section on paving requirements. The soils report should include moisture and compaction requirements, excavation and backfill requirements, evaluation of swell and consolidation potential, slope stability and foundation recommendations for structures. The pavement section of the report should include traffic loadings, sub-grade preparation and pavement recommendations. This report must be submitted

and approved prior to beginning either foundation construction or roadway/parking lot construction.

Surface/Subsurface Drainage Requirements.

Downspouts and drains should discharge outside the limits of the backfill.
Landscape requiring irrigation should be placed a minimum of ten feet from foundation walls.
An under-drain system will be required for all below-grade construction.

Utility Construction

- a. Wet utilities will be required to utilize restrained joints throughout the project limits.

Debris Flow Mitigation

- a. It is anticipated that the project area will be developed in phases. Each individual phase will be required to construct debris flow mitigation measures in accordance with the Debris Flow Mitigation Plan prepared for the entire development and as approved by the City Engineer. In the event the City desires to proceed with the design and construction of a portion or all of the structures required by the Debris Flow Mitigation Plan, as may be amended from time to time with the approval of the City, upon the lands identified as Parcel L of the Property in advance of Owner's application for development, then at the time Owner or its successors do develop such any Parcel(s) which would have required, as an element of development the construction of such debris flow mitigation structures, such Owner or its successor shall be required, as a Financial Item of approval, to reimburse the City for its actual construction costs associated with said debris flow mitigation structure(s), together with interest on such costs, from the time expended by the City to the time of such reimbursement, at a rate equal to the local construction price index.
- b. Debris flow mitigation measures for the project include diversion ditches, berms and debris detention basins located along the southwest perimeter of the property.
- c. The Owner's Association or a special district will be responsible for maintenance of the debris flow mitigation measures. Maintenance should include removal of debris following an event and routine mowing.
- d. The Owner's Association or a special district will be responsible for irrigation of the slopes until permanent vegetation has been established.

Rockfall

- a. Rockfall hazards are limited to those areas identified in the Geologic and Preliminary Geotechnical Investigation Glenwood Meadows Glenwood Springs, Colorado prepared by CTL Thompson dated February 1, 2000. There is not a potential rockfall hazard associated with the development of this Property. The only rockfall hazard identified for the area is to the west of the land zoned for future development near the existing City Municipal Operations Center site.”

Additionally, as an element of Owner’s obligation to submit a Master Drainage Plan and a Master Debris Flow Mitigation Plan as set forth under Section 2 hereinabove, such plans submitted to the City shall specifically include (i) an analysis of acceptable outfall corridors from the low points in all identified detention basins, (ii) an analysis of the preferred routes for such flows from the basins to be conveyed through the Property to existing or improved drainage facilities along the north boundary of the Property, and (iii) an analysis of the capacity of the aforementioned existing or improved drainage facilities and related conveyance structures which are intended to deliver excess moisture to the Colorado River. All of the foregoing data shall be reviewed and approved by the City Engineer prior to the issuance of any building permit on the Property.

15. Open Space and Park Land Dedication. In full and complete compliance with relevant park land public dedication and open space public dedication requirements referenced in the Municipal Code, Owner will dedicate the area zoned as HP Hillside Preservation, shown on the Plan as Parcel L, to the City at final plat recordation for the first phase of land use on the Property. Neither the Owner nor its successors-in-interest shall be required by the City to develop any portion of the publicly dedicated lands for active recreation purposes, except as may be otherwise hereafter agreed as an element of the development of Parcel K of the Property’s development (Owner or its assigns shall “rough grade” the area of Parcel L, adjacent to said Parcel K and the City’s Community Center, for no more than two (2) baseball/softball fields, upon the direction of the City if such direction is provided to Owner prior to commencement of Owner’s initial grading for the development of Parcel K of the Property). In partial consideration of the dedication of the Parcel L lands, the City has agreed to plan and develop a permanent water source retention structure for the benefit of indigenous wildlife; such structure shall be developed by the City, subject to the necessary appropriation of funding, following the dedication of the Parcel L land by Owner. The City agrees that its acceptance of the dedication of such lands shall be deemed a “governmental use” (as defined by the Glenwood Springs’ Municipal Charter) of the same and thereby prohibits the City from conveying any of the publicly dedicated property to a third party without first submitting the matter to an election of the City’s voters. Nothing contained herein is intended to limit or prevent the City from developing some or all of the public dedication lands for the use and benefit of the public as the City may deem appropriate and advisable in the future.

The City shall convey to the Owner or its successors-in-interest in providing, at the time of actual dedication of the HP zoned lands, a mutually acceptable, non-specific, easement for the development within the publicly dedicated land of (i) the geotechnical mitigation structures to be constructed and maintained by the Owner, or a special district established by Owner and assigned such responsibility, pursuant to the general description of such structures set forth by the Zoning and

Development Plan application materials provided by High Country Engineering, and maintained in the records of the City, (ii) any reasonable and necessary street and utility easements (i.e. for the connection of Wulfsohn Road between Parcels A and C as set forth by the Plan) and (iii) any reasonable and necessary street or public utility easements connecting Wulfsohn Road to Parcel K of the Property, which streets and/or utility easements shall require the review and approval of the City Council. The actual location of such geotechnical mitigation structures shall require the prior approval of the City, which approval shall not be unreasonably withheld. After completion of the actual construction of such geotechnical mitigation structures and any features attendant thereto (i.e. a Soft Trail), an amended permanent easement, complete with as-built legal descriptions, shall be executed by the parties and recorded in the Garfield County Clerk and Recorder's Office.

All "commonly-owned" parklands and open space within the Parcels A through K, shall be owned and maintained by the Owner and/or the developer thereof, its successors, an association or a special district.

16. Establishment of Special District(s) and Owners' Association/Downtown Development Authority Incorporation Petition.

- (a) Owner agrees that it shall undertake the establishment of a drainage and erosion control special district for the purposes of managing and maintaining in perpetuity all Property drainage and debris flow mitigation functions. The City agrees to join such district to the extent of the City's proportional ownership of land and improvements on the Property which benefit from the geotechnical protections of said structures.
- (b) Owner agrees to form, or have formed, a property owners' association as soon as practicable and agrees to include the City, upon the City's written request, as a third party beneficiary with respect to the association's enforcement of Covenants, Conditions, Restrictions, Declarations or other regulations governing the property owners or common areas within the Property, including but not limited to the ability to impose assessments or penalties for noncompliance therewith. At a minimum, the formed association shall include within in its adopted Covenants, Conditions and Restrictions, the recommendations of the Colorado Division of Wildlife ("CDOW") as set forth by letter dated October 1, 2001 and maintained on file with the City; provided, however, neither the Owner nor any association hereafter formed, shall be responsible for any land dedications or indemnification as referenced in said CDOW letter. In the absence of the prior formation of a special district responsible for the maintenance of debris flow mitigation structures within the Property, either (i) the Owner or (ii) such a property association shall be formed with the specific responsibility for such maintenance obligations.
- (c) Owner agrees that within one (1) year after the effective date of annexation of the Property to the City as described by Section 4 hereof, but in no event later than the filing of the first application for subdivision and/or development, Owner or its successor-in-interest shall petition for inclusion within the boundaries of the Glenwood

Springs Downtown Development Authority (hereafter, the "DDA"). The DDA shall, at its discretion, forward such petition to the City Council for approval or disapproval, in whole or in part, of the request for inclusion. This provision in no way obligates the City to include any or all of the Property in the boundaries of the DDA. Should the City choose not to include all or any part of the Property in the boundaries of the DDA at the time of initial petition by Owner for inclusion, the City shall not be precluded from consideration of the same matter at some point in the future.

17. Provisions Exclusive. The City and Owner acknowledge and agree that this Agreement contains all basic requirements of Owner concerning the provision of water and sewer service to the property, potential joint development of a raw water irrigation system, public open space dedication, and public park land dedication, utilities, infrastructure, water rights dedications and other matters expressly addressed under this Agreement. Additional reasonable specifications and regulations may be imposed by the City upon Owner during the subdivision or development approval processes with regard to these enumerated items as well as other items, as appropriate.

18. Breach by Owner; City's Remedies. In the event of any default or breach by Owner of any term, condition, covenant or obligation under this Agreement, the Owner shall be notified immediately in writing. The City may take such action as it deems necessary to protect the public health, safety, and welfare; to protect lot buyers and builders, and to protect the citizens of the City from any and all damages and/or injury to persons and/or property. The City's remedies include:

- a. The refusal to issue to Owner any building permit or certificate of occupancy; provided, however, that this remedy shall not be available to the City until after the affidavit described in subparagraph b. below has been recorded. This remedy shall not affect sales to bona fide purchasers nor be applied to bona fide purchasers;
- b. The recording with the Garfield County Clerk and Recorder of an affidavit, approved in writing by the City Attorney and signed by the City Manager or his designee, stating that the terms and conditions of this Agreement have been breached by Owner. At the next scheduled Council meeting, the Council shall either approve the filing of said affidavit or direct the City Manager to file an affidavit stating that the breach, or default, has been cured. Upon the recording of such an affidavit, no further lots or parcels may be sold within the Property until the default has been cured. The execution and filing of an affidavit by the City Manager or his designee and approved by the Council stating that the default has been cured shall remove this restriction;
- c. A demand that the security given for the completion of the public improvements be paid or honored;
- d. The refusal to consider further development plans within the Property; and/or
- e. Any other remedy available at law or in equity.

Unless necessary to protect the immediate health, safety, and welfare of the City or City residents, the City shall provide Owner thirty (30) days' written notice of its intent to take any action under this paragraph during which thirty-day period Owner may cure the breach described in said notice and prevent further action by the City. Furthermore, unless an affidavit as described in this paragraph has been recorded with the Garfield County Clerk and Recorder, any person dealing with Owner shall be entitled to assume that no default by Owner has occurred hereunder unless a notice of breach has been served upon Owner as described above, in which event Owner shall be expressly responsible for informing any such third party of the claimed default by the City.

19. Breach By City; Owner's Remedies.

a. A "breach" or "default" by the City under this Agreement shall be defined as:

- i. any zoning or land use action by the City which would alter, impair, prevent, diminish, impose a moratorium on development, or unreasonably delay the development or use of the Property as set forth in the Zoning and Development Plan, and specifically excluding any non-discriminatory regulatory actions, inaction, or circumstances beyond the reasonable control of the City; or
- ii. the City's failure to fulfill or perform any material obligation of the City contained in this Agreement.

b. If any default by the City under this Agreement is not cured as described herein, Owner shall have the right to pursue the defaulting party's remedies allowable by Colorado law, subject to the limitations herein. Although C.R.S. Sections 24-68-101 et seq. allow for certain monetary damages in the event of City breach or default, Owner's sole remedies hereunder shall be to enforce the City's obligations under this Agreement by an action for any available equitable remedy, including, without limitation, specific performance or mandatory or prohibitory injunction. Each remedy provided for in this Agreement is cumulative and is in addition to every other remedy provided for in this Agreement.

20. Miscellaneous.

a. Expenses. The costs and expenses associated with the recordation of this Agreement shall be paid by Owner.

b. Waiver of Defects. By executing this Agreement, Owner 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 Owner as set forth herein, and concerning the procedure, substance, and form of the ordinances or resolutions adopting this Agreement.

c. Final Agreement. This Agreement supersedes and controls all prior written and oral agreements and representations of the parties regarding annexation and zoning of the Property and is the total integrated agreement between the City and Owner as to those limited matters.

d. Modifications. This Agreement shall not be amended, except by subsequent written agreement of the City and Owner.

e. 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.

f. Binding Effect. This Agreement shall be binding upon and inure to the benefit of the parties hereto and their respective heirs, successors, and assigns. Further, the terms and conditions of this Agreement shall constitute a covenant running with the land.

g. 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.

h. 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.

i. Attorneys' Fees; Survival. Should this Agreement become the subject of litigation between the City and Owner, 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.

j. Authority. Each person signing this Agreement represents and warrants that he, she or they is/are fully authorized to enter into and execute this Agreement, and to bind the party represented to the terms and conditions hereof.

k. 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.

l. Notice. All notices required under this Agreement shall be in writing and shall be hand-delivered or sent by facsimile transmission or registered or certified mail, return receipt requested, postage prepaid, to the addresses of the parties herein set forth. All notices by hand delivery shall be effective upon receipt. All facsimile transmissions shall be effective upon transmission 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 shall be sent.

Notice to City:

City of Glenwood Springs
Michael Copp, City Manager
806 Cooper Avenue
Glenwood Springs, CO 81601

With copy to:

Teresa Williams, Esq.
City Attorney
806 Cooper Avenue
Glenwood Springs, CO 81601

Notice to Owner:

Glenwood Meadows, L.L.C.
Attn: Robert Macgregor
525 East Cooper
Aspen, CO 81611

With copy to:

Thomas J. Hartert, Esq.
802 Grand Avenue, Suite 303
Glenwood Springs, CO 81601

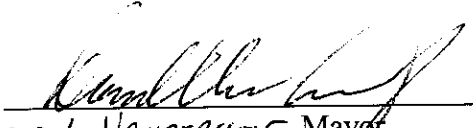
m. Nothing contained herein, or in any Exhibit hereto, shall affect or impair the City's powers of eminent domain or other similar authority.

n. 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.

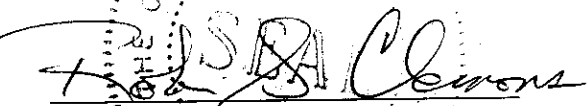
WHEREFORE, the parties hereto have executed duplicate originals of this Agreement on the day and year first written above.

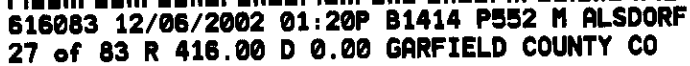
**CITY OF GLENWOOD SPRINGS,
COLORADO**

By


DONALD L. VANDERHOOF, Mayor

ATTEST:


Robin Clemons, City Clerk



By



616083 12/06/2002 01:20P B1414 P553 M ALSDORF
28 of 83 R 416.00 D 0.00 GARFIELD COUNTY CO

LIST OF EXHIBITS

Exhibit A	Property Description (from Annexation Plat – 345 acres)
Exhibit B	Zoning Map
Exhibit C	Zoning and Development Plan

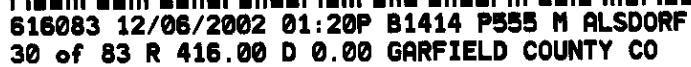
EXHIBIT "A"

ANNEXATION DESCRIPTION

A PARCEL OF LAND SITUATED IN THE S1/2S1/2 OF SECTION 5, THE SE1/4SE1/4 OF SECTION 6, THE NE1/4NE1/4 OF SECTION 7, THE N1/2 OF SECTION 8 AND THE NW1/4NW1/4 OF SECTION 9, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE SIXTH PRINCIPAL MERIDIAN; SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 5, THE POINT OF BEGINNING; THENCE S75°55'37"W A DISTANCE OF 1316.16 FEET; THENCE N01°07'55"E A DISTANCE OF 582.46 FEET; THENCE N90°00'00"E A DISTANCE OF 1265.15 FEET; THENCE S30°38'55"E A DISTANCE OF 522.34 FEET; THENCE S19°31'13"E A DISTANCE OF 160.53 FEET; THENCE S12°53'54"E A DISTANCE OF 181.17 FEET; THENCE N47°17'45"E A DISTANCE OF 1171.28 FEET; THENCE ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 1260.00 FEET AND A CENTRAL ANGLE OF 10°27'43", A DISTANCE OF 230.07 FEET (CHORD BEARS N65°22'14"W 229.75 FEET); THENCE N63°26'47"E A DISTANCE OF 283.45 FEET; THENCE ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 137.50 FEET AND A CENTRAL ANGLE OF 24°20'19", A DISTANCE OF 58.41 FEET (CHORD BEARS N51°16'35"E 57.97 FEET); THENCE N63°30'55"E A DISTANCE OF 61.83 FEET; THENCE S70°03'24"E A DISTANCE OF 42.54 FEET; THENCE N19°56'36"E A DISTANCE OF 75.00 FEET; THENCE N70°03'24"W A DISTANCE OF 522.96 FEET; THENCE ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 337.50 FEET AND A CENTRAL ANGLE OF 28°23'27", A DISTANCE OF 167.24 FEET (CHORD BEARS N84°15'08"W 165.53 FEET); THENCE S81°33'05"W A DISTANCE OF 198.69 FEET; THENCE ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 1260.00 FEET AND A CENTRAL ANGLE OF 01°42'55", A DISTANCE OF 37.72 FEET (CHORD BEARS N31°49'38"W 37.72 FEET); TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY OF MIDLAND AVENUE; THENCE N62°28'35"E ALONG SAID RIGHT-OF-WAY A DISTANCE OF 262.30 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY N70°48'52"E A DISTANCE OF 233.79 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 400.00 FEET AND A CENTRAL ANGLE OF 19°48'21", A DISTANCE OF 138.27 FEET (CHORD BEARS N80°43'04"E 137.58 FEET); THENCE CONTINUING ALONG SAID RIGHT-OF-WAY S89°22'47"E A DISTANCE OF 220.22 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY S04°05'51"W A DISTANCE OF 84.94 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY S88°21'25"E A DISTANCE OF 29.12 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY N84°12'24"E A DISTANCE OF 200.33 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY N13°23'18"E A DISTANCE OF 18.04 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY S79°22'12"E A DISTANCE OF 693.85 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY S15°25'14"W A DISTANCE OF 81.35 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY S72°50'58"E A DISTANCE OF 30.90 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY S87°49'17"E A DISTANCE OF 164.69 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY N47°19'34"E A DISTANCE OF 37.65 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY S74°59'10"E A DISTANCE OF 294.83 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY S08°06'53"E A DISTANCE OF 62.58 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY S77°46'27"E A DISTANCE OF 150.75 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY N14°20'16"E A DISTANCE OF 62.19 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY S79°08'31"E A DISTANCE OF 369.05 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY S18°40'31"E A DISTANCE OF 29.17 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY S66°03'20"E A DISTANCE OF 143.01 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY N25°40'28"E A DISTANCE OF 42.89 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY S74°19'33"E A DISTANCE OF 339.00 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY S76°23'22"E A DISTANCE OF 559.87 FEET; HAVING A RADIUS OF 1190.00 FEET AND A CENTRAL ANGLE OF 53°10'47", A DISTANCE OF 1104.51 FEET (CHORD BEARS S48°18'54"E 1065.29 FEET); THENCE CONTINUING ALONG SAID RIGHT-OF-WAY S21°43'32"E A DISTANCE OF 179.06 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY S68°16'28"W A DISTANCE OF 31.36 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY S23°26'58"E A DISTANCE OF 78.05 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY N68°16'28"E A DISTANCE OF 29.01 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY S21°43'32"E A DISTANCE OF 613.97 FEET; THENCE LEAVING SAID RIGHT-OF-WAY S62°49'19"W 292.63 FEET; THENCE ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 760.00 FEET AND A CENTRAL ANGLE OF 24°24'13", A DISTANCE OF 323.70 FEET (CHORD BEARS S75°01'26"W 321.26 FEET); THENCE S27°10'41"E 147.90 FEET; THENCE S62°49'19"W A DISTANCE OF 281.27 FEET; THENCE S16°27'24"E A DISTANCE OF 1206.11 FEET; THENCE N89°15'16"W A DISTANCE OF 3719.58 FEET; THENCE N01°13'52"E A DISTANCE OF 1360.08 FEET; THENCE N88°45'05"W A DISTANCE OF 1367.66 FEET; THENCE N01°04'56"E A DISTANCE OF 1369.90 FEET; TO THE POINT OF BEGINNING; SAID PARCEL CONTAINING 344.473 ACRES, MORE OR LESS.





1" = 200'

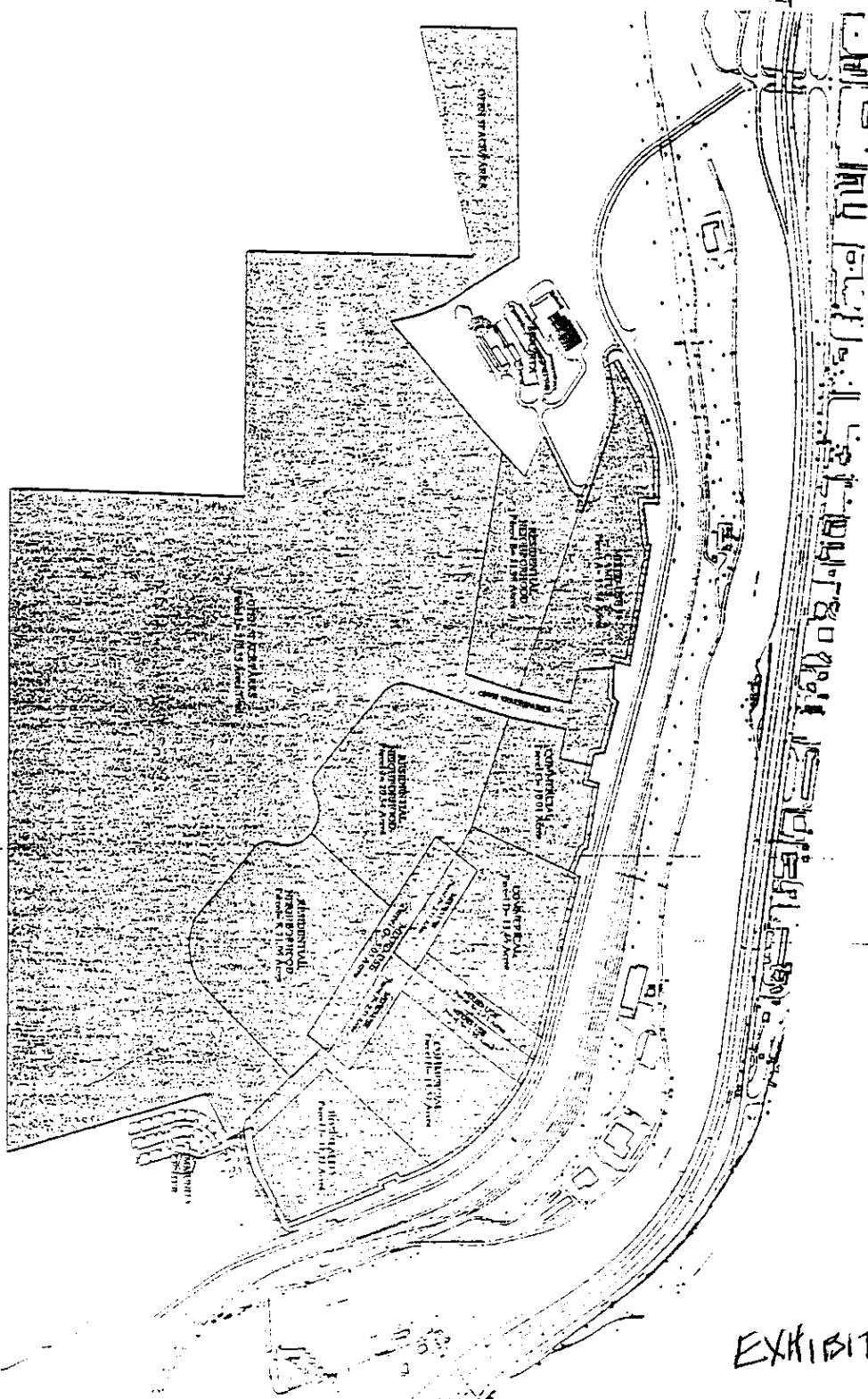


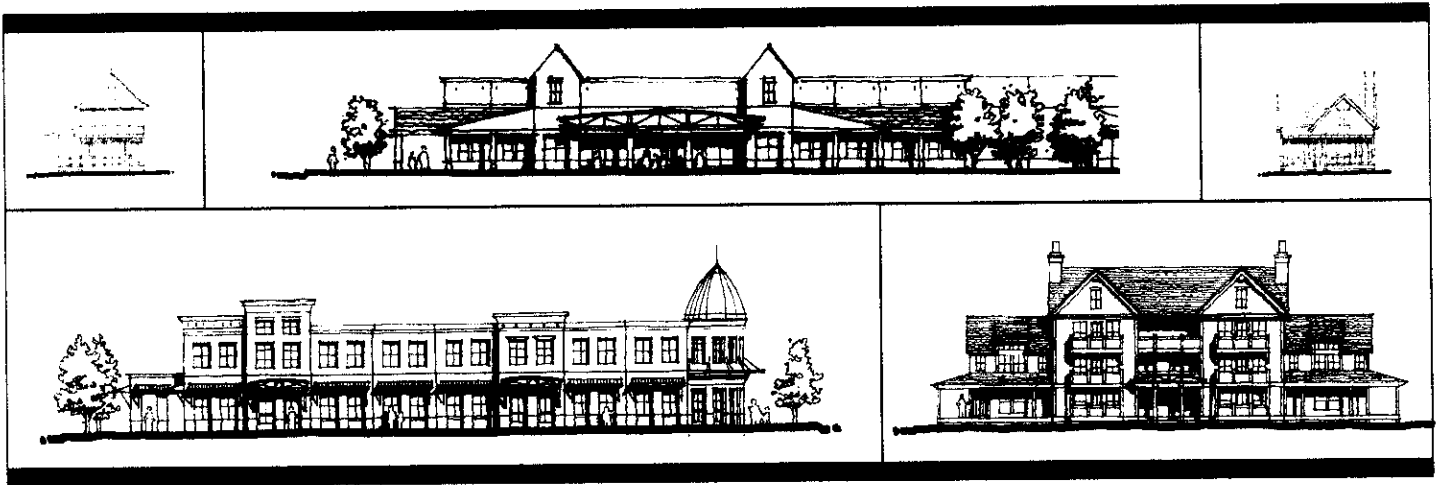
EXHIBIT "B"



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ZONING AND DEVELOPMENT PLAN

GLENWOOD MEADOWS



Glenwood Meadows, LLC

EXHIBIT "C"

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I. Introduction

A. PROJECT BACKGROUND

Glenwood Meadows is an approximately 345-acre parcel of unincorporated land surrounded on three sides by the municipal limits of Glenwood Springs, Colorado ("City"). The Midland Alternate Route, a 100 foot wide public right-of-way, serves as the northern border to the site and two new City facilities are under construction on the east and west ends; a new community center to the east of Glenwood Meadows and a municipal operations facility to the west of the site. While Red Mountain serves as a backdrop to the site on the south, it is not owned by or a part of the Glenwood Meadows' zoning application and development plan. The subject property, which is owned by Glenwood Meadows, L.L.C. was historically referred to as the "Wulfsohn" property.

Glenwood Meadows is situated west of the core of Downtown Glenwood Springs and directly across the Colorado River from the significant neighborhoods and commercial operations of West Glenwood. Glenwood Meadows and the City's Community Center are highly visible from Interstate 70, the primary entry point to the City from both the east and the west. Despite its juxtaposition with the City, Exit 114 to Interstate 70, the Midland Alternate Route and the two City facilities mentioned, Glenwood Meadows currently resides in the jurisdiction of Garfield County, Colorado. Prior to the completion of the Midland Alternate Route and the City's adoption of its Land Use Plan, annexation of the land was not feasible.

When the oil shale industry collapsed in the early 1980's, the then owner of the site, Union Oil Company, considered various development options. In the mid-1980s, Union Oil Company and the City of Glenwood embarked on negotiations for the joint development of the site as a municipal golf course, residential and commercial venture. The efforts failed, as did two subsequent attempts to pass open space and recreation tax measures aimed at the City's ability to purchase portions of the site.

In 1996, Glenwood Land Company, LLC purchased the property from the Union Oil Company. Approximately two years later Glenwood Meadows, LLC, the current owner of the property, acquired the land. Shortly thereafter, Glenwood Meadows undertook a land exchange with the City of Glenwood Springs, which provided the city with 37.24 acres for use as a Community Center. The city subsequently annexed the Community Center site and has provided a public access point to the property, which is currently under construction. This access point will be shared when the remaining property is developed. In early 2000, the City of Glenwood Springs and Glenwood Meadows undertook another land transaction by which the city acquired an additional 35.57 acres for development of a Municipal Operations Center (MOC). The MOC site was thereafter annexed and the City created a second public access point to Glenwood Meadows, which is also under construction. In addition to the City development of the MOC facility, the site west of Glenwood Meadows is also planned to provide the base operational facility for the newly organized Rural Transportation Authority ("RTA").

Regardless of how Glenwood Meadows is developed (i.e. for residential, commercial, mixed-use purposes, through the jurisdiction of either Garfield County or the City), Glenwood Meadows is entitled to use both City developed access points as well as two other access points along the Midland Route. Further, Glenwood Meadows has legal rights to utilize the City's municipal sewer and potable water systems.

For the past two years the City and Glenwood Meadows have mutually expressed their desire to annex the land to the City and to subject the property to stringent criteria which would result in the highest quality of future development specifically planned to address the present and future needs of the community as a whole. Through extensive discussions with City staff, it was determined that seeking "enhanced" traditional zoning for the property (traditional zoning with additional development standards and more restrictive uses) would be a more effective tool than the P.U.D. process to achieve the highest quality of future development. This decision was based on the fact that through the traditional zoning process; additional development standards and use restrictions could be applied to traditional zone districts in order to achieve a high level of development quality without the unnecessary analytical and administrative confusion of a cumbersome P.U.D. process. This Zoning Plan, together with the associated Annexation and Development Agreement and the additional information provided represents the culmination of these efforts.

B. STATEMENT OF PURPOSE AND INTENT

This Zoning Plan is intended to serve as a supporting document for the accompanying Annexation Agreement in order to establish appropriate zoning for the 12 individual development parcels within the overall site. In addition, the Zoning Plan establishes standards for the property to ensure that future planning and construction quality remains high, regardless of the phasing of development on different parcels. The following goals serve as the basis for this Zoning Plan and development standards. The goals were identified during an unprecedented and invaluable public hearing process, through community meetings dating back to the original adoption of the City's Comprehensive and Land Use Plans, during work sessions with City staff, citizen committees, the Planning Commission, and City Council members as items to be addressed by this Zoning Plan.

Land Use

- *Promote Glenwood Springs as the governmental hub and the local/tourism service center of the Roaring Fork and Colorado River Valleys.*
- *Establish Glenwood Meadows not as a development, but as a new Glenwood Springs neighborhood with housing opportunities, jobs, shopping, hospitality, and recreation.*
- *Enhance the City's Community Center project through placement of adjacent zoning for uses that include active and passive open areas as well as for tourism and hospitality.*

Development Quality

- *Preserve, maintain, and enhance the visual qualities of the west entrance to Glenwood Springs.*
- *Focus neighborhood retail around pedestrian-oriented streets to break up larger commercial uses.*
- *Provide development standards that supplement from the City's standard development regulations, encouraging creative, quality design.*

Housing

- *Provide a mix of housing types and densities within the Glenwood Meadows neighborhood.*

Open Space and Natural Amenities

- *Balance the quantity of development on the site with the natural characteristics of the site.*
- *Maximize dedicated open space and integrate open space corridors throughout the Glenwood Meadows neighborhood, minimizing impacts to existing site vegetation.*

Transportation

- *Encourage the allocation of future traffic west of the core Downtown and provide a West Glenwood mass transit option.*
- *Promote directed investment, through any development, aimed at the restoration and enhancement of the City's transportation infrastructure through adoption of an Off-Site Transportation Improvements Fee Program.*

C. RELATIONSHIP TO GLENWOOD SPRINGS COMPREHENSIVE PLAN

Vision

The Glenwood Springs Comprehensive Plan provides the community with a tool for managing its long-term growth and character. Ensuring that the goals and ideals of the Comprehensive Plan were addressed was a critical component of this zoning plan. The following excerpt from the City's Vision Statement outlined in the Comprehensive Plan echoes the overall development vision for Glenwood Meadows.

"The City of Glenwood Springs desires to maintain its small town character and preserve its cultural and natural resources...to achieve directed and balanced development, social and economic diversity and address its transportation needs."

Maintaining Small Town Character

Today, the City consists of a series of individual neighborhoods. While these neighborhoods vary in their size, appearance, and mix of uses, they all function as part of the greater community; each providing different types of housing, shops, employment, and recreational opportunities. This proposed zoning plan focuses on establishing Glenwood Meadows as a new and independent neighborhood that contributes to the small-town character of Glenwood Springs and community need for housing and commercial services. Keeping this appealing character and scale in mind, the plan is focused around a central retail core designed to invoke an intimate, pedestrian-oriented feeling enhanced by plazas, seating areas, and public art. These smaller retail uses will flank the center's two regional commercial anchors along Market Street and Wulfsohn Road, helping to create a more inviting and active space. Other spaces along Wulfsohn will provide offices and additional neighborhood-type retail to serve the adjacent neighborhoods, which will provide a variety of housing types and prices, ranging from apartments to town homes, duplexes, and single-family homes. The plan has been designed so that none of the residences are located farther than ¼ mile away from the retail core, which will give the neighborhood a friendly, walk able scale similar to that found in many of Glenwood's existing neighborhoods. A small employment campus will also contribute to the "small town" feeling of the neighborhood, providing the opportunity for individuals to live near their jobs, reducing commute time and local traffic. Hospitality uses are located across from the new Community Center where both will be easily accessed by adjoining neighborhoods and downtown. Each of the uses identified in the proposed zoning plan has been specified within the Land Use Plan as an appropriate "Regional Use", as designated for the Glenwood Meadows site.

Preserving Natural Resources

Another core community value that has been integrated into the development plan is the careful treatment of the site's natural resources. In fact, approximately 215 acres, or +/- 62 percent of the site will be dedicated as open space and parkland, providing recreational opportunities, such as hiking trails or a public golf venue. The public dedication of this significant parcel of land is specifically designed to provide direct public access to the area through sections of major contiguity with existing publicly owned property at the Community Center and MOC sites. The dedication land

also specifically provides direct connection to the surrounding BLM land adjacent to it in compliance with the direction of the Glenwood Springs Comprehensive Plan.

The site's topography and dramatic Red Mountain backdrop make it highly visible from major roadways, such as I-70, State Highway 6&24 and the Midland Alternate Route as each enters Glenwood Springs from the east and west. Glenwood Meadows is also visible from other areas of Glenwood Springs where a higher elevation provides a birds-eye vantage of the site. A thick Gambel Oak stand, which blankets the upper 2/3's of the site providing scenic value and wildlife habitat, is another of the site's significant natural features. Each of these factors was given strong consideration in the development of the proposed zoning plan. As a result, the residential neighborhoods at the southern edge of the site have been focused below the 6000-foot Urban Development Boundary contour. Not only does this protect the scenic quality of the site, but also leaves much of the Gambel Oak stand intact.

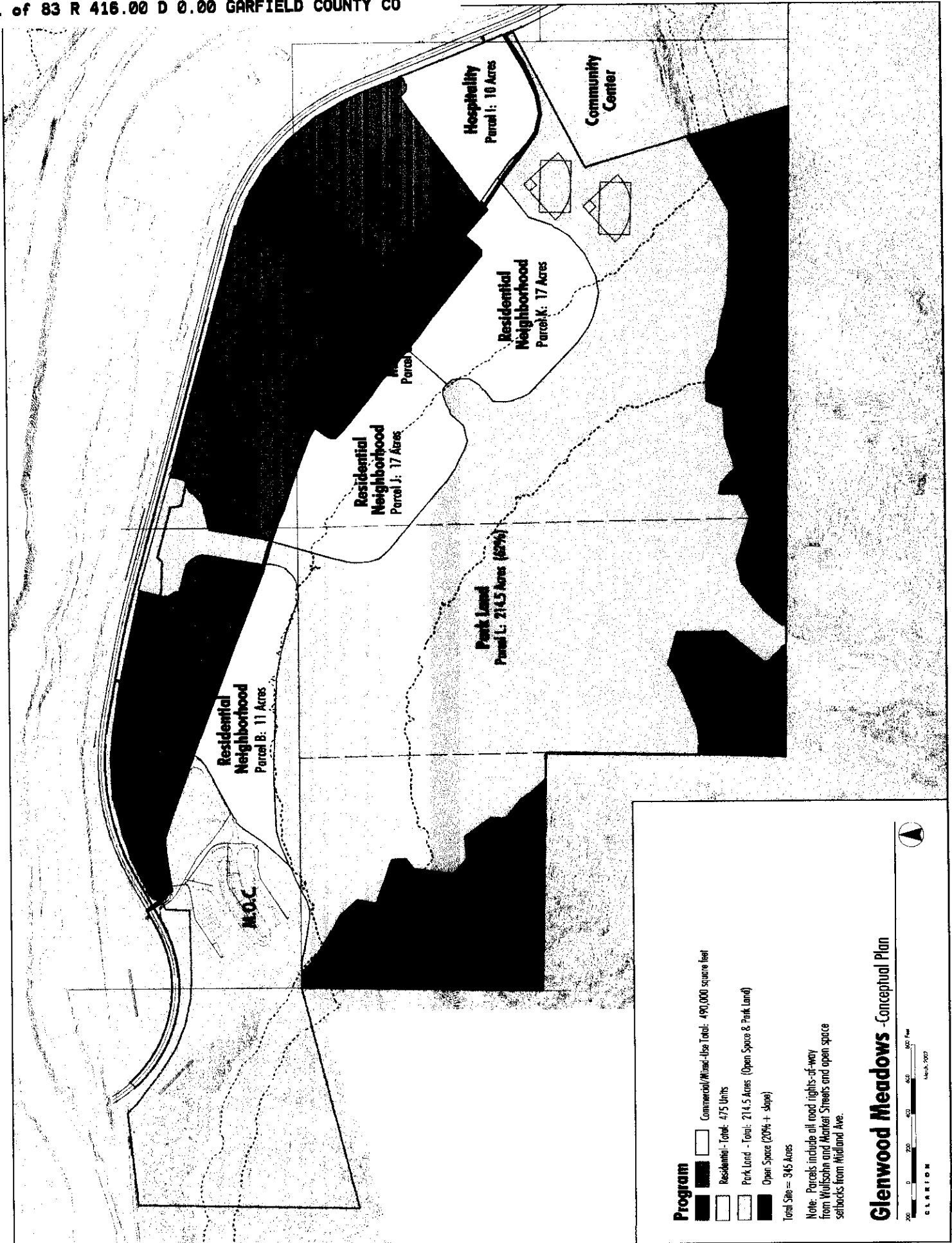
Addressing Transportation Needs

Transportation is another component of the Land Use Plan that was an important consideration during the development of the zoning plan. The plan strives to provide a mix of uses within a walk able proximity of one another to minimize short automobile trips. However, it is acknowledged that some uses, such as the retail and employment components will draw from a more regional customer base, generating additional trips along the Midland Alternate Route. Perhaps more significant, though, is that the location of the site on the western fringe of Glenwood Springs will be serving a market that currently must travel through downtown along the often congested Grand Avenue to reach similar uses on the south side of town, or even further south in neighboring communities, potentially minimizing the need for many of these cross-town trips. The project will provide funding for several necessary road improvements along the Midland Alternate Route that will result in improved future traffic conditions. The specifics of this are addressed in the Annexation Agreement. With these proposed road improvements, an efficient traffic flow would be maintained. In addition, the compact form of the development plan was conceived with the intention of being able to efficiently incorporate future bus service and future regional rail connections into the community. The plan provides the flexibility, not to exceed 2.5 acres, at the west end of Parcel A for the construction of a park and ride/transit facility. The park and ride would be complemented by the site's retail uses and the potential for limited shared parking where appropriate.

II. Authority

These standards shall apply to all property contained within the approved Glenwood Meadows Annexation Plat and the Annexation Agreement. The regulations and requirements shall become the governing standards for review, approval, and modification of all development activities occurring on the Glenwood Meadows site. Provisions of this guide shall prevail and govern the development of Glenwood Meadows superseding existing zoning ordinances. The proposed zoning regulations and design standards are intended to be more restrictive than the underlying Municipal Code standards. The Glenwood Springs zoning ordinance shall apply where the provisions of this guide do not address a specific subject.

III. Zoning Map



- Program**
- Commercial/Mixed-Use Total: 490,000 square feet
 - Residential - Total: 475 Units
 - Park Land - Total: 214.5 Acres (Open Space & Park Land)
 - Open Space (20% + slope)
- Total Site = 345 Acres

Note: Parcels include all road rights-of-way from Wulfsohn and Market Streets and open space setbacks from Midland Ave.

Glenwood Meadows - Conceptual Plan



IV. Zoning Districts

There are 12 distinct parcels within Glenwood Meadows. Each of these parcels falls within one of 5 zoning categories according to the City of Glenwood's Zoning Ordinance: Multi-family Residential District (R-3), Limited Commercial District (C-1), Core Commercial District (C-2), Resort District (C-4), and Hillside Preservation (HP). The actual boundaries of the parcels may be modified during the preliminary and final design of each area, prior to approval by the City. A table of prohibited uses for each zone district is provided in the Appendix of this document.

The following table provides a brief summary of each zoning category as it applies to individual parcels identified on the zoning map on the following page:

Parcel	Zoning	Acreage	Percentage
A (Mixed-Use Campus)	C-1	20	6%
B (Residential Neighborhood)	R-3	11	3.25%
C (Commercial)	C-1	11	3.25%
D (Commercial)	C-1	12	3%
E (Mixed-Use)	C-2	7.5	2%
F (Mixed-Use)	C-2	7	2%
G (Mixed-Use)	C-2	5	1.5%
H (Commercial)	C-1	13	4%
I (Hospitality)	C-4	10	3%
J (Residential Neighborhood)	R-3	17	5%
K (Residential Neighborhood)	R-3	17	5%
L (Open Space)	HP	214	62%
TOTAL:		345	
Residential Total: 475 units			
Commercial Total: 490,000 square feet			

*Acreages are subject to change upon completion of final legal descriptions.

*Parcels include all road-rights-of way and open space setbacks from Midland Avenue.

V. General Development Standards

A. GENERAL INTENT

The intent of these General Development Standards is to establish an indigenous style and high level of development quality for Glenwood Meadows that is derived from and builds upon established neighborhoods in Glenwood Springs. These standards set the framework for a new, mixed-use neighborhood that strives to incorporate the most desirable features of Glenwood's most appreciated areas, such as the downtown core and its attractive, pedestrian-friendly residential neighborhoods. In order to identify these desirable features, existing neighborhoods and developments throughout Glenwood Springs and the Western Slope were evaluated and "dissected" for successful site and building design elements. The result of this evaluation are these standards for character defining features such as appropriate building mass, scale, and materials based on lessons learned, both positive and negative. The standards also establish a cohesive pedestrian and vehicular circulation network within and between neighborhoods, a unified landscape theme for streetscapes and common open space areas, and general standards for parking, and signage. These standards have been developed to provide an additional level of quality to Glenwood Meadows, not required within the City Code, and will be applied *in addition* to those existing standards.



B. APPLICABILITY

These General Development Standards shall apply to *all* development within Glenwood Meadows, including C-1 (Commercial), C-2 (Mixed Use), C-4 (Hospitality), and R-3 (Mixed-Use Campus and Residential Neighborhoods). *These standards shall be applied in addition to standards outlined in the City of Glenwood Springs Municipal Code.*

C. SITE LAYOUT AND DEVELOPMENT PATTERN

1. Intent

The intent of these standards is to ensure that all non-residential and residential development on the site works creatively within the site's natural constraints, such as slope, geologic hazards, and significant vegetation.

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2. General

- a) The siting of all buildings shall respond to existing site features to minimize the need for retaining walls, excavation, and other unnecessary site disturbances. Non-residential zones are purposefully located near primary roads on land with lesser degrees of slope.

D. BUILDING DESIGN

1. Intent

These standards are intended to encourage creative, quality commercial and residential building design that utilizes a variety of design techniques to break up larger building masses and emphasizes a pedestrian orientation at the street level.



2. Non-Residential

- a) No single-user building footprint shall exceed a maximum of 130,000 square feet of enclosed floor area, nor shall the total useable area of any one user exceed 130,000 square feet.
- b) Buildings shall have recessed, highly visible customer entrances that feature no less than 2 of the following:
 - (1) Canopies or porticos;
 - (2) Overhangs, recesses/projections;
 - (3) Arcades;
 - (4) Distinctive roof forms;
 - (5) Arches;
 - (6) Outdoor patios;
 - (7) Display windows;
 - (8) Planters or wing walls that incorporate landscaped areas and/or places for sitting.
- c) For buildings less than 60,000 square feet, two or more of the following design elements shall be incorporated for each 30 horizontal feet of a building façade or wall. For buildings equal to and greater than 60,000 square feet, two or more of the following elements shall be incorporated for each 50 horizontal feet of a building façade or wall:
 - (1) Changes in color, texture, or materials;
 - (2) Projections, recesses, and reveals, expressing structural bays, entrances, or other aspects of the architecture with a minimum change of plane of 4-6 inches;
 - (3) Arcades or pergolas providing pedestrian interest;
 - (4) Trellises with vines, or
 - (5) An equivalent element that subdivides the wall into human scale proportions.
- d) Building facades or walls that face public



streets, adjacent developments, or connecting pedestrian frontage shall be subdivided and proportioned along 60% of their horizontal length using features such as:

- (1) Windows;
 - (2) Entrances;
 - (3) Arcades;
 - (4) Awnings; or
 - (5) Other such features.
- e) Parapet walls shall be incorporated when a flat roofline is required. The design or height of the parapet shall include a minimum of one change in setback or height along each 60 lineal feet of façade.
- f) Sloping roofs shall have a minimum of one of following elements incorporated into their design for each 60 lineal feet of roof:
- (1) Projecting gables;
 - (2) Hips;
 - (3) Horizontal/vertical breaks; or
 - (4) Other similar techniques.
- g) Sloping roofs shall be integrated into the building architecture and shall be consistent with the characterized architectural style.
- h) Sloping roofs shall be used at entries and other prominent features to add prominence. Other features intended to accent entries may be considered.
- i) Intense, bright, or fluorescent colors shall not be used on any roof area visible from a public or private right-of-way or open space.

3. Residential

- a) A building's special architectural features and treatments shall not be restricted to a single façade. All sides of a multi-family building open to view by the public, whether viewed from public or private property, shall display a similar level of quality and architectural interest.
- b) All multi-family buildings shall be designed to provide complex massing configurations with a variety of different wall planes and roof planes. Plain, monolithic structures with long, monotonous, unbroken wall and roof plane surfaces are prohibited. At least every 50 linear feet, wall planes shall contain offsets or setbacks with a differential in horizontal plane of at least 5 feet.
- c) The maximum length of a multi-family building shall be 125 feet.
- d) All elevations on multi-family buildings shall contain windows.



An eave or overhang of at least 12-inches shall be provided on the perimeter of all residential buildings, except gable roof ends, where an 8-inch overhang shall be required.

For additional specificity, see Section X.



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E. BUILDING MATERIALS

1. Intent

The intent of these standards is to establish a palette of high-quality building materials to be used to add texture, color, and visual interest to the overall development.

2. Non-Residential

- a) One or more of the following building materials shall be incorporated into a structure's design:

- (1) Stucco;
- (2) EIFS (Exterior Insulation and Finish Systems);
- (3) Brick;
- (4) Stone (cultured and natural);
- (5) Tinted, textured and integral color masonry block.

- b) Exterior building materials shall not include the following:

- (1) Smooth-faced gray concrete block, painted concrete block, tilt-up concrete panels;
- (2) Field-painted or pre-finished standard corrugated metal siding; or
- (3) Standard single or double tee concrete systems.

- c) Ribbed metal siding is prohibited as a primary exterior surface material. It may be used as trim material covering no more than 10% of the façade.

- d) Exterior building material shall be continued down to within 9 inches of finished grade on any elevation.

- e) High-intensity primary, metallic, or fluorescent colors are prohibited on any roof area visible from any public or private property.

- f) All sloping roof areas with a pitch of 3:12 or greater, and visible from any public or private right-of-way, shall be surfaced with attractive and durable materials such as:

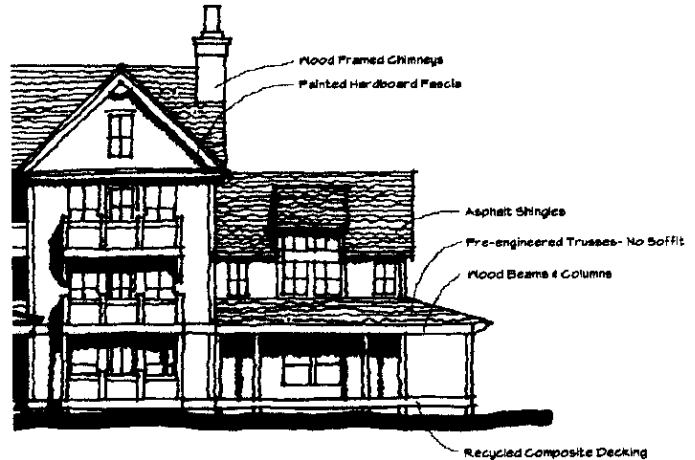
- (1) Concrete, clay, or slate tiles; or
- (2) Seamed architectural metals such as tin or copper; or
- (3) Asphalt shingles.



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3. Residential

- a) One or more of the following building materials shall be incorporated into a structure's design:
 - (1) Split shakes;
 - (2) Rough-sawn wood; or
 - (3) Board and batten wood.
- b) Exterior building materials shall not include the following:
 - (1) Concrete block (including split face and ground face block), or
- c) High-intensity primary, metallic, or fluorescent colors are prohibited on any roof area visible from any public or private property.
- d) All sloped roofs visible from the ground or from a surrounding property shall be clad with one of the following:
 - (1) High profile composition shingles; or
 - (2) Seamed architectural metals.



F. VEHICULAR AND PEDESTRIAN CIRCULATION AND ACCESS

1. Intent

The intent of these standards is to create a hierarchy of streets within Glenwood Meadows that efficiently facilitate traffic flow, yet are designed to discourage speeds and volumes that impede pedestrian activity.

2. Vehicle Access and Circulation

- a) Traffic calming devices, such as bulb-outs or curb extensions, traffic calming circles, and narrower street widths shall be used in residential neighborhoods to discourage through traffic and excessive speeds.
- b) To the maximum extent feasible, common or shared service and delivery access shall be provided between adjacent parcels and/or buildings.
- c) Internal vehicle circulation patterns shall provide a clear and direct path to the principal entrance of the primary building, to outlying pad sites where applicable, and to each parking area.
- d) Internal vehicle circulation patterns shall provide the most direct vehicular route(s) between the development site's main entrance and the primary building's main customer entrance.
- e) Main drive aisles shall be continuous and connect to the main entrance to the development site.



- f) Internal intersections shall have adequate sight lines, design geometrics, and/or traffic controls to minimize accident potential.

3. Pedestrian Access and Circulation

- a) Continuous sidewalks or trails shall provide connections to and between:
 - (1) The primary entrance or entrances to each building, including pad site buildings;
 - (2) All parking lots or parking structures that serve such buildings;
 - (3) Any sidewalks or walkways on adjacent properties that extend to the boundaries shared with the development;
 - (4) Any public sidewalk system along the perimeter streets adjacent to the development;
 - (5) Adjoining land uses;
 - (6) Any greenway on or adjacent to the property; and
 - (7) Other community amenities or gathering spaces.
- b) Covered shelters shall be provided at transit shuttle sites in locations as determined by the landowner and the City.



G. PARKING

1. Intent

The intent of these standards is to minimize the visual impacts of large blocks of parking, both from within the development and from other areas of Glenwood Springs that, because of their higher elevation, view Glenwood Meadows from above, by breaking it into a series of smaller "rooms". These rooms may be defined by landscaped medians, pedestrian walkways, or tree plantings.

2. General

- a) Parking quantities shall be no less than current city requirements, unless specifically noted otherwise.
- b) Structured parking is strongly encouraged. Incentives shall be provided to the maximum extent feasible.
- c) To the maximum extent feasible, parking shall be distributed between the front, sides, and rear of a building to further break up large parking areas.
- d) In addition to the above standard, the visual appearance of parking blocks shall be further mitigated through the establishment of a shady canopy created by orchard plantings or regularly spaced tree diamonds within each parking block.
- e) The use of terracing to further break up parking areas is strongly encouraged where grade changes allow. Where terracing is utilized, the standards for retaining walls and



terracing outlined in Section V.H.6, shall be applied.

- f) The above standards shall be applied in addition to the standards outlined in Section V.H. Landscaping and Screening.

H. LANDSCAPING AND SCREENING

1. Intent

The intent of these standards is to provide a high quality appearance for building sites, rights-of-way, parks, and open spaces within Glenwood Meadows. These standards exceed City of Glenwood requirements in some cases in order to enhance the appearance and pedestrian-oriented feeling of all development in Glenwood Meadows. For instance, additional landscape coverage is required for parking areas in order to ensure that the visual impacts of parking on this highly visible site are adequately mitigated by generally improving the appearance of these areas from both within the site and from surrounding neighborhoods with a birds-eye view of Glenwood Meadows. In addition, the spacing of required street tree plantings are significantly smaller than those required in the City Code. This again, is intended to further enhance the appearance of the overall project and to create an inviting environment for pedestrians.



2. General

- a) All landscape areas shall comply with City of Glenwood Springs Municipal Code in addition to these regulations.
- b) Landscape architectural design elements shall relate to the physical site and built structures. A combination of evergreen plantings and other landscape elements, as defined in Table 1-Landscape Requirements, shall be used to screen and buffer service areas, mechanical features and break up large lengths of building walls.
- c) Unless prohibited by a particular site's geologic mitigation requirements, building foundations shall be planted with ornamental plant material, such as ornamental trees, flowering shrubs and perennials, and ground covers and shall include a variety of plant materials to provide year round interest.
- d) Development entryways shall be planted with ornamental plant material, such as ornamental trees, flowering shrubs and perennials, and ground covers.
- e) Planting shall be massed and scaled as appropriate for the entryway size and space.
- f) Landscaping shall break down in scale and increase in detail, color, and variety to mark entryways into developments.
- g) All turf areas within individual sites shall be established by sodding. Un-manicured natural areas may be seeded when adjacent to open space as a transition to turf areas.
- h) Due to the site's soil conditions and the arid nature of the Glenwood climate, xeric or low-water plant materials shall be required.
- i) The use of the following xeriscape principles shall be required:

- (1) Grouping plants with similar water requirements together;
 - (2) Utilizing mulch and soil amendment to reduce irrigation requirements;
 - (3) Utilizing drip irrigation where possible to minimize run-off from sprinklers; and
 - (4) Restricting the amount of water consumptive sod.
- i) Irrigation systems shall be professionally designed to limit water consumption. The use of moisture sensors to reduce water consumption shall be encouraged.
 - k) Each owner or owner's association shall be responsible for the maintenance and repair of all site landscaping, including common open space areas.
 - l) Landscaping and maintenance shall comply with the Glenwood Meadows Geotechnical Mitigation Requirement.

3. Streetscape Improvements

- a) Landscaping, decorative paving, and/or other site amenities shall be required to promote and enhance a comfortable pedestrian scale and orientation of the property.
 - b) The property between curb and the adjacent property line shall be landscaped according to Table 1- Landscape Requirements or paved with decorative paving in heavily used pedestrian areas, such as Market Street and Wulfsohn Road, or be treated with some combination of the two alternatives. Approval of all paving materials shall be subject to review by the Architectural Review Committee.
- 
- c) Streetscape shall be developed in a consistent manner and be reviewed as part of the overall development permit, if areas within the pod are developed separately, the design shall be consistent with that previously approved.
 - d) Trees selected from the plant list in this document shall be required within the back of curb landscaping strip. Such trees shall be planted every 40 feet maximum on center or depending on species at some other distance to ensure their proper spacing so as to develop a continuous canopy when mature.
 - e) Streetscape plantings shall be provided according to Table 1-Landscape Requirements. Variations in the tree species used from street to street are encouraged to avoid creating monocultures of trees. Landscape in the right-of-way and on individual sites is subject to review by the City of Glenwood Springs and any Design Review Committee of an owner's association.

4. Site Furnishings

- a) Site furnishings, including, but not limited to: benches, seating, trash receptacles, bike racks, lighting fixtures and tree grates shall be incorporated with the theme of the building's architecture. All materials shall be considered and approved by any Design Review Committee of an owner's association and be in conformance with the City of Glenwood Springs Standards and these regulations.

5. Parking Lot Landscaping

- a) For lots with less than 20 spaces, a minimum of 10 percent of the total uncovered parking area, including access ways, shall be devoted exclusively to landscaping. For lots with twenty or greater spaces, a minimum of 20 percent of the total uncovered parking area, including access ways, shall be devoted exclusively to landscaping.
- b) Required parking area interior landscaping shall be distributed in such a configuration so as to divide groups of parking spaces. No grouping of parking spaces shall exceed 8 in a row.
- c) Parking lot edges shall be screened from public streets and sidewalks, public open space, and adjacent properties.
- d) Landscaped islands shall be planted with ground cover or sod and a minimum of 2 deciduous trees (minimum caliper of 3 inches) per 200 square feet of landscaped island area.
- e) Where a landscaped setback of at least 25 feet is not present, the perimeter of all parking lots shall be screened from adjacent streets, public sidewalks, and adjacent uses, with the exception of the area reserved as a site triangle at intersections, by either of the following methods:
 - (1) A berm 3 feet high with a maximum slope of 2:1 in combination with coniferous and deciduous trees and shrubs, as specified in table V.H.9.a, or
 - (2) A low continuous landscaped hedge at least 3 feet high consisting of a double row of shrubs planted 3 feet on center in a triangular pattern; or
 - (3) A low decorative masonry wall at least 3 feet high in combination with landscaping; or
 - (4) A combination of any of these methods.
- f) Non-living ground cover, such as wood, bark, and rock mulches, decorative stone, brick or concrete paving, shall not exceed 20 percent of the required landscaped area.

6. Retaining Walls

- a) Use of designed retaining walls shall be encouraged to reduce the slope and to provide planting pockets or terraces for revegetation and landscaping.
- b) Retaining walls may be permitted to support slopes but shall not exceed 10 feet in height in commercial areas or 6 feet in height in residential areas from the finished grade without stepping back a minimum of 3 feet between walls to create a terraced effect.
- c) No more than three tiers of retaining walls, as described above, shall be permitted to create terracing on a slope. Terraces created between retaining walls shall be permanently landscaped or revegetated and shall not exceed a 2:1 slope.
- d) Retaining walls shall be constructed of or faced with stone or earth-colored materials, or a material compatible with the primary building materials. Railroad ties, timber, and gabion-type retaining walls are prohibited. Retaining walls shall not exceed 50 feet in length without providing an offset at least 12 inches.
- e) All exposed retaining walls shall be textured or colored.



7. Detention/Retention Ponds/Debris Channels

- Detention/retention ponds and debris channels shall be visually integrated into the surrounding landscape.
- Embankment slopes shall not exceed a 2:1 ratio.

8. Plant Materials

- To meet the above standards, Plant Materials shall be chosen from the Plant List provided in the Appendix of this document. Xeric or low-water plant materials shall be utilized to the maximum extent feasible.

9. Landscape Requirements

- For the purposes of meeting the requirements in the table below, appropriate screening shall mean plant material, a low wall, or combination to provide an opaque barrier between the street and the adjoining use to be screened.

Use	Residential Neighborhood	Mixed-Use	Commercial	Hospitality	Mixed-Use Campus
Required Open Space	40%	15%	15%	30%	30%
Open Space Planting	1 tree/1200 s.f. 4-shrubs/1200 s.f.	1 tree/500 s.f. 4-shrubs/500 s.f.	1 tree/1000 s.f. 4-shrubs/1000 s.f.	1 tree/1000 s.f. 4-shrubs/1000 s.f.	1 tree/1000 s.f. 4-shrubs/1000 s.f.
Setbacks Buffers Screens	1 tree/25 l.f. 1/3 deciduous 2/3 evergreen 10 shrubs/25 l.f.	1 tree/25 l.f. 1/3 deciduous 2/3 evergreen 10 shrubs/25 l.f.	1 tree/25 l.f. 1/3 deciduous 2/3 evergreen 10 shrubs/25 l.f.	1 tree/25 l.f. 1/3 deciduous 2/3 evergreen 10 shrubs/25 l.f.	1 tree/25 l.f. 1/3 deciduous 2/3 evergreen 10 shrubs/25 l.f.
Midland Avenue ROW	N/A	1 tree/40 l.f. - Irregular spacing	1 tree/40 l.f. - Irregular spacing	1 tree/40 l.f. - Irregular spacing	1 tree/40 l.f. - Irregular spacing
Wulfson Road ROW	1 tree/35 l.f. - Irregular spacing	1 tree/35 l.f. - Regular spacing	1 tree/35 l.f. - Irregular spacing	1 tree/35 l.f. - Irregular spacing	1 tree/35 l.f. - Irregular spacing
Internal Neighborhood Streets	1 deciduous tree/35 l.f. Evenly spaced	1 deciduous tree/40 l.f. Evenly spaced	1 deciduous tree/35 l.f.	1 deciduous tree/35 l.f.	1 deciduous tree/35 l.f.

Table 1—Landscape Requirements

I. SERVICE AREA AND MECHANICAL/UTILITY EQUIPMENT SCREENING

1. Intent

The intent of these standards is to minimize the visual and noise impacts created by service areas and mechanical equipment on surrounding uses and neighborhoods from public rights-of-way, surrounding high elevation neighborhoods, and adjacent uses within Glenwood Meadows.

2. Service Areas

- No areas for outdoor storage, trash collection or compaction, loading, or other such uses shall be located within 20 feet of any public street, public sidewalk, or internal pedestrian



walkway.

- b) Loading docks, truck parking, outdoor storage, trash collection, trash compaction, and other service functions shall be incorporated into the overall design of the building and landscaping so that the visual and acoustic impacts of these functions are fully contained and out of view from adjacent properties and public streets.
- c) Screening materials shall be the same as, or of equal quality to, the materials used for the primary building and landscaping.

3. Mechanical/Utility Equipment

- a) Mechanical/utility screening shall be an integral part of the building structure and architecture and not give the appearance of being "tacked on" to the exterior surfaces.
- b) All mechanical, electrical, and communications equipment, including but not limited to air-conditioning, heating and soft water tanks, television antennas, satellite dishes, security apparatus, transformers, electric and gas meters, shall be integrated into the building design, screened from public view, or when appropriate, enclosed in a suitable structure.
- c) Roof-mounted equipment shall be contained within a completely enclosed structure. Such structure shall be an integral part of the building's architectural design and shall use materials compatible with those used on the façade of the building. However, if it can be demonstrated that the roof mounted equipment shall be screened or shall be placed such that the equipment can not be viewed or silhouetted in profile from public vantage points and neighboring properties, this may be considered as an alternative by the City.
- d) Roof mounted equipment shall be clustered to the maximum extent feasible.
- e) Roof mounted equipment shall utilize neutral colors and/ or materials that are compatible with adjacent natural or constructed colors.
- f) A decorative wall constructed of materials compatible with the overall architectural design of the development and softened with landscaping shall screen ground-mounted equipment.

J. OPEN SPACE AND PARKS

1. Intent

The intent of these standards is to provide an interconnected network of open spaces and parks within non-residential and residential areas of Glenwood Meadows as well as to provide a high level of visual interest and a variety of recreational and leisure opportunities within a short walk of each residence in Glenwood Meadows.

2. General

- a) Open spaces and parks within Glenwood Meadows shall include traditional, urban gathering spaces such as a village green, plaza, or town square in addition to a network of pathways and informal trails that help integrate the built environment of the neighborhood with adjacent open space and the natural environment. Appropriate locations for the above amenities shall be determined in part by the type of use they are integrated with.
- b) Existing trees and vegetation shall be preserved whenever possible to act as buffers between adjoining developments and as site amenities within the neighborhood.

3. Non-Residential

a) Outdoor Spaces

- (1) Pedestrian-oriented outdoor spaces shall be placed near activity generating uses, such as street corners, shops, stores, offices, day care, and dwellings.
- (2) To the maximum extent feasible, outdoor spaces shall be linked and visible from streets and sidewalks.
- (3) Sculpture, fountains, kiosks, or shelters shall be prominently placed in outdoor spaces.
- (4) In developments with multiple buildings, outdoor spaces and landscaped areas shall be integrated into an overall open space system in conjunction with streets and connections and not merely assembled from residual land remaining after buildings and parking lots have been sited.



b) Community Amenities

- (1) A minimum of 1,000 s.f. of community amenities, open areas, and public gathering places per 50,000 s.f. of Commercial building area or a percentage thereof. This shall be considered a component of the landscape requirements as referenced in Section H.9. Community amenities may consist of any of the following:
 - (a) Patio or plaza with seating area;
 - (b) Mini-parks, squares, or village greens;
 - (c) Water feature,
 - (d) Clock tower;
 - (e) Public art;
 - (f) Any other, similar deliberately shaped area and/or focal feature that, in the City's judgment, adequately enhances such community and serves as a gathering place.
- (2) All community amenities within a commercial development shall be an integral part of the overall design and within easy walking distance of major buildings, major tenants, and any transit stops.

4. Residential

a) Common Open Space

- (1) Common open space shall be organized to create integrated systems of open space that connect with the following types of lands located within or adjacent to the development:
 - (a) Dedicated public park or greenway lands;
 - (b) Other dedicated open spaces;
 - (c) Common open space located within or adjacent to the development;
 - (d) Portions of the trail and open space system;
 - (e) Neighborhood retail and commercial centers; and
 - (f) Adjacent employment centers.

Common open space with pedestrian access shall be reasonably accessible to all of the residents of the Glenwood Meadows:

- (2) Where provided, access to common open space shall be a minimum of six feet wide and shall be located where such access is visible to dwelling units and shall not be isolated by walls, screening, landscaping, or any other kind of barrier that would prevent resident surveillance of the open space.
- (3) If an applicant constructs recreational facilities in the common open space as a community amenity, such recreational facilities shall be constructed in accordance with applicable city standards regarding, but not limited to, size, siting, use, materials, and similar matters.
- (4) Where common open space is bordered by private rear or side yards, opaque fences and walls shall not be erected in such yards bordering the open space. Open style fences, with a maximum 50% opacity (e.g., post and rail), shall be allowed on the perimeter of open space.

b) Parks

- (1) One neighborhood park shall be provided within each residentially zoned parcel or "neighborhood". Each park shall be at least 1 acre in size.
- (2) Each neighborhood park shall be located where the network of local streets provides access and where direct pedestrian and bicycle access are provided from adjacent uses.
- (3) Neighborhood parks shall be located in a visible, secure setting that is easily observed from streets. Rear facades of multi-family dwellings that do not contain building entrances shall not abut more than two sides of the park's perimeter.
- (4) Each neighborhood park shall contain one or more of the following features:
 - (a) Multi-use areas;
 - (b) Community gardens;
 - (c) Walking paths;
 - (d) Plazas;
 - (e) Pavilions;
 - (f) Picnic tables;
 - (g) Benches; or
 - (h) Other similar features for various age groups to enjoy.

K. SIGNAGE

1. Intent

The intent of these standards is to provide consistent, high quality signage for Glenwood Meadows. All signage must be reviewed and approved by the Architectural Review Committee prior to permit application and must conform to all City of Glenwood Springs standards.

2. General

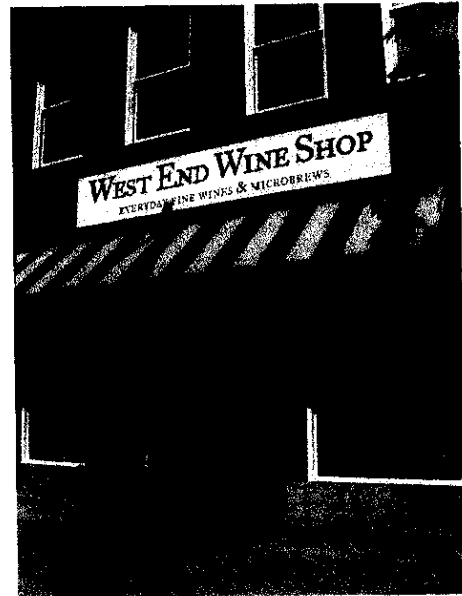
- a) Each building group, user, or tenant shall be allowed at least one sign on the primary storefront elevation, providing such signage meets these standards and does not exceed the ordinance and requirements of the City of Glenwood Springs.
- b) Signage placed at locations other than site locations and/or storefront elevation (such as rear and side wall locations) shall be considered provided that the total square footage allowance of all signage does not exceed the total aggregate area allowed by requirements of the City of Glenwood Springs Code.
- c) All attachment devices, wiring, clips, transformers, lamps, tubes, and other mechanisms for signs shall be concealed.
- d) Permanent signage may be illuminated providing it is designed so the source is not visible.

Individual internally lit channel letter signs or accent lighting, which is incorporated to enhance the signage, is acceptable. All signage lighting shall conform to lighting standards provided by the City of Glenwood Springs.

- e) Each tenant shall provide signage at its expense and shall apply for and obtain their individual signage permits and approvals from the City of Glenwood Springs.

3. Freestanding Signs

- a) No individual sign shall exceed 200 square feet in area nor shall the total sign area of any tenant exceed 600 square feet.
- b) The placement of all signs shall be based on visibility and legibility. All freestanding identification signs shall be integrated into the surrounding landscape with good visibility to approaching vehicular traffic.
- c) All freestanding signs shall be set back a minimum of 10 feet from the edge of curb and/or property line and six feet from all sidewalks.
- d) Freestanding signs shall not be placed within the site triangle of an intersection as defined in the City of Glenwood Springs Code.
- e) The information contained on freestanding identification signs shall be limited to company and corporate logos, and may include building names and addresses.



4. Regulatory Signs

- a) The basic design and mounting heights of regulatory signs shall follow Federal Highway Administration standards.

5. Building Mounted Signage

- a) Building mounted signage shall be allowed only for commercial developments for the specific purpose to provide identification to the tenant.
- b) Signage style shall be as approved by the Architectural Review Committee.

6. Colors and Materials

- a) The Architectural Review Committee shall consider all colors for approval.

7. Informational/Directional

- a) Informational/directional signs shall be designed to conform to the proportions shown in these guidelines and shall not have a sign face which exceeds 20 square feet.
- b) The number of informational/directional signs may vary by site, but shall be sufficient to accommodate both vehicular and pedestrian traffic.
- c) Informational/directional signs for motorists shall be located between 100 and 200 feet from intersections.
- d) Signs for pedestrians shall be placed at decision points in parking lots, in plazas, and where highly traveled walkways intersect.

L LIGHTING

1. Intent

The intent of these standards is to ensure that building, site, street, and signage lighting is sensitive to adjoining uses and is compatible with the overall development character in terms of scale and design.

2. General

- a) All development shall be in compliance with the City of Glenwood Spring's Lighting Standards or comparable document as provided by the City.



VI. Development Standards: Parcel "A", Mixed-Use Campus (C-1)



A. GENERAL INTENT

The intent of these standards, when combined with the General Development Standards, is to provide a framework for the development of a quality office and business park for Glenwood Springs. The Campus is envisioned to accommodate a variety of office, research and development activities in addition to complementary secondary uses such as restaurants, convenience shopping, childcare and housing. Additionally, the Campus is intended to function as an integral part of the overall Glenwood Meadows development, providing a range of employment opportunities for nearby residents.

B. APPLICABILITY

These standards shall apply to all development within Parcel "A", Mixed-Use Campus as defined on the accompanying Zoning Map. These standards shall be applied in addition to standards outlined in Section V., General Development Standards and in the City of Glenwood Springs Municipal Code.

C. SITE LAYOUT AND DEVELOPMENT PATTERN

1. Intent

The intent of these standards is to encourage the creation of a park-like campus environment within the mixed-use campus zone and to ensure that non-residential uses within the mixed-use campus environment provide appropriate height and scale transitions to adjacent or adjoining residential uses.

2. General

- a) All uses shall be carried out within completely enclosed buildings or structures, except for off-street parking and loading areas.



3. Landscaping

- a) All open space areas shall be landscaped according to Table 1-Landscape Requirements.

D. BUILDING DESIGN

1. Intent

The intent of these standards is to create a cohesive, office park environment through the use of common materials, architectural features, and colors.

2. General

- a) See Section V. General Development Standards.

3. Orientation

- a) Buildings shall be oriented towards the adjacent street or towards the center of a campus or park-like development block with an internal framework of outdoor spaces or connecting walkway.

4. Transition

- a) Buildings abutting a residential area shall provide a gradual transition in height and scale to minimize conflicts between uses.

E. MIX OF USES

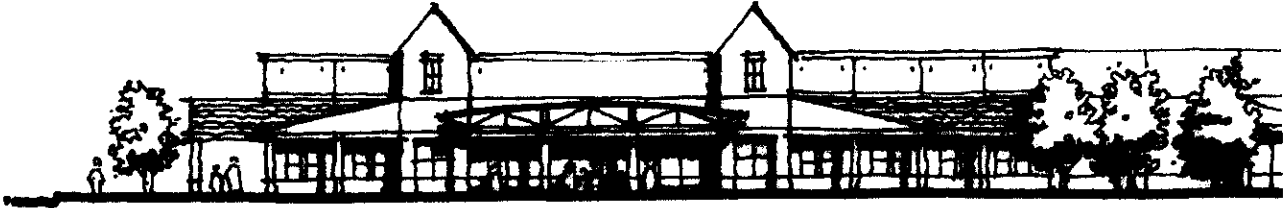
1. Intent

The intent of these standards is to provide general standards for appropriate percentages and locations of supporting uses within the mixed-use campus environment. Secondary uses are envisioned to include restaurants, convenience shopping, childcare, housing, or similar uses to complement primary office and research and development activities.

2. General

- a) All supporting uses shall be visually and functionally integrated into an overall plan that emphasizes the primary uses of office and employment uses.
- b) Retail uses shall not occupy more than 25 percent of the total gross area of the zone district.

VII. Development Standards: Parcels "C", "D", and "H"-Commercial (C-2)



A. GENERAL INTENT

The intent of these standards is to achieve a high quality, pedestrian-friendly commercial core within Glenwood Meadows. This core will be anchored by large format retail anchors such as a grocery store and/or discount store and will be supplemented with a variety of smaller retail businesses. The purpose of this zone district is to serve both the needs of regional consumers for goods and services and the day-to-day needs of the surrounding residential neighborhoods in a functional and inviting environment that strays from the typical auto-oriented designs found in many commercial centers. The district is intended to function as an integrated center of activity within the overall Glenwood Meadows development through the establishment of clear pedestrian and vehicular circulation patterns and through transitions in the scale and character of development where they abut adjacent uses.

B. APPLICABILITY

These standards shall apply to all development within Parcels "C", "D", and "H", Commercial as defined on the accompanying Zoning Map. *These standards shall be applied in addition to standards outlined in Section V., General Development Standards and in the City of Glenwood Springs Municipal Code.*

C. SITE LAYOUT AND DEVELOPMENT PATTERN

1. Intent

The intent of these standards is to ensure that primary and secondary retail uses utilize careful building placement and orientation to create and enhance an active, attractive, pedestrian environment within the commercial core of Glenwood Meadows. Primary Commercial Buildings will serve as "anchors" for the commercial and mixed-use zones. These larger uses will be flanked by a variety of supporting, pedestrian-oriented retail storefronts and secondary commercial uses located on pad sites. The siting and design of smaller retail stores, or "pads," can create a more inviting appearance along Midland Ave and within the neighborhood by visibly reducing the project's scale and by expanding the range of activities and businesses found within the neighborhood. The location, orientation of the entry, and architecture of pad site buildings also provide opportunities to frame the entry into the neighborhood and contribute to the development's visual interest by placing storefront spaces closer to the street and creating a street scene. Accordingly, pad site structures shall be compatible with the main buildings on a commercial site. The layout of pad site buildings shall relate coherently to the public streets and surroundings (outward) as well as to the main center (inward), and specific siting decisions shall further the general intent of creating a "sense of place," focal points,

community amenities, and arrival into the commercial center.

2. General

- a) See Section V. General Development Standards.
- b) Pad Sites The primary façade of a building located on a pad site, typically the façade containing the primary customer entrance, may be oriented in a variety of ways, including:
 - (1) Toward the primary access street;
 - (2) Toward an internal "main street";
 - (3) Framing a primary entrance to the development or center;
 - (4) Toward the side (especially when that side faces another pad site building); or
 - (5) Toward the interior of the center.
- c) Regardless of primary orientation, all sides of a pad site building that directly face and have access to a public street shall contain a customer entrance.
- d) Pad sites shall be clustered together to define street edges and entry points or to enclose and create community amenities and visual interest between buildings.
- e) Wherever practicable, spaces between adjacent pad site buildings shall be improved to provide small pockets (preferably heavily landscaped) of customer parking, pedestrian connections, small-scale project amenities, or focal points. Examples include, without limitation:
 - (1) A landscaped pedestrian way linking customer entrances between two or more pad site buildings;
 - (2) A public seating or outdoor eating area;
 - (3) An area landscaped with living materials emphasizing 4-season colors, textures, and varieties; or
 - (4) Sculptures or fountains.

D. BUILDING DESIGN

1. Intent

The intent of these standards is to ensure that the design of buildings located in parcels "C", "D", and "H", present a cohesive appearance through the use of common materials, architectural features, and colors.

2. General

- a) See Section V. General Development Standards.
- b) Pad site buildings and other accessory uses shall incorporate a similar façade and building design as those on the primary commercial building(s) in the zone district, including:



- (1) Exterior building materials;
 - (2) Roofline or roof materials;
 - (3) Façade colors;
 - (4) Pedestrian entry locations and entryway architecture/design;
 - (5) Amounts of glazing on facades visible from public streets; and
 - (6) Other distinctive architectural features.
- c) Pad site buildings and other accessory uses shall select their exterior building materials from the material palette used on the primary commercial building(s).

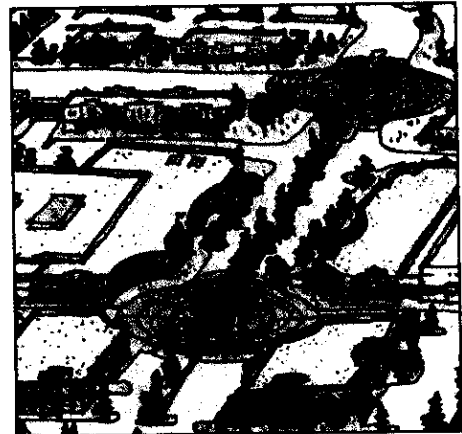
3. Large Format Commercial

- a) Large format commercial buildings of 60,000 square feet or greater shall have a minimum of one side of the building "wrapped" with independent retail storefronts. Uses adjoining Market Street shall "wrap" the edge closest to the street to help establish a pedestrian-oriented environment and create a transition to the mixed-use zone along Market Street, as discussed in Section VIII.

VIII. Development Standards: Parcel "E", "F", "G"-Mixed-Use (C-2)

A. GENERAL INTENT

The intent of these standards is to create the framework for a pedestrian-oriented neighborhood retail street that will serve as the focal point for Glenwood Meadows. Oriented along a key connection between Midland Avenue and Wulfsohn Road, Market Street will be defined by a variety of smaller-scale retail shops and restaurants and will be designed with the pedestrian in mind. Storefronts will frame the broad sidewalk, while outdoor seating, landscaping, fountains, and other amenities will combine to create an inviting destination for nearby residents and retail customers alike. Diagonal parking will line either edge of the street, further enhancing the comfortable, pedestrian-oriented feeling by creating a buffer between outdoor activity and through traffic.



Market Street

Along the north side of Wulfsohn Road, bi-level structures will be used to help accommodate a transition in grade between larger commercial uses below and uses at grade with Wulfsohn Road. A variety of retail, offices and flex spaces, and upper-story residential will complement uses along Market Street and on the south side of Wulfsohn Road. Upper stories also help screen views from residential neighborhoods stepping up the hillside over large format uses below. Lower level uses will be oriented towards adjacent commercial and retail while primary uses located on the upper level along Wulfsohn Road will be oriented towards the street and the adjoining neighborhood. Buildings will be pulled up to the sidewalk to create a defined edge along the broad sidewalk. Off-street parking will be focused behind buildings to the extent feasible to enhance the pedestrian nature of the street and diagonal or parallel parking will be provided along Wulfsohn Road. Wulfsohn Road shall be designed to accommodate on-street bicycle circulation.



Wulfsohn Road

On the south side of Wulfsohn Road, the zone takes on a more neighborhood-oriented character; with small-scale first floor retail uses lining the street and the opportunity for upper-story residences. The addition of residential uses within the zone would provide a transition between commercial uses to the north and residential neighborhoods to the south and provide attainable options within an already varied mix of housing products. This also provides opportunities for live/work units if desired and creates more of an active street environment. The pedestrian nature of the street along Wulfsohn Road provides opportunities for pedestrian-oriented uses such as sidewalk cafes.

B. APPLICABILITY

These standards shall apply to all development within Parcels "E", "F", and "G", Mixed-Use as defined on the accompanying Zoning Map. *These standards shall be applied in addition to standards outlined in Section V., General Development Standards and in the City of Glenwood Springs Municipal Code.*

C. SITE LAYOUT AND DEVELOPMENT PATTERN

1. Intent

The intent of these standards is to ensure that building placement, setbacks, and orientation support the creation of a pedestrian scaled neighborhood retail street to serve as the retail core of the larger commercial development and Glenwood Meadows as a whole.

2. General

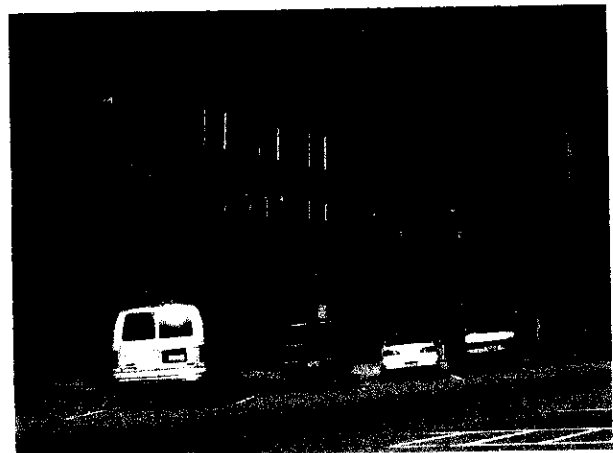
- a) Compatible uses (i.e., office building and a movie theatre) shall explore opportunities for shared-use parking to minimize overall space requirements for parking.

3. Mix of Uses

- a) Each pod of development within the zone shall contain at least 2 of the following uses:
 - (1) Residential;
 - (2) Retail; or
 - (3) Office.
- b) A minimum of 20 residential units shall be provided within the E, F and G mixed use parcels.

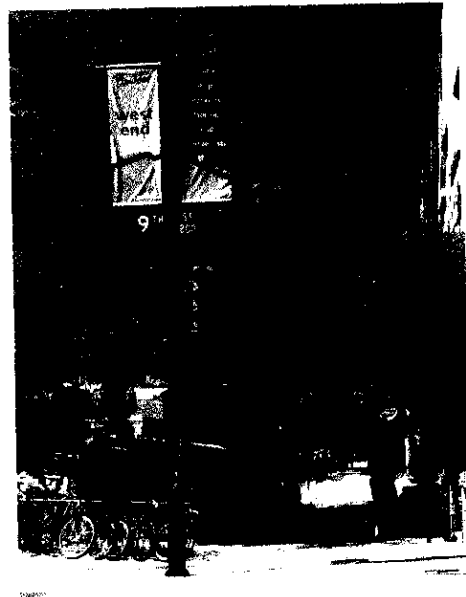
4. Location of Parking along Market Street and Wulfsohn Road

- a) Parking shall be angled or parallel on-street parking.
- b) Off-street parking shall not be permitted between buildings and either Market or Wulfsohn.



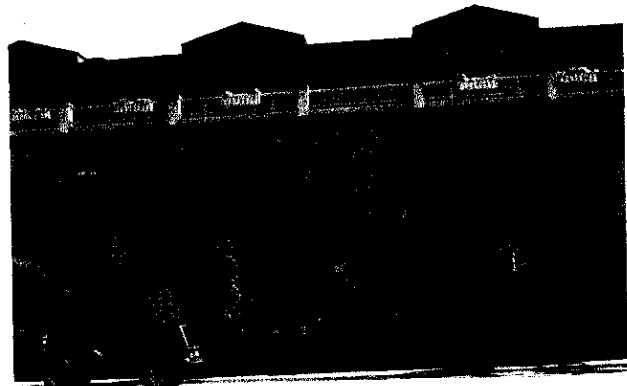
5. Building Setback from Market Street and Wulfsohn Road

- a) There shall be no minimum front, rear, and side yard setbacks required to promote a more urban, pedestrian-oriented environment along the street, provided local building code requirements are met.
- b) Should retail be constructed in phases, the front setback of later structures shall be built to equal the average setback of those structures already in place.
- c) Buildings at the corners of Market Street and Wulfsohn Road shall be anchored, or brought up to meet the sidewalk edge and shall utilize a similar scale and massing as other buildings along the street edge.



6. Building Orientation

- a) All buildings and building entries shall be oriented towards the primary street.
- b) New buildings shall be aligned with existing buildings located across the intersecting streets to "complete" the space around the corner and create visual continuity.



7. Sidewalk Width

- a) Sidewalk widths shall be a minimum of 10 feet along Market Street and Wulfsohn Road in order to provide ample space for outdoor seating and smooth pedestrian movement.

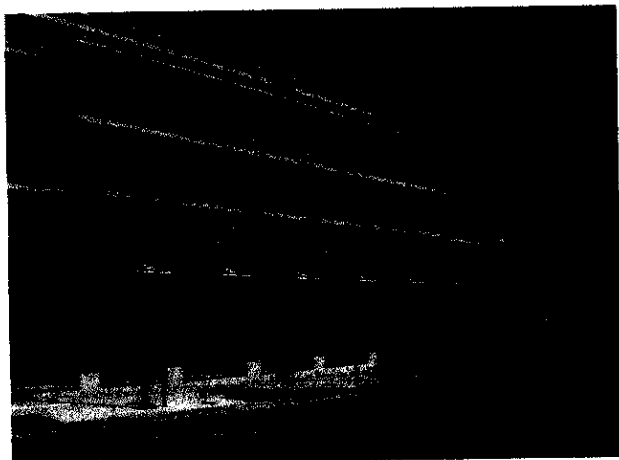
D. BUILDING DESIGN

1. Intent

The intent of these standards is to create a pedestrian-oriented feeling for the facades of retail establishments along Market Street and along Wulfsohn Road.

2. General

- a) See Section V. General Development Standards.



3. Building Height

- a) Buildings shall be a minimum of 2 stories in height along the street edge. However, in order to create an active street environment along Market Street, especially at the intersection of Market St. and Midland Ave., portions of building or key buildings may be less than 2 stories if it can be demonstrated that the establishments add to the vitality of the street environment.
- b) Along the north edge of Wulfsohn Road, buildings may need to be 3 stories in height to accommodate changes in grade and meet the above requirement.

4. Façade Articulation

- a) One or more of the following design elements shall be incorporated for each 25 horizontal feet of a building façade or wall:
 - (1) Changes in color, texture, or materials;
 - (2) Projections, recesses, and reveals, expressing structural bays, entrances, or other aspects of the architecture with a minimum change of plane of 4-6 inches;
 - (3) Arcades or pergolas providing pedestrian interest.
- b) Retail storefronts shall consist of predominantly transparent display windows on the first floor sidewalk edge.
- c) Darkly tinted glass or other opaque materials shall not be used in display windows.
- d) Traditionally, windows in multi-story commercial buildings have a width to height ratio of one to two. Second story or upper story windows should generally be smaller than the storefront windows at ground level and shall be evenly spaced across all facades adjacent to the street.



IX. Development Standards: Parcel "I", Hospitality (C-4)



A. GENERAL INTENT

The general intent of these standards is to create a full service hospitality site within Glenwood Meadows that accommodates a hotel with conference space or meeting rooms, a multi-screen movie theatre or other entertainment venue, such as a performing arts facility or outdoor amphitheater, visitor center, and/or a limited assortment of supporting retail uses such as restaurants or small stores, outdoor recreational opportunities, and the potential integration of a future park and ride and transit stop. The hospitality site is intended to function as more of a "campus" type environment, with more flexibility regarding the placement and relationship of uses as compared to the site's adjacent commercial areas based on the "campus" concept, meeting rooms or a separate dedicated facility on the site could serve as an extended learning facility or a business education and training facility. In addition to the adjacent commercial uses, all uses found on this site are also intended to complement the adjacent Community Center.

B. APPLICABILITY

These standards shall apply to all development within Parcel "I", Hospitality as defined on the accompanying Zoning Map. These standards shall be applied in addition to standards outlined in Section V., General Development Standards and in the City of Glenwood Springs Municipal Code.

C. SITE LAYOUT AND DEVELOPMENT PATTERN

1. Intent

The intent of these standards are to ensure that the design of hospitality uses are compatible in terms of scale and mass with adjacent residential and commercial development and with the

Community Center.

2. General

- a) Compatible uses (i.e., office building and a movie theatre) shall explore opportunities for shared-use parking to minimize overall space requirements for parking.

3. Setbacks

- a) Minimum front yard setbacks shall be as follows:
 - (1) From Midland Avenue and Wulfsohn Road: 25 ft.
 - (2) From uses in adjacent commercial parcel: 20 ft.
- b) There shall be no minimum side or rear yard setback to promote a more urban, pedestrian-oriented environment within the Hospitality zone district.
- c) At the time of the development permit application, a build to line shall be established to create a strong relationship to Wulfsohn Road, the Community Center, and adjacent mixed-use structures. The location of this line may vary depending on the site layout concept.

4. Landscaping

- a) All open space areas shall be landscaped according to Table 1-Landscape Requirements.

5. Mix of Uses

- a) Retail uses shall be limited to 25% of the total square footage permitted within the zone district. For the purposes of this standard, a theater shall not be defined as a retail use.

6. Relationship to Community Center

- a) All uses with frontage along Wulfsohn Road shall provide an entrance along that frontage.

7. Parking

- a) Large areas of parking shall be distributed between at least two sides of the primary structure, with not more than 35% of the parking for the entire Hospitality parcel remaining between the principal building and Wulfsohn Road.

D. BUILDING DESIGN

1. Intent

The intent of these standards are to ensure that the design of full service hospitality uses are compatible in terms of scale and mass with adjacent residential and commercial development and with the Community Center.

2. General

- a) See Section V. General Development Standards.
- b) When public or semi-public spaces such as the hotel/motel lobby, restaurants, meeting rooms, and banquet-facilities are sited at ground level adjacent to a connecting pedestrian walkway, these spaces shall be accented with the use of glass and transparent materials between the height of 3 feet and 8 feet above the walkway or street grade.

3. Building Height

- a) The maximum height of buildings shall not exceed 45 feet.
- b) A variety of heights within the zone are encouraged. In addition, the use of height to create a focal point or prominent structure within the zone is also encouraged.

X. Development Standards: Parcels "B", "F", and "G", Residential Neighborhoods (R-3)

A. GENERAL INTENT

The intent of these standards is to establish general criteria for the development of a series of compact residential neighborhoods that provide a range of housing types within a short walk of community amenities, such as parks and open space, retail and commercial services, and employment.

B. APPLICABILITY

These standards shall apply to all development within Parcels "B", "F", and "G", Residential Neighborhoods as defined on the accompanying Zoning Map. *These standards shall be applied in addition to standards outlined in Section V., General Development Standards and in the City of Glenwood Springs Municipal Code.*

C. SITE LAYOUT AND DEVELOPMENT PATTERN

1. Intent

The intent of these standards is to ensure that residential neighborhoods within Glenwood Meadows provide a variety of housing types in a cohesive, pedestrian-oriented environment and provide appropriate transitions to adjacent non-residential uses and open space, and work with the more pronounced topographical features of the site.

2. Mix of Housing Types

- a) A range of housing types is strongly encouraged to promote a diverse community of mixed ages, family-types and incomes. Out of the 475 approved residential units, a maximum of 300 apartments shall be provided.

3. Block Layout

- a) Residential neighborhoods shall be designed in a pattern of blocks and interconnecting streets and/ or alleys, defined by buildings, streetscape, sidewalks, and trails.
- b) The maximum block length for a block shall be 500 feet. Where mid-block pedestrian walkways are provided, blocks may be up to 800 feet.



4. Lot Sizes

- a) Lot sizes shall be a minimum of 3000 square feet where permitted by Glenwood Springs Municipal Code.

5. Setbacks

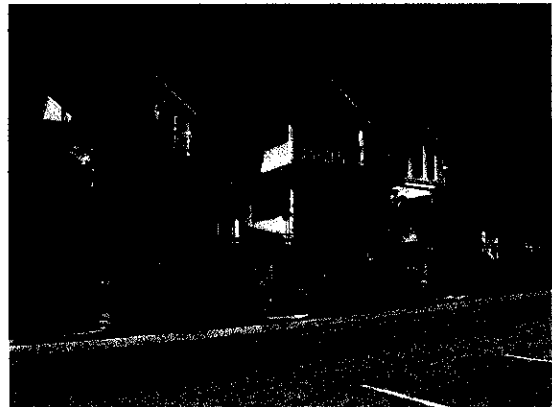
- a) Homes shall be setback a minimum of 20 feet from the front property line.

6. Site Grading

- a) The use of extensive grading or unusual site improvements to force a preconceived design onto a particular piece of property is strongly discouraged. Modifying the design of a multifamily development to fit the site generally results in a reduced potential for environmental problems and an improved level of visual interest and variety.
- b) To the maximum extent feasible, the layout of residential developments shall follow and respect the natural topography of the site.
- c) Berms, channels, swales, and similar man-made changes to the landscape shall be designed and graded to be an integral part of the natural landscape and to provide a smooth transition in changes of slope.

7. Site Layout

- a) Each of the three residential parcels within the Glenwood Meadows shall be considered an individual "neighborhood". A mix of housing types is encouraged within each neighborhood.
- b) Multifamily buildings shall be separated by common open space, public open space (e.g., a greenway), natural features located on the site (e.g., a stream corridor), or community amenities such as swimming pools or other recreational facilities.
- c) To the maximum extent practicable, multi-family buildings shall be oriented or arranged in a manner to enclose common open spaces required above (*Common Open Space*). Such common open spaces should include gardens, courtyards, recreation, or play areas and shall contain at least 3 of the following features:
 - (1) Seasonal planting areas;
 - (2) Large, flowering trees;
 - (3) Seating;
 - (4) Pedestrian-scaled lighting;
 - (5) Gazebos or other decorative shelters;
 - (6) Play structures for children; or
 - (7) Natural features or areas.



8. Development Transition

- a) When any portion of a building or structure within a multifamily development is located adjacent to property used or zoned for lower-density residential, the following standards shall apply to ensure the privacy of nearby residents:
 - (1) The developer shall site multifamily structures with either fewer units or structures with two-story "end" units adjacent to property zoned or used for single-family residential.
- b) Accessory structures, including garages and recreational facilities, shall be set back at least

5 feet from the adjacent residential property line or zoning district boundary, and the developer shall provide a buffer between the structure and adjacent property. The buffer may be a fence, wall, heavy landscaping, or combination thereof. Fences and walls used for buffer purposes shall be a maximum of 6 feet in height, with finished side facing out.

- c) Residential neighborhoods adjacent to open space shall incorporate one or more of the following techniques to create a visual transition between development and surrounding open space:
 - (1) Staggering building setbacks to create a softer development edge.
 - (2) Establishing a landscape buffer along the rear or visible edge(s) of the property to create a soft visual edge to the development.
 - (3) Locating structures near or behind existing stands of significant trees or vegetation so that the cluster of vegetation provides a buffer between the development and the adjoining open space. When siting structures in such a manner, care should be taken to not disturb existing vegetation either during or following construction.
 - (4) Utilizing a variety of native plant species and planting forms similar to those found on the adjoining open space, to create the appearance of a natural transition in the landscape.

9. Community Amenities

- a) All residential projects with more than 10 dwelling units shall reserve and develop internal open space/outdoor leisure space, at a minimum ratio of 200 s.f. per unit. These open spaces/outdoor leisure areas shall be improved with a variety of community amenities, including, but not limited to the following:
 - (1) Community Garden;
 - (2) Grove of trees;
 - (3) Village green;
 - (4) Pocket park;
 - (5) Swimming pool;
 - (6) Resident clubhouse;
 - (7) Tot lots;
 - (8) Basketball, volleyball, or other sport court; or
 - (9) Picnic areas.
- b) To the maximum extent feasible, internal open spaces/outdoor leisure spaces as required above shall be consolidated to create larger common spaces for residents.

10. Fencing

- a) Perimeter fencing shall be of an open style, such as 2, 3, or 4 rail, split rail, wood post, or other similar style characteristic of the area's rural heritage.
- b) Consistent styles of fencing shall be used throughout the neighborhood in order to achieve a cohesive appearance.

11. Storage of Personal Property

- a) Dedicated storage for Recreational Vehicles (RV's), snowmobiles, trailers, and other personal property, not including personal automobiles, shall be provided off-street. Such property shall not be stored within the public right-of-way.
- b) Storage areas, as outlined above, shall be screened to minimize visibility from adjacent streets and property lines as follows:

- (1) One continuous row of evergreen trees (minimum of 6 feet tall) shall be planted with a minimum spacing of 10 feet on center; or
- (2) One continuous row of evergreen shrubs (minimum of 5gallon in size) planted at a minimum spacing of 3 feet on center, and deciduous trees planted at an average of one tree every 15 linear feet.

D. PARKING

1. Intent

The intent of these standards is to ensure that garages and parking areas within Glenwood Meadow's residential neighborhoods are appropriately scaled and sited to minimize their visual impact upon the street.

2. Location and Layout

- a) To the maximum extent feasible within slope constraints, garage entries, carports, parking areas, and parking structures shall be internalized in building groupings or oriented away from street frontage.
- b) Parking areas and freestanding parking structures (detached garages or carports) shall not occupy more than 50% of each perimeter street frontage.
- c) To the maximum extent practicable, freestanding parking structures (detached garages or carports) that are visible from perimeter public streets shall be sited perpendicular to the perimeter street in order to reduce visual impacts on the streetscape.
- d) Carports shall be limited to 72 feet in length, with a maximum of 8 parking spaces per carport structure.
- e) If a carport backs to the street, a landscape buffer shall be provided according to the requirements contained in Table 1-Landscape Requirements., within Section V.
- f) A detached garage structure shall contain parking for no more than 8 cars.
- g) No more than 2 detached garage structures or 2 carport structures shall be located adjacent to each other end to end.
- h) The minimum separation between adjacent detached parking structures (detached garages or carports) shall be 10 feet, and such separation area shall be landscaped with at least 1 deciduous tree and ground cover or sod. A pedestrian access way may be included within the separation area.

E. BUILDING DESIGN



1. Intent

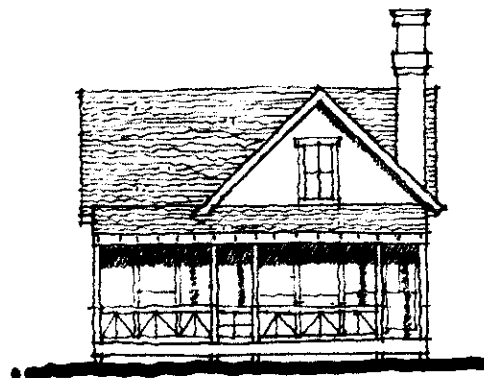
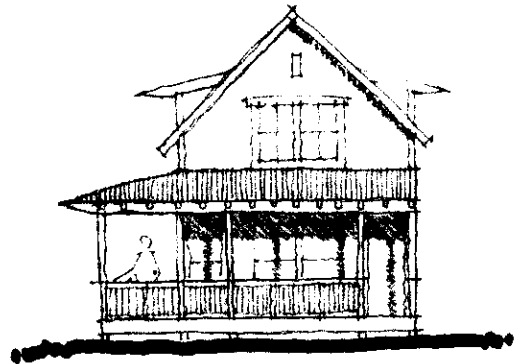
These standards are intended to encourage a variety of residential building character within Glenwood Meadow's neighborhoods by encouraging the use of identifiable design features and detailing to emphasize the façade at the street and create visual interest.

2. General

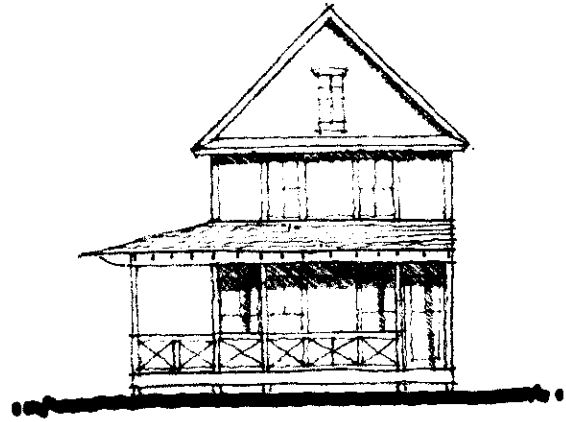
- a) See Section V. General Development Standards.

3. Architectural Detail

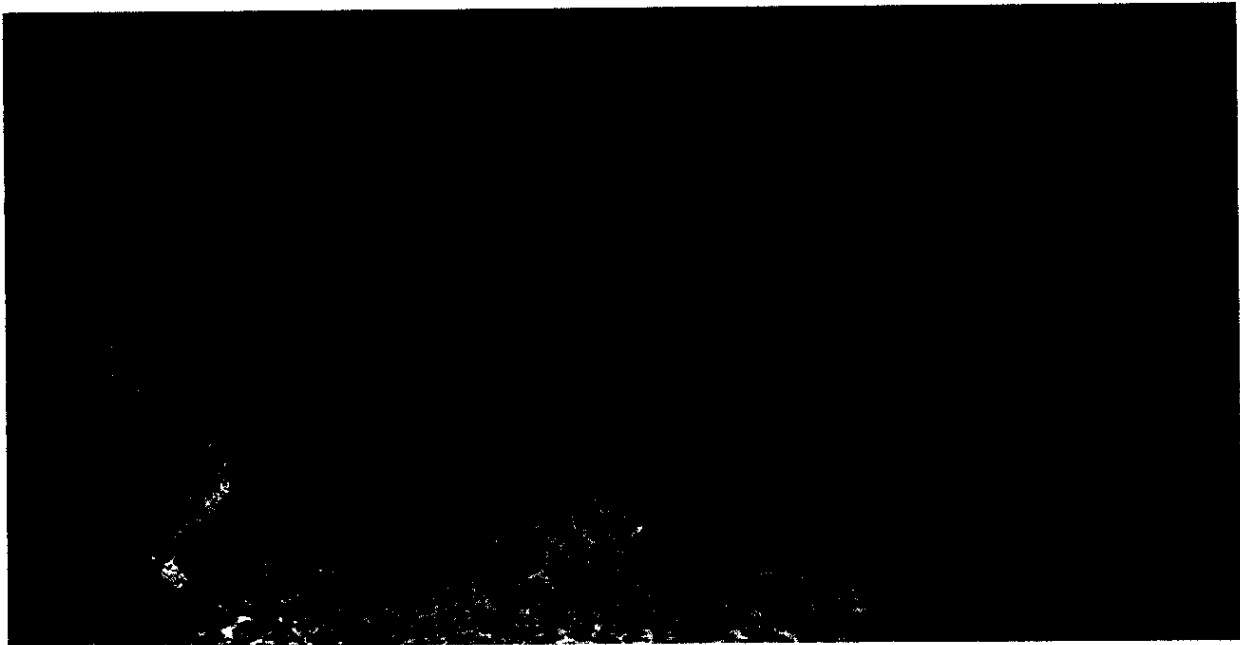
- a) The incorporation of porches, balconies, and patios shall be strongly encouraged for all residential types.
- b) Building entries shall be called out as a prominent streetscape feature for all residential types by extending the front of the main façade and emphasizing with materials and detailing.
- c) Garages shall not be the prominent streetscape element. They shall be recessed and/or oriented towards the side or rear of the lot.



- d) The facades of single-family attached town homes shall be articulated to differentiate individual units.
- e) All sides of a multi-family building shall display a similar level of quality and architectural interest. The majority of a building's architectural features and treatments shall not be restricted to a single façade.
- f) Fronts of buildings shall be articulated through the use of bays, insets, balconies, porches, or stoops related to entrances and windows.
- g) No more than 5 town home dwelling units shall be attached in any single row.



XI. Parcel L: Open Space and Parks (HP)



A. GENERAL INTENT

The intent of these standards is to provide guidance for the range of appropriate uses that could occur within this portion of the Glenwood Meadow's site. The site is characterized by its dramatic views of Red Mountain, which frames the site on the south side, by its varied and sometimes dramatic topography, and by its lush stand of Gambel oaks. The site encompasses over 62% of the total area of Glenwood Meadows presents an opportunity to establish public open space for the neighborhood and for the larger Glenwood Spring's community that accommodates year-round active and passive recreational uses.

Many of the sites potential uses will vary from season to season, providing a range of activities for the community. For example, the north aspect of Red Mountain's slopes retain snow cover, creating a haven in its shadows for winter sports such as snow shoeing or cross-country skiing, while lower slopes with more solar exposure provide more opportunities for year-round activities such as hiking, biking, and possibly a golf course.

B. APPLICABILITY

These standards shall apply to all development within Parcels "L", Open Space and Parks as defined on the accompanying Zoning Map. *These standards shall be applied in addition to standards outlined in Section V., General Development Standards and in the City of Glenwood Springs Municipal Code.*

C. ACTIVE RECREATION

I. Intent

The intent of these standards is to suggest a range of appropriate active recreational uses for particular areas of the site, based on its varying landscape characteristics, such as slope,



vegetative cover, and proximity to the residential neighborhoods of Glenwood Meadows. As a general rule, more land intensive, active uses, such as a golf course or a community park shall be located adjacent to or be partially integrated with nearby residential neighborhoods. By locating active uses near developed areas, where slopes are typically between 10 and 20 percent, pedestrian access to the sites would be more easily facilitated and a wider range of uses could be accommodated. Steeper slopes located towards the base of Red Mountain can be utilized to accommodate multi-use trails with little disturbance to existing landforms or views of the site. All development on the site, regardless of its intensity or location, shall work with existing site features to minimize overall disturbance and visual impacts.

2. General

a) Appropriate uses shall include, but not be limited to the following:

- (1) Hiking trails;
- (2) Golf courses;
- (3) Mountain bike trails;
- (4) Cross-country skiing trails;
- (5) Equestrian trails;
- (6) Snow shoeing trails; or
- (7) Neighborhood parks.

b) Any of the above uses, as well as any additional non-prohibited uses as identified in the Appendix-Prohibited Uses for Parcel L, shall be required to undergo a special use review prior to approval. Soft surfaced trails and debris flow mitigation structures shall be allowed uses, the design and location of which shall be approved by City staff.

c) The use of motorized recreational vehicles such as snowmobiles, motorcycles, or similar vehicles shall not be permitted.

d) All uses shall use all practical means of preserving natural grade, drainage patterns, soil cover, and vegetation.

e) All uses shall be designed to minimize visual disturbances and scarring to the site, as viewed from within the site, from surrounding developments, and from Interstate-70.

f) All uses shall preserve and integrate outstanding natural physical features such as hill and ridge crests, natural rock outcroppings, major tree belts, watercourses, and other physical features.

g) Public access points shall be provided from residential neighborhoods to adjoining open space. To the maximum extent feasible, access points shall be provided a minimum of every 500 feet.



XII. Appendix

A. PLANT LIST

1. Large Deciduous Trees

- a) Narrow leaf Cottonwood-*Populus angustifolia*
- b) Cottonwood 'Siouxland'-*Populus deltoides* 'Siouxland'
- c) Lanceleaf Cottonwood-*Populus x acuminata*
- d) Norway Maple-*Acer plantanoides*
- e) Red Maple-*Acer rubrum*
- f) Northern Catalpa-*Catalpa speciosa*
- g) Common Hackberry-*Celtis occidentalis* (spring planting)
- h) American Ash-*Fraxinus americana* 'Autumn Purple'
- i) Green Ash-*Fraxinus pennsylvanica*
- j) Thornless Honeylocust 'Shademaster'-*Gleditsia triacanthos inermis*
- k) Bur Oak- *Quercus macrocarpa*
- l) English Oak-*Quercus robur*
- m) American Linden-*Tilia americana*
- n) Littleleaf Linden-*Tilia cordata* 'Greenspire'
- o) Redmond Linden-*Tilia x euchlora* 'Redmond'
- p) American Elm-*Ulmus Americana*

2. Ornamental Trees

- a) Amur Maple-*Acer ginnala*
- b) Thinleaf Alder-*Alnus tenuifolia*
- c) Shadblow Serviceberry-*Amelanchier canadensis*
- d) Rocky Mountain or water birch-*Betula occidentalis*
- e) Cockspur Hawthorn-*Crataegus crus-galli*
- f) Washington Hawthorn-*Crataegus phaenophyrum*
- g) Quaking Aspen-*populus tremuloides*
- h) Newport Plum-*Prunus cerasifera* 'Newport'
- i) Canadian Red Cherry-*Prunus virginiana* 'Shubert'
- j) Callery Pear-*Pyrus calleryana*
- k) Gambel Oak-*Quercus gambelii*

3. Evergreen Trees

- a) Subalpine or Rocky Mountain Fir-*Abies lasiocarpa*

- b) Douglas Fir-Pseudotsuga menziesii glauca
- c) Rocky Mountain Juniper-Juniperus scopulorum
- d) Bristlecone Pine-Pinus aristata
- e) Lodgepole Pine-Pinus contorta latifolia
- f) Pinyon Pine-pinus edulis
- g) Limber Pine-Pinus flexilis
- h) Southwestern White Pine-Pinus flexilis reflexa
- i) Austrian Pine-Pinus nigra
- j) Ponderosa Pine-Pinus ponderosa
- k) Scotch Pine-Pinus sylvestris
- l) Engelmann Spruce-Picea engelmannii
- m) Black Hills Spruce-Picea glauca densta
- n) Colorado Spruce-Picea pungens
- o) Colorado Blue Spruce-Picea pungens glauca

4. Semi-Evergreen and Broadleaf Evergreen Shrubs

- a) Kinnikinnick-Arctostaphylos uva-ursi
- b) Euonymus-Euonymus fortunei
- c) Manhattan Euonymus-Euonymus kiautschovicus 'Manhattan'
- d) Oregon Grape Holly-Mahonia aquifolium
- e) Compact Oregon Grape Holly-Mahonia aquifolium 'Compacta'
- f) Creeping Oregon Grape Holly-Mahonia repens
- g) Soapweed Yucca-Yucca glauca

5. Evergreen Shrubs

- a) Armstrong Juniper-Juniper chinensis 'Armstrong'
- b) Blue Rug Juniper-Juniperous horizontalis 'Wiltonii'
- c) Sea Green Juniper-Juniperous media 'Sea Green'
- d) Green Mound Juniper-Juniperous procumbens 'Green Mound'
- e) Tammy Juniper-Juniperus sabina 'Tamariscifolia'
- f) Table Top Juniper-Juniperus scopulorum 'Table Top'
- g) Blue Star Juniper-Juniperus squamata 'Blue Star'
- h) Wichita Blue Juniper-Juniperus scopulorum 'Wichita Blue'
- i) Hillspire Juniper-Juniperus virginiana 'Cupress'
- j) Mugo Pine-Pinus mugo

6. Deciduous Shrubs

- a) Serviceberry-Amelanchier spp.
- b) Barberry-Berberis thunbergii atropurpurea



- c) Butterfly Bush-Buddleia davidii
- d) Siberian Peashrub-Caragana arborescens
- e) Flowering Quince-Chaenomeles speciosa
- f) Blue Mist Spirea-Caryopteris spp.
- g) Dogwood-Cornus sericea
- h) Smoketree-Cotinus coggygria
- i) Peking Cotoneaster-Cotoneaster acutifolia
- j) Cranberry Cotoneaster-Cotoneaster apiculatus
- k) Burning Bush-Euonymus alatus
- l) Forsythia-Ligustrum vulgare
- m) Honeysuckle- Lonicera spp.
- n) Russian Sage-Perovskia atriplicifolia
- o) Common Ninebark-Physocarpus opulifolius
- p) Potentilla (Shrubby Cinquefoil)-Potentilla fruticosa
- q) Plum-Prunus spp.

7. Perennials

- a) Yarrow-Achilles filipendula
- b) Columbine-Aquilegia (hybrids)
- c) Hollyhock-Althaea rosea
- d) Pearly Everlasting-Anaphalis spp.
- e) Clustered Bellflower-Campanula glomerata
- f) Canterbury Bells-Campanula medium
- g) Cup-n-Saucer-Campanula medium calycantherma
- h) Shasta Daisy-Chrysanthemum maximum
- i) Delphinium-Delphinium elatum
- j) Cottage Pink-Dianthus pulmaris
- k) Bleeding Heart-Dicentra spectabilis
- l) Foxglove-Digitalis purpurea
- m) Blanket Flower-Gaillardia aristata
- n) Bearded Iris-Iris germanica
- o) Perennial Sweet Pea-Lathyrus latifolius
- p) Blue Flax-Linum perenne
- q) Lupine-Lupinus polyphyllus
- r) Daffodil-Narcissus spp.
- s) Perennial Phlox-Phlox paniculata
- t) Buttercup-Ranunculus asiaticus
- u) Johnny Jump-up-Viola kitaibeliana



B. USE TABLE

In the event a use is permitted in the Glenwood Meadows standards but is not permitted in the underlying zone districts, the stricter obligations of the Code shall prevail.

Prohibited Use



Special Use

Use	A-Mixed-Use Campus (C-1)	C, D, and H-Commercial (C-1)	E, F, and G-Mixed-Use (C-2)	I-Hospitality (C-4)	B, J, and K-Residential Neighborhood (R-3)	L-Parks and Open Space (HP)
Accessory Uses						
Apartments						
Auto Rental						
Auto Repair						
Auto Parking						
Auto Sales						
Auto Service						
Auto Washing and/or Polishing Facility						
Banks with Drive Thru/Accessory ATM Facilities						
Bed & Breakfast						
Child Care Home						
Commercial Indoor Cinema						
Daycare Facilities						
Sanitariums, Rest Homes, Homes for the Aged, Nursing or Convalescent Homes						
Emergency Services Facilities						
Golf Course						
Gas Sales						
Governmental Facilities and Non-Governmental Health and Human Services Facilities						
Government or Public Utility Service						
Commercial Health and Fitness Centers						
Home Improvement and Garden Supply						
Hospitals and their Related Facilities						
Hotels						



Use	A-Mixed-Use Campus (C-1)	C, D, and H-Commercial (C-1)	E, F, and G-Mixed-Use (C-2)	I-Hospitality (C-4)	R, J, and K-Residential Neighborhood (R-3)	L-Parks and Open Space (HP)
Indoor Commercial						
Recreational Facilities						
Light Assembly						
Major Home Occupation						
Membership Warehouse						
Minor Home Occupation						
Mobile Home Manufacturing						
Mobile Home Park						
Mobile Home Sales						
Mortuary						
Multi-family Dwellings						
Museum						
Non-Bank Drive-Through Facilities						
Office Uses						
Office-Showroom						
Outdoor Display						
Outdoor Recreational Facilities						
Outdoor Storage						
Clinical and their Related Facilities						
Pedestrian-oriented Accessory Uses and Outdoor Seating for Restaurants						
Public Park						
Radio Transmission Facilities						
Recreation Vehicle Parking						
Religious Institutions						
Restaurants						
Retail						
Road, Driveway, Bikeway, Parking						
Schools						
Schools: Colleges or Universities						
Self-Storage Facilities						
Service and Repair of Appliances & Building Components						
Personal Service such as Photo Shop, Tailor, Dry Cleaning, Barber						
Single Family Detached Dwellings						
Single-Family Attached Housing e.g. Townhouses and						



Use	A-Mixed-Use Campus (C-1)	C, D, and H- Commercial (C-1)	E, F, and G- Mixed-Use (C-2)	I-Hospitality (C-4)	B, J, and K- Residential Neighborhood (R-3)	L- Parks and Open Space (NP)
Roughhouses						
Skating Rinks, Public Recreational and Sports Facilities						
Small Animal Hospitals and Clinics						
Transient Housing/Boarding Houses						
Transit Park and Ride/ Bus Station						
Utility Substations						



XIII. Definitions

Accessory Use—A use incidental and subordinate to the principal use of the lot.

Apartment- A type of multi-family dwelling unit, typically renter-rather than owner-occupied. See definition for multi-family dwellings below.

Auto Parking—Shall mean an off-street parking area or vehicular use area, an off-street parking area within a building or parking structure, or on street parallel or diagonal parking.

Day Care—A child care facility or day nursery, which is maintained for the whole or part of a day for the care of 7 or more children unrelated to the owner on a full time basis and/or requiring a day care nursery or a center license in accordance with the regulations of the State of Colorado Department of Social Services, whether such facility is operated with or without compensation for such care and with or without stated educational purposes.

Indoor Recreation—A commercial recreational land use conducted entirely within a building, including: an arcade, arena, art gallery and studio, art center, assembly hall, athletic and health clubs, auditorium, bowling alley, club or lounge, community center, conference center, exhibit hall, gymnasium, library, movie theater, museum, performance theater, pool or billiard hall, skating rink, swimming pool, or tennis court.

Multi-family dwellings—A building containing 3 or more dwelling units, not including hotels, motels, and similar group accommodations.

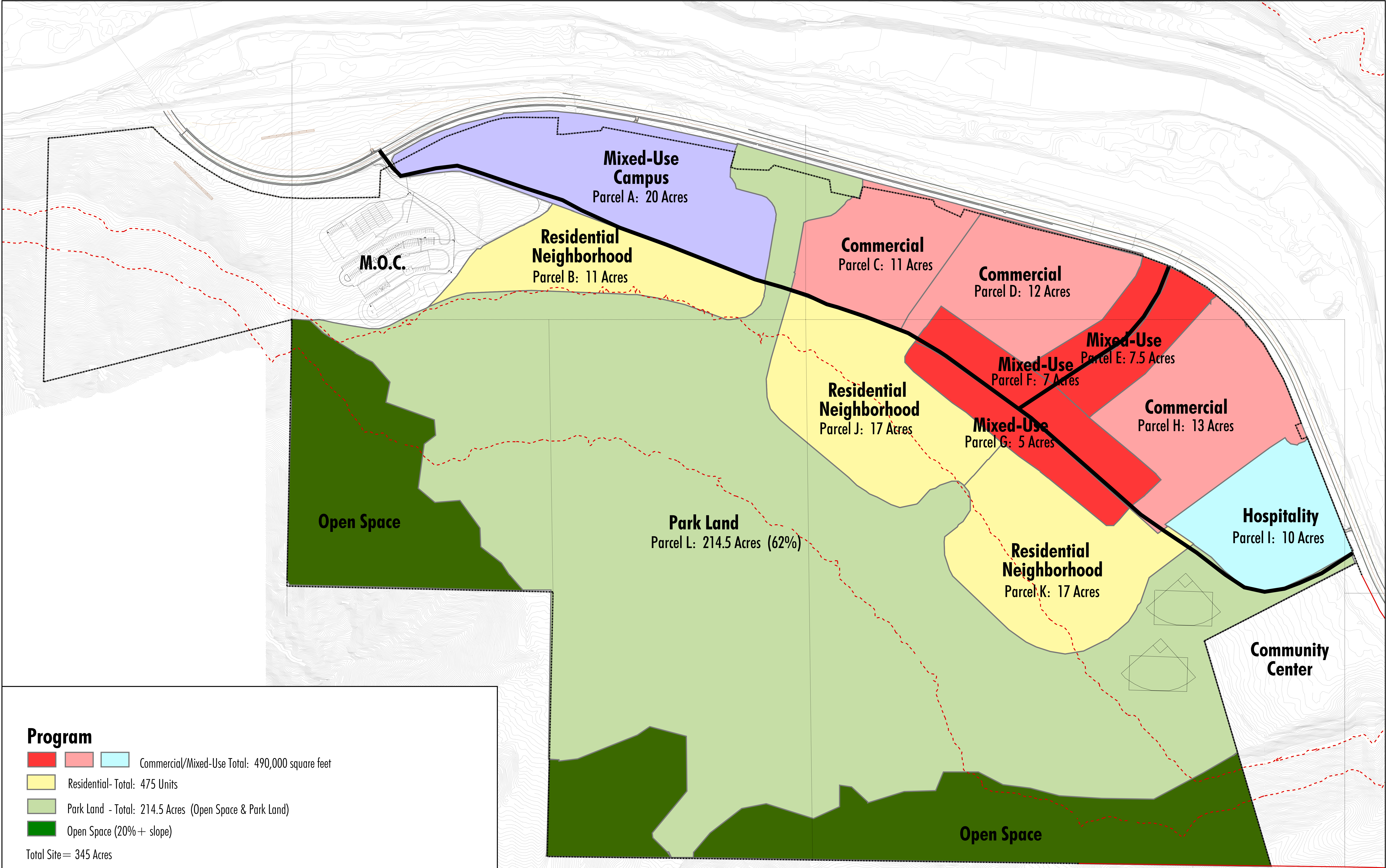
Non-banking Drive Thru—An establishment which by design, physical facilities, services, or packaging procedures encourages or permits customers to receive services, obtain goods, or be entertained while remaining in their motor vehicles.

Open Space—That portion of a building lot which is open to the sky, except as provided in the definition of lot coverage.

Outdoor Recreation—A commercial recreational land use conducted outside of a building, characterized by a minimal impact on traffic, the natural environment, or the surrounding neighborhood, including: an arboretum, botanical garden, bridle or hiking trails, country club, golf course, or historic site.

Pedestrian-oriented Development—Development that is designed with a primary emphasis on the street sidewalk and/or connecting walkway access to the site and building rather than on auto access and parking lots. This type of development typically warrants buildings being placed relatively close to the street with the main entrance oriented towards the street sidewalk or a walkway. Parking areas are provided but are not emphasized in the design of the site.

Transit-oriented Development—A development pattern characterized by mixed-use development at transit corridors, a high level of activities and extensive facilities for transit users, pedestrians, and bicyclists to provide easy movement between living and working environments.



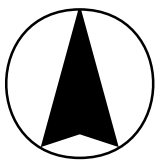
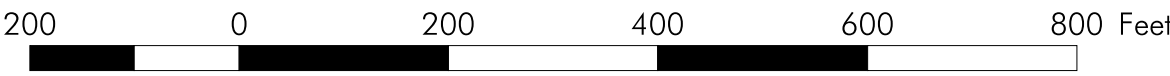
Program

- Commercial/Mixed-Use Total: 490,000 square feet
- Residential- Total: 475 Units
- Park Land - Total: 214.5 Acres (Open Space & Park Land)
- Open Space (20%+ slope)

Total Site= 345 Acres

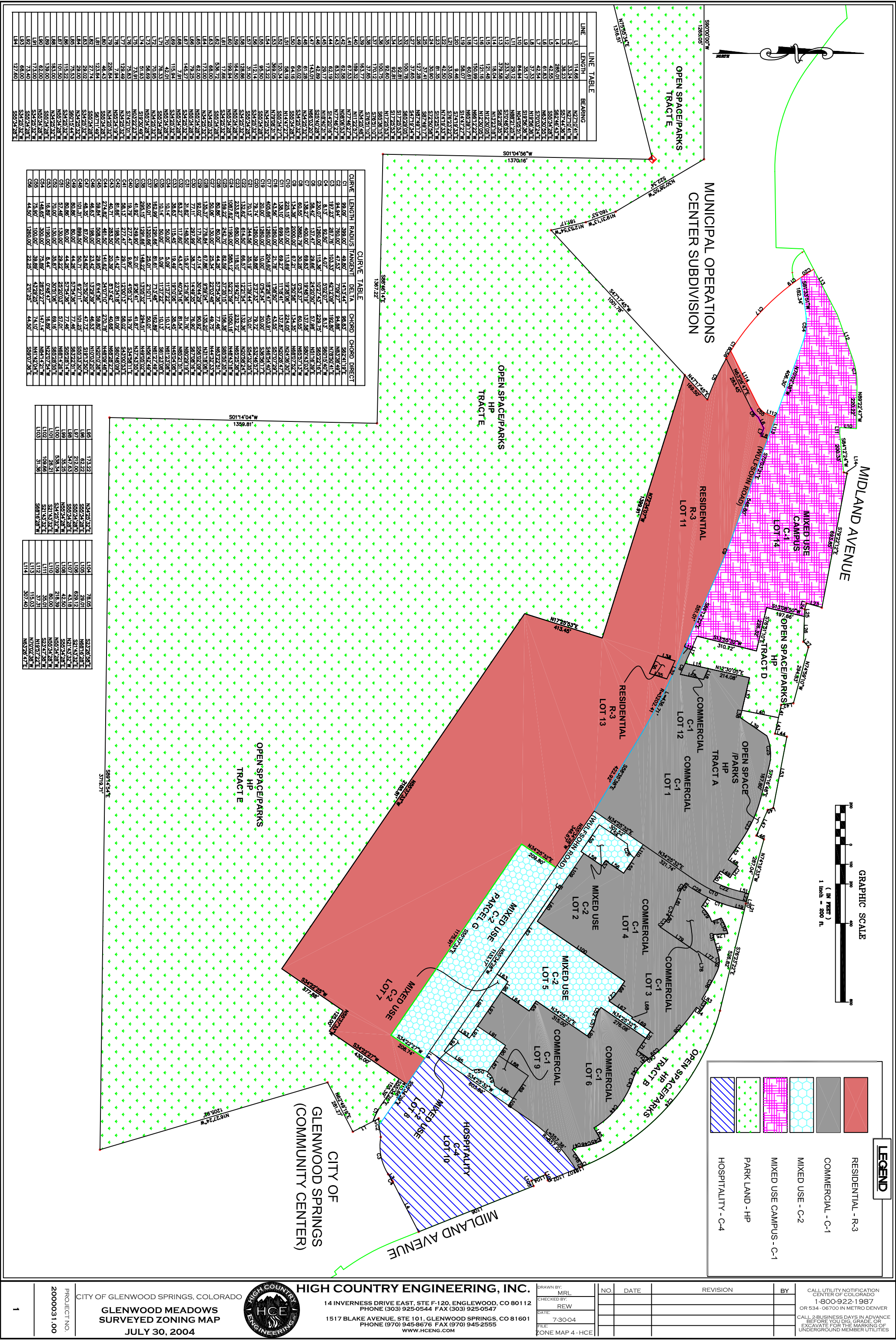
Note: Parcels include all road rights-of-way from Wulfsohn and Market Streets and open space setbacks from Midland Ave.

Glenwood Meadows -Conceptual Plan



CLARION

March, 2002



**CONFORMED
COPY**

**FOURTH AMENDMENT TO
ANNEXATION AND DEVELOPMENT AGREEMENT
GLENWOOD MEADOWS, LLC ANNEXATION**

THIS FOURTH AMENDMENT TO ANNEXATION AND DEVELOPMENT AGREEMENT ("Agreement" or "Fourth Amendment") is entered into this 1st day of August, 2013, between the CITY OF GLENWOOD SPRINGS, COLORADO, a Colorado municipal corporation (hereinafter "City"), and GLENWOOD MEADOWS, LLC, a Colorado limited liability company, its successors, assigns, and its legal or other representatives (hereinafter collectively "Owner").

WITNESSETH:

WHEREAS, Owner originally annexed approximately three hundred forty-five (345) acres of real property within the City of Glenwood Springs, which Property is commonly known as "Glenwood Meadows", on July 18, 2002, by action of the City Council of the City of Glenwood Springs ("Council") adopting Ordinance No. 17, Series of 2002, and Ordinance No. 18, Series of 2002, which approved the Owner's petition and request for annexation of the Property and approved the Owner's application for municipal zoning of the Property; and

WHEREAS, on September 18, 2002, the City and Owner entered into an Annexation and Development Agreement to set forth their agreements in writing concerning the terms and conditions of annexation of the Property to the City, the zoning of the Property under the City's Municipal Code and the adopted and incorporated Zoning and Development Plan, as well as the other conditions of the development of the Property, which Annexation and Development Agreement was recorded in the records of the Garfield County Clerk and Recorder on December 6, 2002 as Reception No. 616083 (the "Original ADA"); and

WHEREAS, the City and Owner have since entered into (i) the First Amendment to the Original ADA, which First Amendment was recorded May 6, 2004, as Reception No. 651648, and (ii) the Second Amendment to the Original ADA, which Second Amendment was recorded July 26, 2004 as Reception No. 656670, and (iii) the Third Amendment to the Original ADA, which Third Amendment was recorded December 2, 2010 as Reception No. 795138, and (iv) the Amended and Restated Third Amendment to the Original ADA, which Amended and Restated Third Amendment was recorded August 16, 2011 as Reception No. 806719 (the Original ADA, together with all subsequent, recorded amendments thereto is hereafter referenced to as the "ADA"); and

WHEREAS, on August 9, 2004, Owner did record the final plat of the first phase of development based upon the City's approval of Owner's applications for Major Subdivision and Major Development Permit applications as "Glenwood Meadows No. 2" in the records of the Garfield County Clerk and Recorder's Office as Reception No. 657439 ("GM #2 Plat"), which GM #2 Plat did subdivide the Property identified in the ADA (as Parcel A through Parcel L) into certain private development lots (Lot 1 through Lot 11) and certain public land dedication tracts (Tract A through Tract E); and

WHEREAS, prior to and contemporaneous with the development of certain lots pursuant to the City approvals within the GM #2 Plat, and as required by Section 16 of the ADA, Owner did form such Metropolitan Districts to undertake and complete the ADA obligations regarding satisfaction of required off-site public improvements, specifically including certain transportation and other infrastructure improvements, as generally described by Section 12(b) through (f) of the ADA, as well as on-site and off-site public improvements in accordance with Section 13 of the ADA pursuant to Major Development Application approvals and conditions associated with GM #2, GM #3 (as more fully described hereinbelow) and the sale of Parcel A Glenwood Meadows Subdivision No. 1 (pursuant to the Plat thereof recorded on August 9, 2004 as Reception No. 657438) to the City; and

AFTER RECORDING, PLEASE RETURN TO:
BALCOMB & GREEN, P.C.
ATTN: Thomas J. Hartert, Esq.
818 Colorado Avenue
Glenwood Springs, CO 81601

WHEREAS, since the recordation of the GM #2 Plat and completion of the development of certain lots as well as required public infrastructure improvements and dedications related thereto, Owner has applied, and the City has approved subsequent resubdivisions and associated development approvals for various further projects and corresponding plats ("GM #3 Plat" recorded on May 7, 2009 as Reception Nos. 767656 and 767657, "GM #4 Plat" recorded on October 28, 2009 as Reception No. 776958, the "Lot Line Adjustment Plat of GM #4" recorded on March 13, 2012 as Reception No. 815777, and "GM #5 Plat" recorded on May 17, 2012 as Reception No. 818851), resulting in additional development, public improvements, public dedications and property transfers; and

WHEREAS, as of the date hereof, Owner retains fee title ownership of the following, legally described, but presently vacant, undeveloped lots within the Property, to-wit: (i) Lots 7, 12 and 13 of GM #2 Plat; (ii) Lot 10C of GM #3 Plat; (iii) Lot 11A of the Lot Line Adjustment Plat of GM #4; (iv) Lot 11B of GM #5 Plat; (v) Lot 11C-B of GM #5 Plat; and (vi) Lot 11C-C of GM #5 Plat (collectively, "Owner's Retained Lots") (an Exhibit A is appended hereto and incorporated herein which identifies Owner's Retained Lots, as are now Platted, to their corresponding and respective Original ADA "Parcel" designations); and

WHEREAS, the amendments hereof are expressly between, and purposefully limited to, agreements between the Owner, as to the Owner's Retained Lots, and the City, and are intended to provide necessary and appropriate modifications to the ADA in the contexts of clarifying provisions of the ADA which circumstances have changed as a result of the parties' experiences with respect to the intervening development and other factors since the inception of the Original ADA, including those recited immediately below and correspondingly amended, modified, clarified and revised in specific detail by the agreements to amend the ADA set forth in Sections I. through IV. hereof; and

WHEREAS, the parties desire to clarify their mutual understanding as to the amount of commercial Retail (as defined herein) square footage permitted within remaining undeveloped portions of ADA Parcel "I," now known as Lot 10C of GM #3 Plat; and

WHEREAS, the parties desire to set forth and confirm their understanding as to the amount of commercial Retail space to be hereafter permitted within the Property as relate solely and exclusively to the Owner's Retained Lots, other than Lot 10C of GM #3 Plat; and

WHEREAS, based on the substantial development, public infrastructure and dedications completed to date, as well as intervening economic conditions, the parties desire to extend Owner's vested rights period related to Owner's Retained Lots for an additional ten (10) years from current expiration of August 9, 2014 to August 9, 2024; and

WHEREAS, the City and Owner desire to voluntarily enter into this Fourth Amendment to the ADA in a mutual effort to eliminate certain other ambiguities regarding the development obligations related to the ongoing and future planning and development of Owner's Retained Lots and various related matters as addressed hereinabove, as well as certain other *inter-alia*, matters relating to (i) commercial/retail square footage limits and (ii) residential density caps in Glenwood Meadows as set forth hereinbelow; and

WHEREAS, except as recited, clarified, modified or revised hereby, the other provisions of the ADA shall remain in full force and effect.

NOW THEREFORE, the Annexation and Development Agreement is amended as follows (all are additions to specific current ADA provisions are underlined):

I. CLARIFICATION OF SECTION 9 LANGUAGE AND AMENDMENT TO CERTAIN RESIDENTIAL AND MIXED-USE PARCELS.

- A. There shall be a new Section 9.c. sub-paragraph (iii) of the ADA, as amended, applicable to Owner's Retained Lots, to read as follows:

"(iii) From and after the effective date hereof, the City and Owner hereby agree that a maximum of three hundred (300) commercial apartment rentals will be allowed out of the total residential dwelling units within the R-3 Multi-Family zoned area (identified in the Original ADA as Parcels B, J. and K) will be permitted in Owner's Retained Lots as follows: Lot 11B, Lot 11C-B and Lot 11C-C of GM #5 Plat. Said maximum of three hundred rental "apartment" dwelling units are exclusive of and in addition to the sixty (60) rental "apartment" dwelling units already approved for and being developed upon Lot 11C-A and Tract 11C-A of GM #5 Plat. Nothing herein is intended to alter, amend or increase the Original ADA maximum number of all residential dwelling units (475) as set forth and described in Section 9.c. of said Original ADA."

- B. There shall be a new Section 9.c. sub-paragraph (iv) of the ADA, as amended, applicable to Owner's Retained Lots to read as follows:

"(iv) The minimum twenty (20) dwelling units referred to by Section 9.c.(i)b. of the ADA are to be developed in the mixed-use, C/2-zoned portions of Owner's Retained Lots (specifically now identified as Lot 7 of GM #2 Plat, and Lot 11A of GM #4 Lot Line Adjustment Plat) may be co-located in one (1) or more buildings within any such mixed-use, C/2-zoned portions of Owner's Retained Lots and shall not be required to be incorporated within any or all specific building(s), or any or all specific re-subdivided lot(s), being developed for retail or other commercial purposes. Owner shall be in compliance with this provision provided that said minimum of twenty (20) dwelling units are planned and developed at any point in the development of said C/2-zoned Owner's Retained Lots (or resubdivisions thereof), within any portion of the above-described mixed-use, C/2-zoned portion of Owner's Retained Lots."

The parties hereto clarify the understanding that the mixed-use, C/2-zoned areas are intended to accommodate a variety of uses (retail, broader commercial [including office], residential, and other uses) permitted by the City's Zoning Code and the ADA's Zoning and Development Plan, but that a variety, or mix, of such uses in any "pod" of development as referenced in Article VII C.3.a) of the ADA's Zoning and Development Plan, does not require a mix of uses within any or all particular building(s) or any or all particular lot(s)."

II. COMMERCIAL DENSITY CAP.

- A. There shall be a new Section 9.c. sub-paragraph (v) applicable to Owner's Retained Lots to read as follows:

“(v) From and after the effective date of this Fourth Amendment, the “commercial” Density Cap (of 490,000 square feet pursuant to the Original ADA) shall not apply to Owner’s Retained Lot 7 of GM #2 Plat and Lot 11A of GM #4 Lot Line Adjustment Plat. Development within Owner’s Retained Lot 7 of GM #2 Plat and Lot 11A of GM #4 Lot Line Adjustment Plat shall be limited by the underlying constraints of the C-2 Core Commercial zone district under the Glenwood Springs Municipal Code.

“Retail” as used in this sub-paragraph, and other sections of the ADA as amended, shall mean business operations which predominantly engage in the sale of goods or commodities directly to end use customers. “Retail” uses do not include other types of commercial or business use enterprises, including, without limitation, restaurants, hospitality, professional or other services operations, governmental, medical services, financial, telemarketing, or other types of business enterprises, including wholesale distribution operations, which do not primarily sell goods or commodities directly to end use customers. The definition established hereby shall henceforth be applicable to all ADA and Zoning and Development Plan references to “retail” or “Retail” as may be utilized and applicable to Owners Retained Lots; including, and specifically, with respect to the new amendment language of this Section 9.c.(v) of the ADA and as to Section IX C.5.b) of said Zoning and Development Plan (as set forth by Section IV below of this Fourth Amendment).”

III. EXTENSION OF VESTED RIGHTS PERIOD.

A. A new Section 10 “Vested Rights” sub-section a. sub-paragraph (i) applicable to Owner’s Retained Lots shall read as follows:

“(i) From and after the effective date of this Fourth Amendment, it is acknowledged and agreed by City and Owner that the Vested Period, as set forth by Section 10.a. of the Original ADA, shall and hereby is extended with respect to Owner’s Retained Lots for an additional ten (10) year period (specifically, from August 9, 2014 to and until August 9, 2024).”

IV. CLARIFICATION OF PERMITTED RETAIL USES IN HOSPITALITY LOT

A. There shall be a new Section IX C.5.b) of the Zoning and Development Plan attached as Exhibit C to the ADA as follows:

“(b) In March and June 2010, two (2) hotels consisting of 90,604 square feet and 56,470 square feet of finished area were substantially completed. Pursuant to the standard established by Section IX C.5.a) of the Zoning and Development Plan with the completion of the hotels, the parties agree that up to 49,025 square feet of commercial Retail development on Lot 10C of GM #3 Plat (formerly identified as a portion of Parcel I on the Plan) is within the Retail use square footage limitation contained in

Article IX C.5.a) of the Zoning and Development Plan.

V. CLARIFICATION OF ON-STREET DIAGONAL PARKING ALLOCATION AND CREDITS AGREEMENTS

There shall be a new sub-section d. to Section 3. "Non-Specific Assessments/Credits/Fees-In-Lieu of School Land Dedication" of the ADA as follows:

"d. Regardless of otherwise codified provisions of the GSMC or the ADA and its attendant Zoning and Development Plan, credit against otherwise applicable minimum number of on site parking space requirements for Lot 7 of GM #2 Plat and Lot 11A of the Lot Line Adjustment Plat of GM #4 (together, the "C-2 Mixed Use Lots") shall be granted and allocated to Owner as a component of the applicable and corresponding, City-approved Major Development Application and, upon development of those C-2 Mixed Use Lots in an amount equal to a total of one hundred twenty 120 diagonal on-street spaces Parking Allocated For Mixed Use (within Tract C – Wulfsohn Road of GM #2 Plat), required and approved by the City as part of the platting and development approvals associated with the GM #2 Plat as shown on the Parking Allocation attached as Exhibit B to this Fourth Amendment. Such diagonal on-street parking spaces, in excess of the number required for prior and existing development, shall be permitted, by the City, to partially or wholly satisfy the minimum applicable number of total parking spaces otherwise required by development of Owner's Retained Lots within such C-2 Mixed Use Lots."

WHEREFORE, the parties hereto have executed duplicate originals of this Fourth Amendment to Annexation and Development Agreement for Glenwood Meadows, LLC Annexation on the day and year first written above.

CITY OF GLENWOOD SPRINGS, COLORADO

By Leo R. McKinney, Mayor

ATTEST:

Robin Unsworth
Robin Unsworth, City Clerk

GLENWOOD MEADOWS, LLC, a Colorado limited liability company

By Robert Duncan Macgregor
Robert Duncan Macgregor as President of Dunrene Management, Inc., the Manager of Glenwood Meadows, LLC

STATE OF COLORADO)
COUNTY OF GARFIELD) ss.

Acknowledged, subscribed and sworn to before me this 1st day of August, 2013, by Leo R. McKinney, as Mayor, and by Robin Unsworth, as Clerk, on behalf of the City of Glenwood Springs.

WITNESS my hand and official seal.

My Commission expires: 2/27/16

Mary Lou Haflinger
Notary Public



STATE OF COLORADO)
COUNTY OF GARFIELD) ss.

Acknowledged, subscribed and sworn to before me this 6th day of August, 2013, by Robert Duncan Macgregor as President of Dunrene Management, Inc., the Manager of Glenwood Meadows, LLC.

WITNESS my hand and official seal.

My Commission expires: 7/23/15

Audrey Ellis
Notary Public

AUDREY ELLIS
STATE OF COLORADO
NOTARY PUBLIC
NOTARY ID #20034024415
Commission Expires July 23, 2015

CONFORMED
COPY

**AMENDED AND RESTATED THIRD AMENDMENT TO
ANNEXATION AND DEVELOPMENT AGREEMENT
GLENWOOD MEADOWS, LLC ANNEXATION**

THIS AMENDED AND RESTATED THIRD AMENDMENT TO ANNEXATION AND DEVELOPMENT AGREEMENT ("Agreement") is entered into this 4th day of August 2011, between the CITY OF GLENWOOD SPRINGS, COLORADO, a Colorado municipal corporation (hereinafter "City"), and GLENWOOD MEADOWS, LLC, a Colorado limited liability company, its successors, assigns, and its legal or other representatives (hereinafter collectively "Owner"). This Agreement supersedes and replaces, in its entirety, that certain Third Amendment to Annexation and Development Agreement Glenwood Meadows, LLC Annexation ("Agreement") between the City and Owner dated November 18th, 2010 and recorded December 2, 2010 as Reception No. 795138 in the records of Garfield County, Colorado,

WITNESSETH:

WHEREAS, Owner developed approximately three hundred forty-five (345) acres of real property within the City of Glenwood Springs, which Property is commonly known as "Glenwood Meadows"; and

WHEREAS, on July 18, 2002, the City Council of the City of Glenwood Springs ("Council") adopted Ordinance No. 17, Series of 2002, and Ordinance No. 18, Series of 2002, which approved the Owner's petition and request for annexation of the Property and approved the Owner's application for municipal zoning of the Property; and

WHEREAS, the City and Owner entered into an Annexation and Development Agreement to set forth their agreements in writing concerning the terms and conditions of annexation of the Property to the City, the zoning of the Property under the City's Municipal Code and the adopted Zoning and Development Plan, as well as the other conditions of the development of the Property, which Annexation and Development Agreement was recorded in the records of the Garfield County Clerk and Recorder on December 6, 2002 as Reception No. 616083 ("ADA"); and

WHEREAS, pursuant to the ADA, the Owner agreed to comply specifically with Resolution 16 and Ordinance 24, Series of 2001, ("Housing Ordinance") which generally requires Owner to deed-restrict fifteen percent (15%) of the residential dwelling units constructed at the Property for community housing, subject to certain incentives which may partially satisfy this obligation by up to five percent (5%); and

WHEREAS, the City and Owner entered into the First Amendment to the ADA, which First Amendment was recorded May 6, 2004, as Reception No. 651648 and the Second Amendment to the ADA, which Second Amendment was recorded July 26, 2004 as Reception No. 616083; and

WHEREAS, in 2010, the Colorado legislature enacted HB 10-1017, codified at Section 38-12-301, C.R.S., which expressly authorizes voluntary agreements between municipalities and developers which permit affordable rental units to satisfy inclusionary housing obligations; and

WHEREAS, City and Owner intend that this Agreement constitutes a voluntary agreement as contemplated in Section 38-12-301, C.R.S., as amended. If any change to, clarification of or ruling of Section 38-12-301 occurs so that any portion of this Agreement is

deemed illegal or unenforceable, the City and Owner agree to discuss in good faith and implement any necessary changes to this Agreement to ensure any LTARU project remains rent restricted to an affordable rate, subject and pursuant to Section 9(c)(i)(c) below; and

WHEREAS, the City of Glenwood Springs Comprehensive Plan of 1998 encourages the development of additional housing which is attainable, available, and affordable by people who work in the community; and

WHEREAS, the City of Glenwood Springs is committed to providing affordable and attainable residential units within the City and to increase the supply of housing relative to employment; and

WHEREAS, the Glenwood Meadows Zoning and Development Plan strongly promotes a range of housing types, to promote a diverse community of mixed ages, family-types and incomes; and

WHEREAS, historically Glenwood Springs has experienced a mix of housing units equal to forty percent (40%) for rent and sixty percent (60%) for sale housing, and there is a desire in the City to maintain these historic housing options; and

WHEREAS, the City finds that the execution of this Agreement would encourage rental community housing for the City under the specific circumstances present within the Property; and

WHEREAS, a residential development within the Property likely would meet the requirements for residential incentives to allow for a reduction in the fifteen percent (15%) mitigation requirements, up to five percent (5%), as provided in Glenwood Springs Municipal Code Section 070-130-100(b); and

WHEREAS, the City and Owner voluntarily entered into the Third Amendment to the ADA to incorporate and recognize affordable rental units as partial satisfaction of Owner's inclusionary housing obligation required by the ADA in order to encourage the development of the housing component of the Property, which Third Amendment was recorded in the records of Garfield County, Colorado on December 2, 2010 as Reception No. 795138 ("Third Amendment"); and

WHEREAS, the City and Owner desire to voluntarily enter into this Amended and Restated Third Amendment to the ADA to incorporate certain additional and alternative terms and conditions, which Amended and Restated Third Amendment shall supersede and amend the Third Amendment in its entirety.

NOW THEREFORE, The Third Amendment is hereby amended and superseded in its entirety with the following:

The Annexation and Development Agreement is amended as follows (deletions are shown by ~~strike through~~ additions are underlined):

Section 9(c)(i) shall be amended as follows:

(i) *Specific Housing Agreements between Owner and City.*

a. Inclusionary Housing. The Owner and its successors-in-interest shall comply with the City's community housing requirements contained in Ordinance #24, Series of 2001, Inclusionary Residential Requirements for Affordable Housing

and the applicable Guidelines, as contained in Resolution #2001-16 ("Housing Ordinance") except as provided in this Subsection.

i. Rental Units. Owner may partially satisfy its applicable community housing obligation on the Property under the Housing Ordinance by developing long term affordable rental units ("LTARU") developed with Federal Low Income Housing Tax Credit ("LIHTC") program and associated Land Use Restriction Agreement ("LURA") allocated and administrated by the Colorado Housing and Finance Authority.

ii. Certificates of Housing Credits. Each LTARU completed by Owner, its successors or assigns shall be deemed to satisfy Owner's, or its successors or assigns', community housing obligation under the Housing Ordinance in an amount equal to seventy percent (70%) of one freehold community housing unit. Upon the issuance of a Certificate of Occupancy and compliance with all applicable requirements for each LTARU, the City shall issue a written notification to Owner memorializing Owner's satisfaction of an otherwise applicable present or future community housing obligation ("Credit"). Owner shall provide written notification to City upon each transfer of Credit to another Credit holder or a redemption of Credits. Upon each occurrence of a transfer to another Credit holder or redemption by a Credit holder, Owner and City further agree to complete a reconciliation of the outstanding Credits and the holders of those Credits.

iii. Redemption of Credits. A Credit holder may redeem a Credit with the City as full or partial satisfaction of any otherwise applicable community housing obligation within the Property where for sale residential is an allowed use, provided, however, that in no case shall Owner's for sale residential mitigation requirement in any phase of the Property containing a for sale residential component be reduced to less than five percent (5%). The Credits shall be transferable in whole or in part, upon written notification to City of the transfer, but shall, in any event, satisfy community housing obligations only within the Property.

b. Miscellaneous. Glenwood Meadows further agrees that a minimum of twenty (20) dwelling units shall be developed on the Property and shall be located within the mixed-use Parcels E, F, and G now known as Parcel G on the Surveyed Zoning Map dated July 30, 2004 (attached as Exhibit A) and Glenwood Meadows Major Subdivision No. 2 Lots 2, 5, 7 and 8 together with Glenwood Meadows Major Subdivision No. 4 Lot 11A & 11B. Finally, the City and Owner agree that no more than three hundred (300) of the total residential dwelling units permitted within the R-3 Residential zoning district (initially Parcels B, J and K of the Plan), now known as Glenwood Meadows Major Subdivision No. 4 Lot 11 C hereunder shall be commercial apartment rentals as "apartments" are now or may hereafter be defined in the City's Municipal Code.

c. The terms of this Agreement must conform to Federal, State and Municipal law. To the extent that this Agreement may be executed and performance of the obligations of the parties may be accomplished within the intent of the Agreement, the terms of this Agreement are severable, and should any term or provision hereof be declared invalid or become inoperative for any reason, such invalidity or failure shall not affect the validity of any other term or provision hereof. In the event one or more LTARU projects have been developed and Credits are issued and outstanding and Section 38-12-301 C.R.S. has been deemed retroactively invalid or inoperative, it is the intention of the parties to maintain the City's ability to ensure rent remains restricted to an affordable rate. In furtherance of that intention, the parties agree to discuss in good faith and implement any necessary changes to this agreement to ensure any LTARU project remains rent restricted to an affordable rate. An agreement to maintain a project as a "qualified low-income housing project", in accordance with and subject to the terms and conditions of the recorded LURA approved and administered by the Colorado Housing and Finance Authority, shall constitute a sufficient agreement by the LTARU project to ensure rents remain restricted to an affordable rate.

Section 20(1), Notice to Owner, shall be replaced with the following:

Notice to Owner:

Glenwood Meadows, LLC
Attn: Robert Macgregor
710 East Durant Avenue, Unit W-6
Aspen, CO 81611

With copy to:

Balcomb & Green, P.C.
Attn: Thomas Hartert
818 Colorado Avenue
P.O. Drawer 790
Glenwood Springs, CO 81602

WHEREFORE, the parties hereto have executed duplicate originals of this Agreement on the day and year first written above.

CITY OF GLENWOOD SPRINGS, COLORADO

By 
Matthew Steckler, Mayor

ATTEST:


Robin Unsworth, City Clerk

GLENWOOD MEADOWS, LLC, a Colorado
limited liability company

By _____
Robert Duncan Macgregor as President of
Dunrene Management, Inc., the Manager of
Glenwood Meadows, LLC

STATE OF COLORADO)
) ss.
COUNTY OF GARFIELD)

Acknowledged, subscribed and sworn to before me this 4th day of August, 2011,
by Matthew Steckler, as Mayor, and by Robin Unsworth, as Clerk, on behalf of the City of
Glenwood Springs.

WITNESS my hand and official seal.

My Commission expires: 7/27/12.



Mary Lou Haflinger
Notary Public

STATE OF COLORADO)
) ss.
COUNTY OF GARFIELD)

Acknowledged, subscribed and sworn to before me this _____ day of _____, 2011,
by Robert Duncan Macgregor as President of Dunrene Management, Inc., the Manager of
Glenwood Meadows, LLC.

WITNESS my hand and official seal.

My Commission expires: _____.

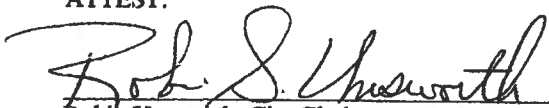
Notary Public

WHEREFORE, the parties hereto have executed duplicate originals of this Agreement on the day and year first written above.

CITY OF GLENWOOD SPRINGS, COLORADO

By 
Matthew Steckler, Mayor

ATTEST:


Robin Unsworth, City Clerk

GLENWOOD MEADOWS, LLC, a Colorado
limited liability company

By 
Robert Duncan Macgregor as President of
Dunrene Management, Inc., the Manager of
Glenwood Meadows, LLC

STATE OF COLORADO)
) ss.
COUNTY OF GARFIELD)

Acknowledged, subscribed and sworn to before me this 4th day of August, 2011,
by Matthew Steckler, as Mayor, and by Robin Unsworth, as Clerk, on behalf of the City of
Glenwood Springs.

WITNESS my hand and official seal.

My Commission expires: 7/27/12.



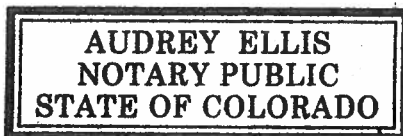
Mary Lou Haflinger
Notary Public

STATE OF COLORADO)
) ss.
COUNTY OF GARFIELD)

Acknowledged, subscribed and sworn to before me this 11th day of AUGUST, 2011,
by Robert Duncan Macgregor as President of Dunrene Management, Inc., the Manager of
Glenwood Meadows, LLC.

WITNESS my hand and official seal.

My Commission expires: 7/23/2015



My Commission Expires 07/23/2015

Audrey Ellis
Notary Public

GLENWOOD MEADOWS NO. 4

A MINOR RESUBDIVISION OF LOT 11, GLENWOOD MEADOWS NO. 2,
LOCATED IN THE SOUTH HALF OF SECTION 5 AND THE NORTH HALF OF SECTION 8, TOWNSHIP 6 SOUTH, RANGE 89 WEST
OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, STATE OF COLORADO

CERTIFICATE OF OWNERSHIP

KNOW ALL MEN BY THESE PRESENTS THAT GLENWOOD MEADOWS, LLC, A COLORADO LIMITED LIABILITY COMPANY BEING SOLE OWNER IN FEE SIMPLE OF ALL THAT REAL PROPERTY DESCRIBED AS FOLLOWS:

LOT 11
GLENWOOD MEADOWS NO. 2
ACCORDING TO THE PLAT THEREOF RECORDED
AUGUST 9, 2004 UNDER RECEPTION NO. 667438
CITY OF GLENWOOD SPRINGS,
COUNTY OF GARFIELD,
STATE OF COLORADO
AND CONTAINING 57.992 ACRES, MORE OR LESS, HAVE BY THESE PRESENTS LAID OUT,
PLATTED AND SUBDIVIDED THE SAME INTO LOTS SHOWN HEREON AND DESIGNATE THE
SAME AS **GLENWOOD MEADOWS NO. 4** IN THE CITY OF GLENWOOD SPRINGS, COUNTY
OF GARFIELD, COLORADO.

EXECUTED THIS 3rd DAY OF JULY, A.D. 2009

OWNER: GLENWOOD MEADOWS, LLC, A COLORADO LIMITED LIABILITY COMPANY.

BY: DUNEENE MANAGEMENT, INC., A COLORADO LIMITED LIABILITY CORPORATION, ITS
MANAGER

BY: ROBERT DUNCAN MACGREGOR, ITS PRESIDENT

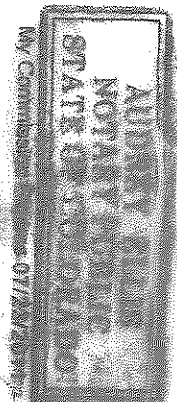
STATE OF COLORADO)
COUNTY OF GARFIELD)

THE FOREGOING CERTIFICATE OF OWNERSHIP WAS ACKNOWLEDGED BEFORE ME THIS
2ND DAY OF AUGUST, A.D. 2009, BY ROBERT DUNCAN MACGREGOR, PRESIDENT OF DUNEENE MANAGEMENT, INC., A COLORADO CORPORATION, THE
MANAGER OF GLENWOOD MEADOWS, LLC, A COLORADO LIMITED LIABILITY COMPANY.

MY COMMISSION EXPIRES 7/23/2011

WITNESS MY HAND AND SEAL

Heidi Sells



DEED OF TRUST HOLDER

ALPINE BANK, ASPEN

Alpine Bank, Aspen

STATE OF COLORADO)
COUNTY OF GARFIELD)

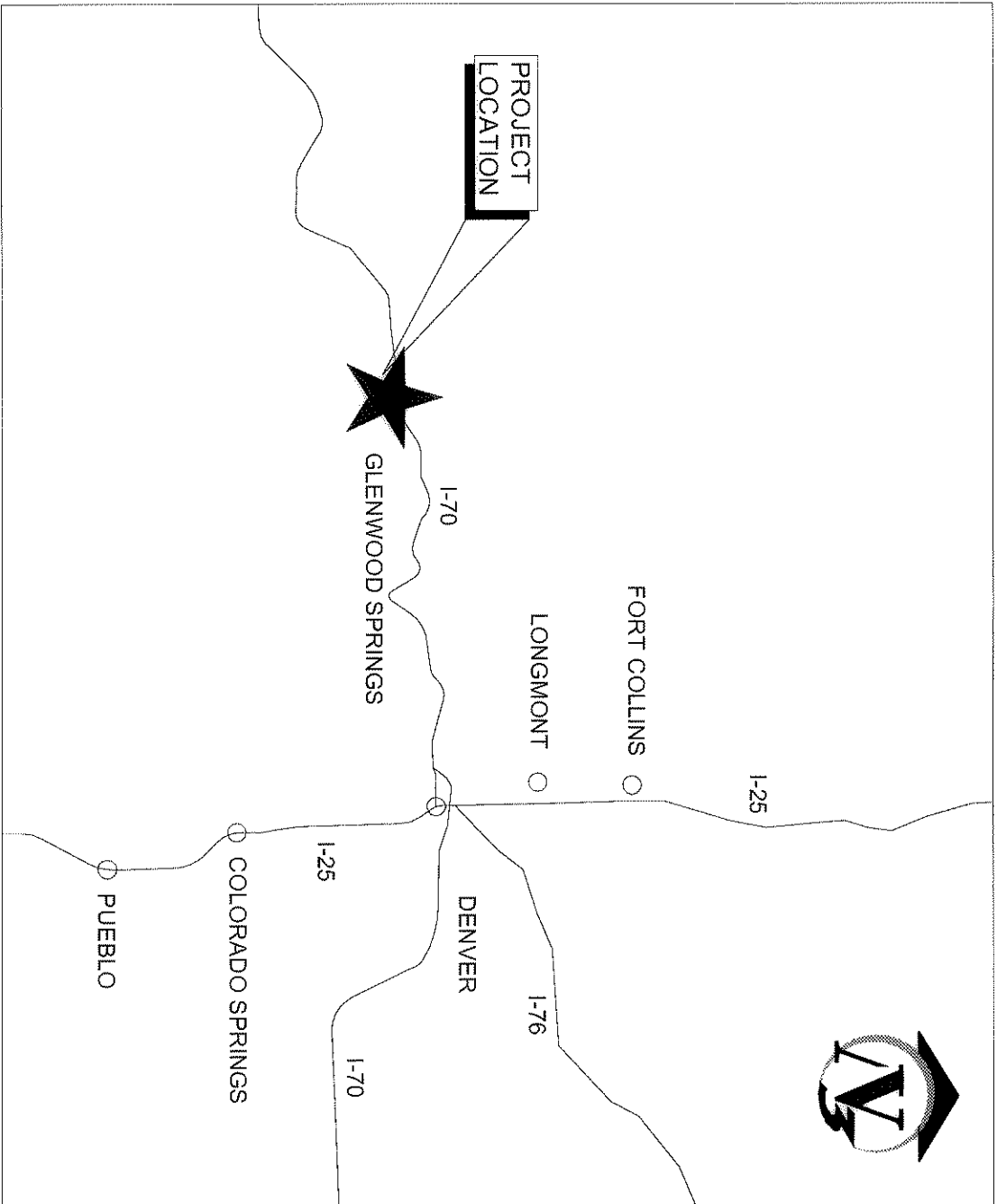
THE FOREGOING SIGNATURE WAS ACKNOWLEDGED BEFORE ME THIS 6 DAY OF
AUGUST, A.D. 2009 BY ALPINE BANK, ASPEN AS VP

MY COMMISSION EXPIRES 11/6/2010

WITNESS MY HAND AND SEAL



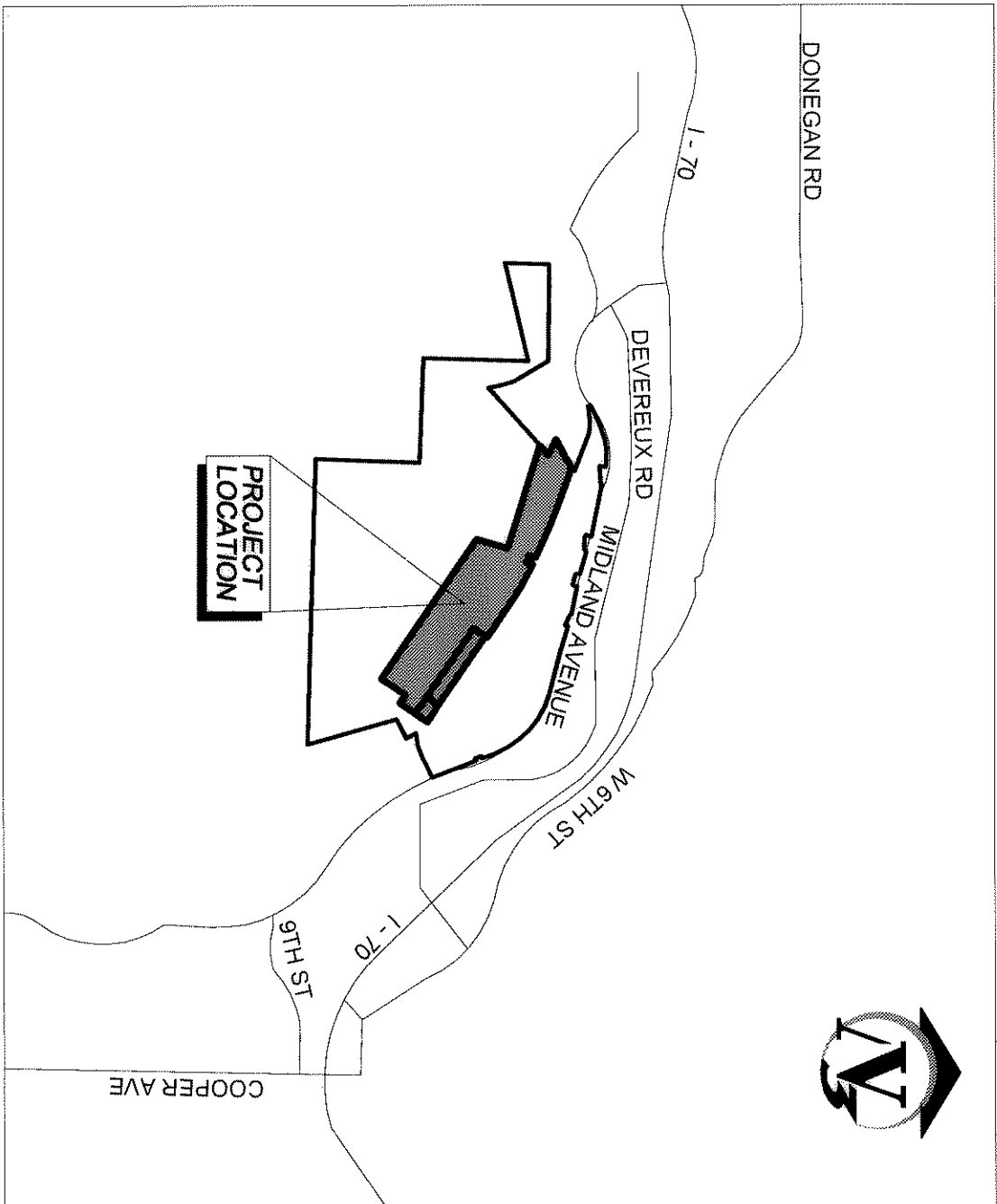
LOCATION MAP
NO SCALE



GENERAL NOTES

1. NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BE BASED UPON ANY DEFECT IN THIS SURVEY DISCOVERED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.
2. THIS SURVEY DOES NOT CONSTITUTE A TITLE SEARCH. BY V3 CONSULTANTS TO DETERMINE OWNERSHIP OR EASEMENTS OF RECORD V3 COMPANIES OF COLORADO, LTD., RELIED UPON INFORMATION PROVIDED BY LAND TITLE GUARANTEE COMPANY COMMITMENT NO. GW246868-4, EFFECTIVE DATE: MAY 29, 2009 AT 5:00 P.M. FOR ALL INFORMATION REGARDING EASEMENTS, RIGHTS-OF-WAY AND TITLES OF RECORD.
3. BASIS OF BEARINGS: BEARINGS ARE BASED ON THE SOUTH LINE OF THE SOUTHWEST QUARTER OF SECTION 5 AS MONUMENTED AT THE SOUTH-QUARTER CORNER BY A RECOVERED 3-1/4" ALUMINUM CAP STAMPED "V3 PLS 55667" AND AT THE SOUTHWEST CORNER OF SECTION 5 AS MONUMENTED BY A RECOVERED 2-1/2" ALUMINUM CAP STAMPED "U.S. DEPARTMENT OF THE INTERIOR BUR. OF LAND MANAGEMENT". SAID LINE BEARS N 88°18'51" W, A DISTANCE OF 2742.29 FEET PER GLENWOOD MEADOWS NO. 2.
4. A TEMPORARY ACCESS AND MAINTENANCE EASEMENT* ACROSS LOT 11A, LOT 11B AND LOT 11C PROVIDING ACCESS OR MAINTENANCE TO THE DEBRIS TID TO SOUTHWEST QUARTER OF SECTION 5 AS MONUMENTED AT THE SOUTH-QUARTER CORNER BY A RECOVERED 3-1/4" ALUMINUM CAP STAMPED "V3 PLS 55667" AND TO THE DRAINAGE EASEMENTS AS SET FORTH HEREON IS HEREBY GRANTED TO THE CITY OF GLENWOOD SPRINGS AND TO THE GLENWOOD MEADOWS METROPOLITAN DISTRICT NO. 1. SAID TEMPORARY ACCESS AND MAINTENANCE EASEMENT* MAY BE REALIGNED, RECONFIGURED, RELOCATED OR OTHERWISE REVISED UPON THE MUTUAL AGREEMENT OF THE THEN OWNERS OF LOT 11A, LOT 11B AND LOT 11C OF GLENWOOD MEADOWS NO. 3. THE CITY OF GLENWOOD SPRINGS AND THE GLENWOOD MEADOWS METROPOLITAN DISTRICT NO. 1, IN ORDER TO SATISFY FUTURE DEVELOPMENT CONSIDERATIONS AND IN ACCORDANCE WITH SUCH FUTURE INFORMATION AS SHALL BE ESTABLISHED PRIOR TO THE ISSUANCE OF ANY DEVELOPMENT PERMIT FOR THE PROJECT OR DEVELOPMENT UPON LOT 11A, LOT 11B OR LOT 11C OF GLENWOOD MEADOWS NO. 3.
5. DEVELOPMENT OF LOT 11A, 11B & 11C SHALL REQUIRE THE THEN OWNERS SUBMITTAL OF MAJOR DEVELOPMENT PERMIT APPLICATIONS AND THE APPROVAL OF SUCH APPLICATIONS BY THE CITY OF GLENWOOD SPRINGS IN ACCORDANCE WITH THE GLENWOOD SPRINGS MUNICIPAL CODE AND THE ANNEXATION AND DEVELOPMENT AGREEMENT RECORDED IN BOOK 1414 AT PAGE 526, AS MAY BE AMENDED FROM TIME TO TIME.

VICINITY MAP
NO SCALE



GENERAL NOTES

6. ALL DEVELOPMENT SHALL BE IN CONFORMANCE WITH THE GLENWOOD MEADOWS ANNEXATION AND DEVELOPMENT AGREEMENT RECORDED IN BOOK 1414 AT PAGE 526, AS AMENDED, AND SUBSEQUENT SITE SPECIFIC DEVELOPMENT APPROVALS REGARDING GEOTECHNICAL INVESTIGATION.
7. ANY UTILITY EASEMENTS SHOWN ON THIS PLAT OR GRANTED SUBSEQUENT HERETO ARE NON-EXCLUSIVE EASEMENTS. ALL UTILITY LINES AND FACILITIES INSTALLED WITH SUCH EASEMENTS SHALL BE UNDERGROUND, EXCEPT FOR ELECTRICAL TRANSFORMERS, GAS AND ELECTRICAL METERS, FIRE HYDRANTS AND SUCH OTHER FACILITIES THAT ARE REQUIRED BY THE UTILITY PROVIDERS TO BE PLACED ABOVE GROUND IN CONNECTION WITH UNDERGROUND UTILITY INSTALLATIONS. EACH UTILITY PROVIDER SHALL MAINTAIN ITS LINES AND FACILITIES IN ACCORDANCE WITH THE STANDARDS AND SPECIFICATIONS OF THE UTILITY PROVIDER. THE SURFACE OF THE EASEMENT IN CONNECTION WITH THE MAINTENANCE REPAIR OR REPLACEMENT OF ITS LINES AND FACILITIES, SHALL RESTORE THE SURFACE OF THE EASEMENT AS NEARLY AS POSSIBLE TO ITS CONDITION PRIOR TO SUCH MAINTENANCE REPAIR OR REPLACEMENT.
8. A FIFTY FOOT (50.0') WIDE "ROADWAY AND UTILITY EASEMENT" TO THE PUBLIC IS DEPICTED HEREON FOR PURPOSES OF IDENTIFYING THE LOCATION FOR ACCESS AND UTILITY PURPOSES CONNECTING THE EASTERN PORTIONS OF LOT 11C HERETO TO THE EASTERN PORTIONS OF LOT 11B HERETO. THE EASTERN PORTIONS OF LOT 11C AND LOT 11B ARE SHOWN ON THE PLAT AS BEING 215.0' AND 215.0' RESPECTIVELY. THE CITY OF GLENWOOD SPRINGS SHALL BE RESPONSIBLE TO CONDUCT A PUBLIC ROADWAY IN A MANNER CONSISTENT WITH THE CITY OF GLENWOOD SPRINGS ONLY ADOPTED STREET STANDARDS IN EFFECT AT THE TIME OF ACTUAL DEVELOPMENT. APPROVAL, REQUIREING CONSTRUCTION OF THE ROADWAY AND UTILITY EASEMENT. THE ACTUAL LOCATION AND DIMENSIONS OF WHICH SHALL BE SUBJECT TO THE APPROVAL OF THE GLENWOOD SPRINGS CITY ENGINEER. THIS ROADWAY AND UTILITY EASEMENT IS DEDICATED HEREON FOR THE PURPOSE OF PRESERVING POTENTIALLY NECESSARY FUTURE ACCESS. IF, IN THE EVENT AND CONTEXT OF THE CITY OF GLENWOOD SPRINGS DEVELOPMENT REVIEW APPROVAL PROCESS FOR THE DEVELOPMENT OF THE PROJECT, THE CITY OF GLENWOOD SPRINGS CITY ENGINEER DETERMINES THAT THE LAND OF MAJOR AND/OR REALIGN SUCH ROADWAY, AND UTILITY EASEMENT TO CONFORM TO THE CITY'S APPLICABLE DEVELOPMENT PERMITTING APPROVALS FOR SUCH SITE SPECIFIC DEVELOPMENT PLANS.
9. ALL DISTANCES SHOWN ON THIS PLAT ARE GROUND DISTANCES AND ARE MEASURED IN U.S. SURVEY FEET.

PLANNING COMMISSION CERTIFICATE

THIS PLAT WAS APPROVED BY THE PLANNING AND ZONING COMMISSION OF THE CITY OF GLENWOOD SPRINGS, GARFIELD COUNTY, COLORADO, THIS 29th DAY OF MAY, A.D. 2009 FOR FILING WITH THE CLERK AND RECORDER OF GARFIELD COUNTY, SUBJECT TO THE PROVISION THAT THE APPROVAL, IN NO WAY OBLIGATES THE CITY OF GLENWOOD SPRINGS FOR FINANCING OR CONSTRUCTION OF IMPROVEMENTS ON LAND, STREETS OR EASEMENTS DEDICATED TO THE PUBLIC EXCEPT AS OTHERWISE SPECIFICALLY AGREED TO BY THE CITY.

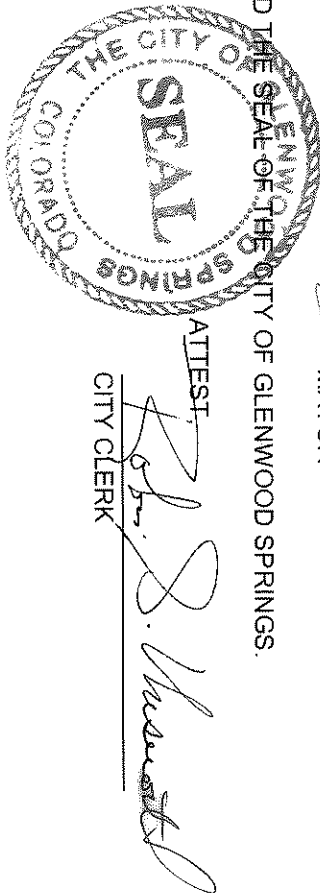
Chadley Harper
CHAIRMAN

CITY COUNCIL CERTIFICATE

THIS PLAT WAS APPROVED BY THE CITY COUNCIL OF GLENWOOD SPRINGS, GARFIELD COUNTY, COLORADO THIS 15th DAY OF SEPTEMBER, A.D. 2009 FOR FILING WITH THE CLERK AND RECORDER OF GARFIELD COUNTY SUBJECT TO THE PROVISION THAT THE APPROVAL, IN NO WAY OBLIGATES THE CITY OF GLENWOOD SPRINGS FOR FINANCING OR CONSTRUCTION OF IMPROVEMENTS ON LAND, STREETS OR EASEMENTS DEDICATED TO THE PUBLIC EXCEPT AS OTHERWISE SPECIFICALLY AGREED TO BY THE CITY COUNCIL.

MAJOR

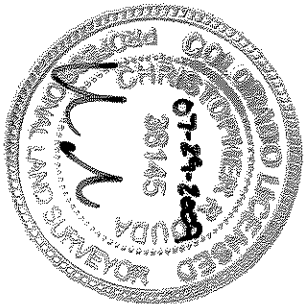
WITNESS MY HAND AND SEAL OF THE CITY OF GLENWOOD SPRINGS.



SURVEYOR'S CERTIFICATE

I, CHRISTOPHER R. DUDA, DO HEREBY CERTIFY THAT I AM A REGISTERED LAND SURVEYOR LICENSED UNDER THE LAWS OF THE STATE OF COLORADO. THAT THIS PLAT IS A TRUE, CORRECT AND COMPLETE PLAT OF THE **GLENWOOD MEADOWS NO. 4** AS LAID OUT, PLATTED AND SHOWN HEREON. THAT SUCH PLAT WAS MADE FROM AN ACCURATE SURVEY OF SAID PROPERTY BY ME AND UNDER MY SUPERVISION AND CORRECTLY SHOWS THE LOCATION AND DIMENSIONS OF THE LOTS, TRACTS, AND EASEMENTS OF SAID SUBDIVISION AS THE SAME ARE STAKED UPON THE GROUND IN COMPLIANCE WITH THE CITY OF GLENWOOD SPRINGS REGULATIONS GOVERNING THE SUBDIVISION OF LAND.

IN WITNESS WHEREOF, I HAVE SET MY HAND AND SEAL THIS 29th DAY OF MAY, A.D. 2009.



CHRISTOPHER R. DUDA, PLS NO. 38145
COLORADO PROFESSIONAL LAND SURVEYOR,
FOR AND ON BEHALF OF V3 COMPANIES, LTD.

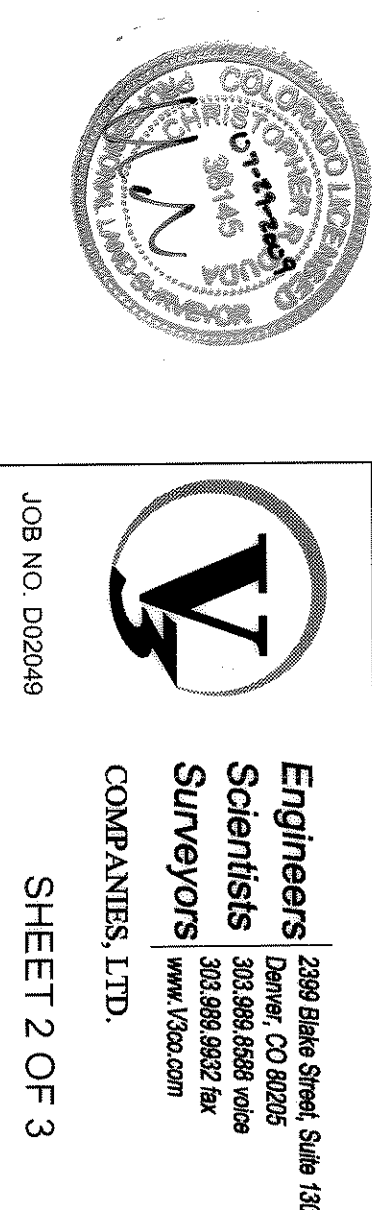
CLERK AND RECORDER'S CERTIFICATE

THIS PLAT WAS FILED FOR RECORD IN THE OFFICE OF THE CLERK AND RECORDER OF GARFIELD COUNTY AT 3:17 O'CLOCK P M, AS RECEPTION NO. 776-355B

CLERK AND RECORDER
BY: Debra Dikewick
DEPUTY Debra Dikewick

DATE: 10/18/09
PAGE: 31.00

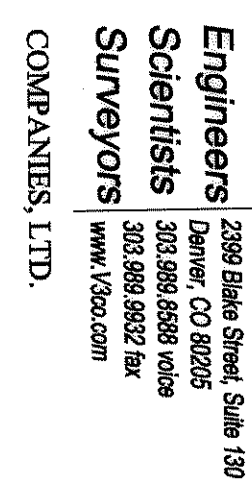
A MINOR RESUBDIVISION OF LOT 11, GLENWOOD MEADOWS NO. 2,
LOCATED IN THE SOUTH HALF OF SECTION 5 AND THE NORTH HALF OF SECTION 8, TOWNSHIP 6 SOUTH, RANGE 89 WEST
OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, STATE OF COLORADO



GLENWOOD MEADOWS NO. 4

A MINOR RESUBDIVISION OF LOT 11, GLENWOOD MEADOWS NO. 2,

LOCATED IN THE SOUTH HALF OF SECTION 5 AND THE NORTH HALF OF SECTION 8, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, STATE OF COLORADO



GLENWOOD MEADOWS SUBDIVISION NO. 5
A MINOR RESUBDIVISION OF GLENWOOD MEADOWS NO. 4 LOT LINE ADJUSTMENT
LOCATED IN THE NE1/4 OF SECTION 8, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, STATE OF COLORADO

GENERAL NOTES

1. THIS SURVEY DOES NOT REPRESENT A TITLE SEARCH BY THIS SURVEYOR TO DETERMINE OWNERSHIP OR TO DISCOVER EASEMENTS OR OTHER ENCUMBRANCES OF RECORD. ALL INFORMATION PERTAINING TO OWNERSHIP, EASEMENTS AND OTHER ENCUMBRANCES OF RECORD HAS BEEN TAKEN FROM A TITLE COMMITMENT ISSUED BY LAND TITLE GUARANTEE COMPANY DATED APRIL 9, 2012 AS ORDER NO. ABG3006224-13.
2. BASIS OF BEARINGS: BEARINGS ARE BASED ON THE SOUTH LINE OF THE SOUTHWEST QUARTER OF SECTION 5 AS MONUMENTED AT THE SOUTH QUARTER CORNER BY A ROUND 2-1/2" ALUMINUM CAP STAMPED "V3 PL35 353535" AND AT THE SOUTHWEST CORNER OF SECTION 5 AS MONUMENTED BY A ROUND 2-1/2" ALUMINUM CAP STAMPED "U.S. DEPARTMENT OF THE INTERIOR BUREAU OF LAND MANAGEMENT; SUD LINE BEARS N 88°18'51" W, A DISTANCE OF 2742.29 FEET FROM GLENWOOD MEADOWS NO. 2.
3. UNIT OF MEASUREMENT: US SURVEY FOOT
4. A "12' PUBLIC TRAIL ACCESS & MAINTENANCE ROAD EASEMENT" ACROSS LOT 11C-4, PROVIDING BOTH PUBLIC TRAIL ACCESS AND ACCESS FOR MAINTENANCE OF THE DEBRIS FLOW STRUCTURES SITUATE ON TRACT E OF GLENWOOD MEADOWS NO. 2 IS GRANTED TO THE CITY OF GLENWOOD SPRINGS AND TO THE GLENWOOD MEADOWS METROPOLITAN DISTRICT NO. 1.
5. DEVELOPMENT OF GLENWOOD MEADOWS SUBDIVISION NO.5 LOT 11B, LOT 11C-4, LOT 11C-B, & LOT 11C-G, SHALL REQUIRE THE DEVELOPER'S SUBMITTAL OF MAJOR DEVELOPMENT PERMIT APPLICATIONS AND THE APPROVAL OF SUCH PERMITS BY THE CITY OF GLENWOOD SPRINGS AND THE GLENWOOD MEADOWS METROPOLITAN DISTRICT NO. 1. THE ANNEXATION AND DEVELOPMENT AGREEMENT RECORDED IN BOOK 1414 AT PAGE 526, AS MAY BE AMENDED FROM TIME TO TIME.
6. ALL DEVELOPMENT SHALL BE IN CONFORMANCE WITH THE GLENWOOD MEADOWS ANNEXATION AND DEVELOPMENT AGREEMENT RECORDED IN BOOK 1414 AT PAGE 526, AS AMENDED, AND SUBSEQUENT SITE SPECIFIC DEVELOPMENT APPROVALS REGARDING GEOLOGICAL MITIGATION.
7. ANY UTILITY EASEMENTS SHOWN ON THIS PLAT OR GRANTED SUBSEQUENT HERETO ARE NON-EXCLUSIVE EASEMENTS. ALL UTILITY EASEMENTS SHALL BE INSTALLED WITH SUCH EASEMENTS SHALL BE UNDERGROUND, EXCEPT FOR ELECTRICAL TRANSMISSIONS, GAS AND SEWER LINES, AND SUCH EASEMENTS SHALL BE MAINTAINED AND REPAIRED BY THE UTILITY PROVIDERS TO BE PLACED ABOVE GROUND IN CONNECTION WITH UNDERGROUND INSTALLATIONS. THE UTILITY PROVIDER SHALL MAINTAIN ITS LINES AND FACILITIES INSTALLED WITHIN SUCH EASEMENTS AND, IF THE UTILITY PROVIDER DISTURBS THE SURFACE OF THE EASEMENT IN CONNECTION WITH THE MAINTENANCE, REPAIR OR REPLACEMENT OF ITS LINES AND FACILITIES, SHALL RESTORE THE SURFACE OF THE EASEMENT AS NEARLY AS POSSIBLE TO ITS CONDITION PRIOR TO SUCH MAINTENANCE, REPAIR OR REPLACEMENT.
8. A "15' DRAINAGE EASEMENT" ACROSS LOT 11C-G AS DEPICTED HEREON, PROVIDING DRAINAGE AND ACCESS FOR MAINTENANCE TO THE DEBRIS FLOW STRUCTURES SITUATE ON LOT 11C-G OF GLENWOOD MEADOWS NO. 5 AND TO THE GLENWOOD MEADOWS METROPOLITAN DISTRICT NO. 1, IS HEREBY GRANTED TO THE CITY OF GLENWOOD SPRINGS AND TO THE GLENWOOD MEADOWS METROPOLITAN DISTRICT NO. 1. SUCH EASEMENT MAY BE RELOCATED, RECONSTRUCTED, RELOCATED OR OTHERWISE PERMITTED UPON THE MUTUAL AGREEMENT OF THE CITY OF GLENWOOD SPRINGS AND THE GLENWOOD MEADOWS METROPOLITAN DISTRICT NO. 5. THE CITY OF GLENWOOD SPRINGS AND THE GLENWOOD MEADOWS METROPOLITAN DISTRICT NO. 5, IN ORDER TO SATISFY FUTURE DEVELOPMENT CONSIDERATIONS AND IN ACCORDANCE WITH SUCH FINAL AS-BUILT INFORMATION, AS SHALL BE ESTABLISHED PRIOR TO THE ISSUANCE OF ANY DEVELOPMENT PERMIT OR BUILDING PERMIT FOR DEVELOPMENT UPON LOT 11C-G OF GLENWOOD MEADOWS NO. 5.
9. BY EXECUTION HEREOF AND IN ACCORDANCE WITH PRIOR GENERAL NOTES AND DEVIATIONS SET FORTH ON GLENWOOD MEADOWS NO. 4 LOT LINE ADJUSTMENT PLAT RECORDED AS RECEPTION NO. 778938 AND GLENWOOD MEADOWS NO. 4 LOT LINE ADJUSTMENT PLAT RECORDED AS RECEPTION NO. 815777, THE CITY HEREBY RELEASES, RELEASES AND DISCLAIMS ANY INTEREST IN AND TO (1) THE "30' TEMPORARY ACCESS AND UTILITY EASEMENT" SITUATE ON LOT 11A, LOT 11B AND (2) THE "50' ACCESS AND UTILITY EASEMENT" SITUATE ON THEN LOT 11A, LOT 11B AND LOT 11C AS SUCH EASEMENTS ARE SPECIFICALLY REPEALED AND RELOCATED AS ANTICIPATED BY SUCH PRIOR PLAT'S GENERAL NOTES AND DEVIATIONS. THE SUBJECT PROPERTIES PURSUANT TO THE GENERAL NOTES HEREOF AND THE IDENTIFICATION AND DESCRIPTIONS AND DEVIATIONS OF SUCH RELOCATED EASEMENTS AND THE PUBLICLY DEDICATED RIGHT-OF-WAY FOR TRACT F, BY THIS PLAT OF GLENWOOD MEADOWS SUBDIVISION NO.5.
10. THE CITY HEREBY VACATES AND DISCLAIMS ANY INTEREST IN AND TO THAT CERTAIN TEMPORARY ACCESS AND MAINTENANCE EASEMENT ACROSS PRIOR LOTS 11A, 11B AND 11C, AS SET FORTH AND DEPICTED ON THE PLAT OF GLENWOOD MEADOWS NO. 4 RECORDED AS RECEPTION NO. 778938 AND THE GLENWOOD MEADOWS NO. 4 LOT LINE ADJUSTMENT PLAT RECORDED AS RECEPTION NO. 815777.
11. THE TEMPORARY EMERGENCY ACCESS EASEMENT SHOWN HEREON SHALL REMAIN IN PLACE UNTIL SUCH TIME AS ALTERNATIVE EMERGENCY VEHICLE CIRCULATION IS ESTABLISHED TO THE CITY OF GLENWOOD SPRINGS. THE TEMPORARY EMERGENCY ACCESS NEEDS OF LOT 11C-4 & LOT 11C-B UPON THE COMPLETION OF SUCH ALTERNATIVE SECONDARY EMERGENCY VEHICLE CIRCULATION. THE TEMPORARY EMERGENCY ACCESS EASEMENT SHALL BE VACATED.
12. TRACT 11C-4 AS DEPICTED HEREON IS PART OF THE REQUIRED OPEN SPACE FOR LOT 11C-4 AND SHALL BE OWNED AND MAINTAINED BY THE OWNER OF SAID LOT 11C-4.
13. THE TEMPORARY PEDESTRIAN ACCESS EASEMENT ACROSS LOT 11C-G IS DEPICTED SOLELY TO PROVIDE FOR FUTURE PEDESTRIAN ACCESS. THE TEMPORARY PEDESTRIAN ACCESS EASEMENT MAY BE RELOCATED UPON THE MUTUAL AGREEMENT OF THE OWNERS OF SAID LOT 11C-G AND THE CITY OF GLENWOOD SPRINGS. THE PEDESTRIAN ACCESS SHALL BE DESIGNED, CONSTRUCTED, AND THE EASEMENT LOCATION AND WIDTH SHALL BE FINALIZED IN CONJUNCTION WITH THE DEVELOPMENT APPLICATION FOR EITHER LOT 11C-B OR THE PORTION OF LOT 11C-G AFFECTED BY THE EASEMENT, WHICHEVER OCCURS FIRST. THE DESIGN AND CONSTRUCTION SHALL NOT BE OWNED AND MAINTAINED BY THE CITY OF GLENWOOD SPRINGS. THE IMPROVEMENTS SHALL NOT BE OWNED AND MAINTAINED BY THE CITY OF GLENWOOD SPRINGS, BUT THE EASEMENT SHALL ALLOW PUBLIC USE OF THE PEDESTRIAN CONNECTION. THE DESIGN OF THE PEDESTRIAN ACCESS SHALL TAKE INTO CONSIDERATION THE TEMPORARY ACCESS WHICH THE ACCESS IS PROVIDED AND SHALL BE OF SUFFICIENT WIDTH TO ALLOW CONSTRUCTION OF A 5 FOOT WIDE PAVE.
14. THE DEVELOPER OF LOT 11C-B SHALL BE REQUIRED TO DESIGN AND CONSTRUCT A PEDESTRIAN CONNECTION AND PROVIDE AN ASSOCIATED EASEMENT ACROSS LOT 11C-B. THIS EASEMENT SHALL CONNECT THE FUTURE EXTENSION OF FLAT TOPS NEW DRIVE RIGHT OF WAY ACROSS LOT 11C-B WITH THE PORTION OF LOT 11C-G LOCATED SOUTH OF LOT 11C-B. THE PEDESTRIAN CONNECTION AND EASEMENT SHALL BE PROVIDED IN CONJUNCTION WITH ANY DEVELOPMENT APPLICATION FOR LOT 11C-B. THE DEVELOPER OF THE PORTION OF LOT 11C-G LOCATED SOUTH OF LOT 11C-B MAY RELOCATE THE PEDESTRIAN CONNECTION ACROSS LOT 11C-B TO IMPROVE PEDESTRIAN ACCESS, IF MUTUALLY AGREEABLE TO THE OWNER OF LOT 11C-B AND THE CITY OF GLENWOOD SPRINGS AND SUBJECT TO THE RECORDING OF A REVISED PEDESTRIAN EASEMENT LOCATION.
15. THE DEVELOPER OF THE 61ST RESIDENTIAL UNIT WITHIN THE COMBINED BOUNDS OF LOTS 11C-4, 11C-B, AND THE PORTION OF LOT 11C-G EAST OF THE 15 FOOT WIDE DRAINAGE EASEMENT WHICH IS LOCATED IMMEDIATELY ADJACENT TO THE NORTH WESTERN BOUNDARY OF LOT 11A, HEREIN AFTER THE "PARCEL K AREA", SHALL BE REQUIRED TO DESIGN, SUBDIVIDE, AND DEVELOP A ONE ACRE PARK TO SATISFY THE REQUIREMENT FOR A ONE ACRE PARK IN THE PARCEL K RESIDENTIAL NEIGHBORHOOD PER THE GLENWOOD MEADOWS ANNEXATION AND DEVELOPMENT AGREEMENT RECORDED AT RECEPTION NUMBER 618083. THE DEVELOPER SHALL SUBMIT PLANS FOR DESIGN AND SUBDIVISION OF THE PARK PARCEL CONJUNCTIVELY WITH PLANS FOR THE PARCEL K AREA. THE DEVELOPER SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE PARK PARCEL. THE PARK SHALL BE SUBDIVIDED PRIOR TO THE DEVELOPMENT OF THE 61ST RESIDENTIAL UNIT. THE 61ST RESIDENTIAL UNIT SHALL BE CREATED AS PART OF THAT SUBDIVISION. HOWEVER, DESIGN AND CONSTRUCTION OF THE PARK SHALL REMAIN THE RESPONSIBILITY OF THE DEVELOPER OF THE 61ST UNIT.
16. A 2.5"x2.5" SWITCH BOX EASEMENT SHOWN HEREON IS GRANTED TO THE CITY OF GLENWOOD SPRINGS. THE EXACT LOCATION AND SIZE OF SAID EASEMENT MAY VARY SLIGHTLY ONCE THE CITY OF GLENWOOD SPRINGS ELECTRICAL DEPARTMENT HAS COMPLETED THEIR DESIGN.

CERTIFICATE OF OWNERSHIP

KNOW ALL MEN BY THESE PRESENTS THAT GLENWOOD MEADOWS, LLC, A COLORADO LIMITED LIABILITY COMPANY BEING SOLE OWNER IN FEE SIMPLE OF ALL THAT REAL PROPERTY DESCRIBED AS FOLLOWS:

LOT 11B & LOT 11C GLENWOOD MEADOWS NO. 4 - LOT LINE ADJUSTMENT, ACCORDING TO THE PLAT THEREOF RECORDED MARCH 13, 2012 UNDER RECEPTION NO. 815777. CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, STATE OF COLORADO

AND CONTAINING 54,239 ACRES, MORE OR LESS, HAVE BY THESE PRESENTS LAID OUT, PLATTED AND SUBDIVIDED THE SAME INTO LOTS SHOWN HEREON AND DESIGNATE THE SAME AS GLENWOOD MEADOWS NO. 5 - A MINOR SUBDIVISION OF GLENWOOD MEADOWS NO. 4 - LOT LINE ADJUSTMENT IN THE CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, COLORADO, AND DO HEREBY GRANT TO THE CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, COLORADO, FOR PUBLIC USE THE STREETS SHOWN HEREON INCLUDING VENUES OF GARFIELD, COLORADO, FOR ALLEYS, THE PUBLIC LANDS SHOWN HEREON FOR THEIR INDICATED PUBLIC USES, AND THE UTILITY AND DRAINAGE EASEMENTS SHOWN HEREON FOR UTILITY AND DRAINAGE PURPOSES ONLY. EXECUTED THIS 14th DAY OF MAY A.D., 2012.

OWNER: GLENWOOD MEADOWS, LLC, A COLORADO LIMITED LIABILITY COMPANY.

BY: DUNNEVE MANAGEMENT, INC., ITS MANAGER

BY: ROBERT J. JONKMAN JONKMAN, ITS PRESIDENT

STATE OF COLORADO)
COUNTY OF GARFIELD)
COUNTY OF GARFIELD)

THE FOREGOING CERTIFICATE OF OWNERSHIP WAS ACKNOWLEDGED BEFORE ME THIS 14th DAY OF MAY A.D., 2012, BY DUNNEVE MANAGEMENT, INC., A COLORADO CORPORATION, THE MANAGER OF GLENWOOD MEADOWS, LLC, A COLORADO LIMITED LIABILITY COMPANY.

MY COMMISSION EXPIRES 7/23/2015

WITNESS MY HAND AND SEAL

Audrey Ellis

DEED OF TRUST HOLDER

ALPINE BANK, ASPEN

ALPINE BANK, ASPEN

STATE OF COLORADO)

COUNTY OF GARFIELD)

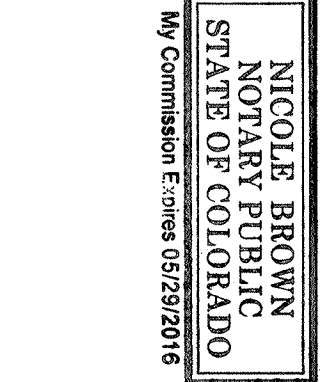
THE FOREGOING SIGNATURE WAS ACKNOWLEDGED BEFORE ME THIS 14 DAY OF MAY A.D., 2012, BY William P. White

ASSISTANT Vice President of ALPINE BANK, ASPEN

MY COMMISSION EXPIRES 05/23/2015

WITNESS MY HAND AND SEAL

Jack Brown



CLERK AND RECORDER'S CERTIFICATE

THIS PLAT WAS FILED FOR RECORD IN THE OFFICE OF THE CLERK AND RECORDER OF GARFIELD COUNTY THIS 17th DAY OF MAY A.D., 2012, AT 4:13 O'CLOCK P. M., AS RECEPTION NO. 818851

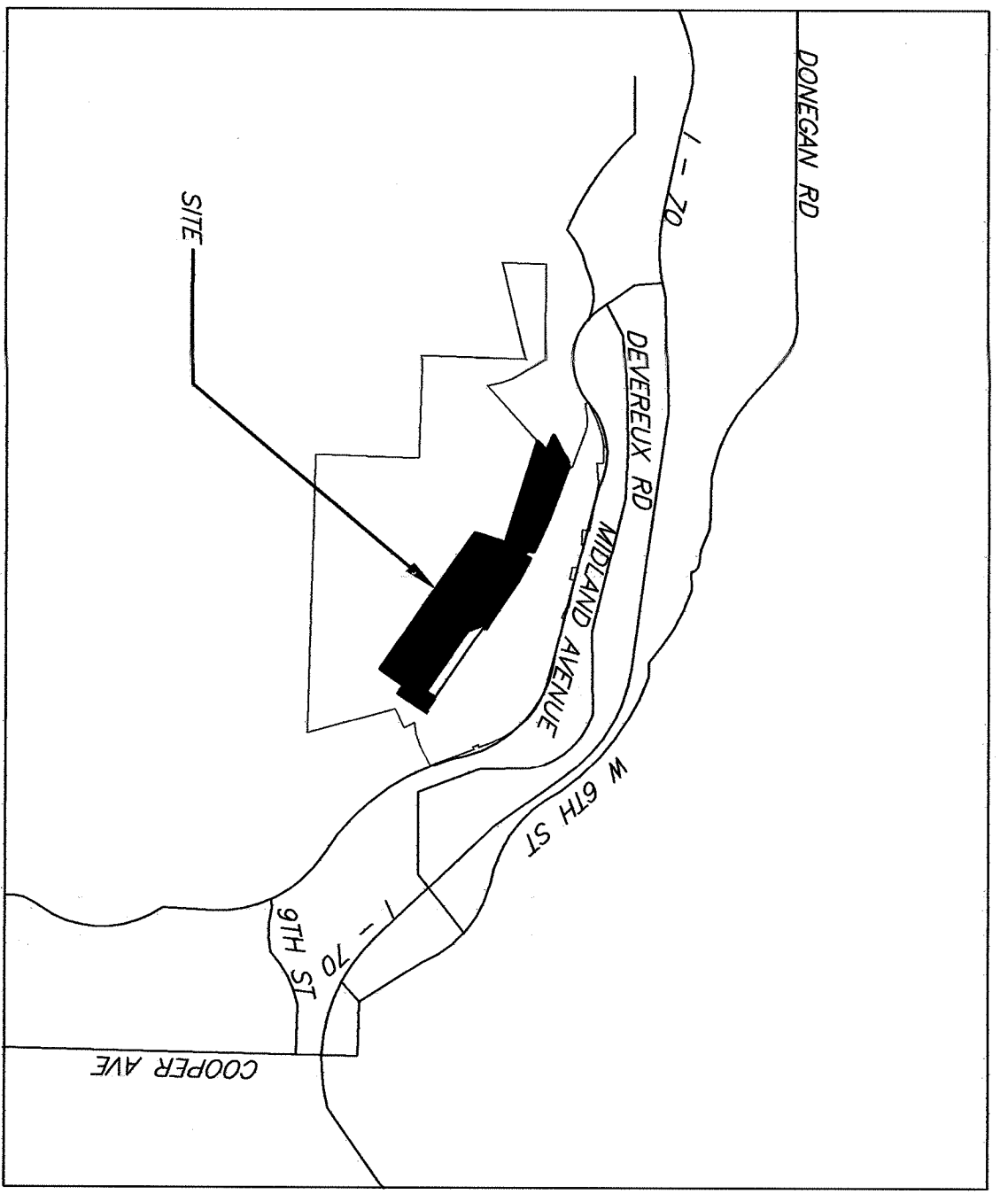
Anna Allevino

CLERK AND RECORDER

DEPUTY

David S. Brown

DRAWN 19 A
FEE 31.00



PLANNING COMMISSION CERTIFICATE

THIS PLAT WAS APPROVED BY THE CITY OF GLENWOOD SPRINGS, PLANNING AND ZONING COMMISSION THIS 14th DAY OF DECEMBER A.D., 2011.

William P. White
CHAIRMAN

CITY COUNCIL CERTIFICATE

THIS PLAT WAS APPROVED BY THE CITY COUNCIL OF GLENWOOD SPRINGS, GARFIELD COUNTY, COLORADO THIS 1st DAY OF MARCH A.D., 2012, FOR FILING WITH THE CLERK AND RECORDER OF GARFIELD COUNTY AND FOR CONVEYANCE TO THE CITY OF THE PUBLIC DEDICATIONS SHOWN HEREON SUBJECT TO THE PROVISION THAT THE APPROVAL IN NO WAY OBLIGATES THE CITY OF GLENWOOD SPRINGS FOR FINANCING OR CONSTRUCTION OF IMPROVEMENTS ON LAND, STREETS OR EASEMENTS DEDICATED TO THE PUBLIC EXCEPT AS SPECIFICALLY AGREED TO BY THE CITY COUNCIL IN THE SUBDIVISION AGREEMENT.

William P. White
MAYOR

WITNESS MY HAND AND THE SEAL OF THE CITY OF GLENWOOD SPRINGS.

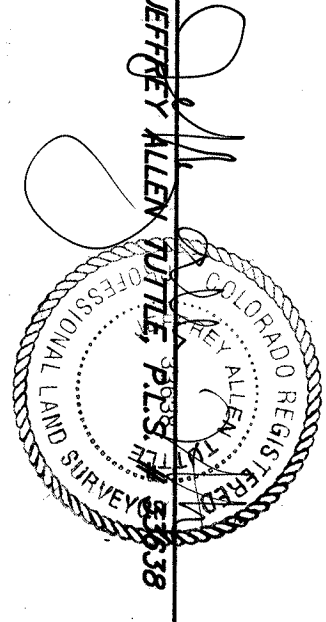
William P. White
CITY CLERK



SURVEYOR'S CERTIFICATE

I, JEFFREY ALLEN TUTTLE, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR LICENSED UNDER THE LAWS OF THE STATE OF COLORADO, THAT THIS PLAT IS A TRUE, CORRECT AND COMPLETE PLAT OF THE GLENWOOD MEADOWS SUBDIVISION NO.5, AS LAID OUT, PLATTED, DEDICATED AND SHOWN HEREON, THAT SUCH PLAT WAS MADE FROM AN ACCURATE SURVEY OF SAID PROPERTY BY ME OR UNDER MY SUPERVISION, AND CORRECTLY SHOWS THE LOCATION AND DIMENSIONS OF THE LOTS, TRACTS, AND EASEMENTS OF SAID SUBDIVISION AS THE SAME ARE STAKED UPON THE GROUND IN COMPLIANCE WITH THE CITY OF GLENWOOD SPRINGS REGULATIONS GOVERNING THE SUBDIVISION OF LAND.

IN WITNESS WHEREOF, I HAVE SET MY HAND AND SEAL THIS 14th DAY OF MAY, A.D., 2012.



05/11/2012

TUTTLE SURVEYING SERVICES
727 Blake Avenue
Glenwood Springs, Colorado 81601
(970) 928-9708 (FAX 947-9007)
Email: jat@tss-us.com



GLENWOOD MEADOWS SUBDIVISION NO. 5

NE1/4 OF SECTION 8,
T.6S., R.89W., OF THE 6TH P.M.
CITY OF GLENWOOD SPRINGS,
COUNTY OF GARFIELD, STATE OF COLORADO

Drawn by: JW
Date: 05/11/12

1 OF 3

GLENWOOD MEADOWS SUBDIVISION NO. 5

A MINOR RESUBDIVISION OF GLENWOOD MEADOWS NO. 4 LOT LINE ADJUSTMENT
LOCATED IN THE NE1/4 OF SECTION 8, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, STATE OF COLORADO

LEGAL DESCRIPTIONS

Lot 110-C

GLENWOOD MEADOWS SUBDIVISION NO. 5

A parcel of land being a portion of the lot formerly known as 110-C, Glenwood Meadows No. 4 – Lot Line Adjustment, as recorded at Reception No. 815777 in the Records of the Garfield County Clerk and Recorder, also being situated within the N1/2NE1/4 of Section 8, Township 6 South, Range 89 West of the Sixth Principal Meridian, County of Garfield, State of Colorado being more particularly described as follows:

Beginning at a point on the northerly line of said former Lot 110-C, whence the North 1/4 Corner of said Section 8, as monumented by a found 2-1/2" Aluminum Cap marked LS 35585, bears N8706'18" W a distance of 201.95 feet with all bearings being relative to N88°18'51" W along the North Section line of said Section 8, between said North 1/4 Corner of Section 8 and a found 3" Aluminum BLM Cap at the common corner of Sections 6, 5, 7, and 8, Township 6 South, Range 89 West of the Sixth Principal Meridian; thence along said line the following eighteen (18) courses:

344.58 feet along the arc of a curve to the left, having a radius of 3283.00 feet, a central angle of 06°00'49", the chord of which bears N67°36'22" W a distance of 344.42 feet;

thence S17°25'53" W a distance of 92.60 feet;

thence N65°31'39" W a distance of 89.37 feet;

thence N66°12'22" W a distance of 11.38 feet;

thence N17°25'53" E a distance of 92.81 feet;

thence N66°12'22" W a distance of 476.85 feet;

thence 267.67 feet along the arc of a curve to the left, having a radius of 3983.00 feet, a central angle of 03°51'01", the chord of which bears N69°08'53" W a distance of 287.82 feet;

thence N27°03'24" W a distance of 479.01 feet;

thence S19°56'36" W a distance of 20.50 feet;

thence N27°03'24" W a distance of 42.54 feet;

thence S63°30'55" W a distance of 61.83 feet;

thence S63.42 feet along the arc of a non-tangent curve to the right, having a radius of 137.47 feet, a central angle of 24°20'50", the chord of which bears S57°16'39" W a distance of 283.44 feet;

thence S63°36'47" W a distance of 283.44 feet;

thence 230.07 feet along the arc of a non-tangent curve to the left, having a radius of 1280.00 feet, a central angle of 10°27'42", the chord of which bears S85°22'10" E a distance of 228.75 feet;

thence S47°17'45" W a distance of 168.49 feet;

thence S72°34'07" E a distance of 1399.91 feet;

thence S17°25'53" W a distance of 413.45 feet;

thence S85°37'33" E a distance of 2185.81 feet;

thence N4°42'25" E a distance of 377.88 feet to a point on the southerly line of Lot 110-C-4, Glenwood Meadows Subdivision No.5;

thence along said line the following three (3) courses, N65°37'33" W a distance of 150.01 feet;

thence N65°37'33" W a distance of 20.00 feet;

thence N65°17'33" W a distance of 217.97 feet the southerly angle point of Lots 110-C-4 and 110-C-8, Glenwood Meadows Subdivision No. 5;

thence along the southerly line of said Lot 110-C-8 the following five (5) courses, N65°37'33" W a distance of 342.03 feet;

thence N64°22'27" E a distance of 20.00 feet;

thence N65°37'33" W a distance of 413.35 feet;

thence N64°22'05" E a distance of 191.73 feet;

thence S25°00'01" E a distance of 231.19 feet to a point on the southerly line of Lot 114, Glenwood Meadows Subdivision No. 5;

thence along said line the following three (3) courses, N65°34'28" W a distance of 168.78 feet; thence N20°20'03" W a distance of 204.22 feet;

thence leaving said line N65°34'27" W a distance of 60.16 feet;

thence leaving said line N65°34'27" W a distance of 316.65 feet;

thence N65°21'15" W a distance of 420.05 feet to the point of beginning, said parcel containing 1,989.132 square feet or 45.684 acres +/-.

FLAT TOPS VIEW DRIVE R.O.W.

TRACT F

GLENWOOD MEADOWS SUBDIVISION NO. 5

A tract of land being situated within Glenwood Meadows No. 4 – Lot Line Adjustment, as recorded at Reception No. 815777 in the Records of the Garfield County Clerk and Recorder, also being situated within the N1/2NE1/4 of Section 8, Township 6 South, Range 89 West of the Sixth Principal Meridian, County of Garfield, State of Colorado being more particularly described as follows:

Beginning at a point on the northerly boundary of said Glenwood Meadows No. 4 – Lot Line Adjustment, as recorded at Reception No. 815777, whence the North 1/4 Corner of said Section 8, as monumented by a found 2-1/2" Aluminum Cap marked LS 35585, bears N57°58'01" W a distance of 204.11 feet with all bearings being relative to N88°18'51" W along the North Section line of said Section 8, between said North 1/4 Corner of Section 8 and a found 3" Aluminum BLM Cap at the common corner of Sections 6, 5, 7, and 8, Township 6 South, Range 89 West of the Sixth Principal Meridian;

thence S30°18'32" W a distance of 83.00 feet;

thence 58.34 feet along the arc of a non-tangent curve to the left, having a radius of 55.48 feet, a central angle of 61°16'32", the chord of which bears S16°05'37" E a distance of 107.39 feet;

thence S46°43'30" E a distance of 102.39 feet;

thence 81.18 feet along the arc of a curve to the right, having a radius of 28.50 feet, a central angle of 16°31'208", the chord of which bears N63°31'42" W a distance of 56.39 feet;

thence N63°31'42" W a distance of 51.41 feet;

thence 94.45 feet along the arc of a curve to the right, having a radius of 177.50 feet, a central angle of 30°29'17", the chord of which bears N48°17'04" W a distance of 83.34 feet;

thence N43°02'25" W a distance of 24.72 feet;

thence S56°57'35" W a distance of 1.96 feet;

thence 145.56 feet along the arc of a non tangent curve to the left, having a radius of 144.61 feet to a point on the southerly boundary of Lot114;

thence along said line N65°34'28" W a distance of 311.47 to a point on the boundary between Lot 110-C-4 and Lot 110-C-8, Glenwood Meadows Subdivision No.5;

thence along said line S34°25'16" W a distance of 43.52 feet;

thence leaving said line S85°32'25" E a distance of 311.44 feet;

thence 128.41 feet along the arc of a curve to the right, having a radius of 327.00 feet, a central angle of 22°30'00", the chord of which bears S44°17'25" W a distance of 127.59 feet;

thence S33°02'25" E a distance of 24.72 feet;

thence 118.66 feet along the arc of a curve to the left, having a radius of 223.00 feet, a central angle of 30°29'17", the chord of which bears S63°31'42" E a distance of 51.41 feet;

thence 210.78 feet along the arc of a curve to the left, having a radius of 74.00 feet, a central angle of 16°31'208", the chord of which bears N46°43'50" W a distance of 63.03 feet;

thence 52.40 feet along the arc of a curve to the right, having a radius of 37.00 feet, a central angle of 89°52'35", the chord of which bears N08°09'24" W a distance of 42.85 feet;

thence N34°25'02" E a distance of 48.13 feet;

thence 14.90 feet along the arc of a curve to the right having a radius of 9.50 feet, a central angle of 89°52'35", the chord of which bears N79°21'20" E a distance of 13.42 feet;

thence S55°42'22" E a distance of 9.50 feet;

thence N34°18'29" E a distance of 3.38 feet;

thence N65°34'28" W a distance of 55.63 feet;

thence S34°25'32" W a distance of 11.50 feet;

thence N65°34'28" W a distance of 26.50 to the point of beginning said tract containing 46.432 square feet or 1.066 acres +/-.

LOT 110-C-4

GLENWOOD MEADOWS SUBDIVISION NO. 5

A parcel of land being a portion of the lot formerly known as 110-C, Glenwood Meadows No. 4 –Lot Line Adjustment, as recorded at Reception No. 815777 in the Records of the Garfield County Clerk and Recorder, also being situated within the N1/2NE1/4 of Section 8, Township 6 South, Range 89 West of the Sixth Principal Meridian, County of Garfield, State of Colorado being more particularly described as follows:

Beginning at a point on the south line of Flat Tops View Drive Right of Way, whence the North 1/4 Corner of said Section 8, as monumented by a found 2-1/2" Aluminum Cap marked LS 35585, bears N67°40'27" W a distance of 1621.12 feet with all bearings being relative to N88°18'51" W along the North Section line of said Section 8, between said North 1/4 Corner of Section 8 and a found 3" Aluminum BLM Cap at the common corner of Sections 6, 5, 7 and 8, Township 6 South, Range 89 West of the Sixth Principal Meridian;

thence along said Right of Way the following six (6) courses:

S85°32'25" E a distance of 268.44 feet;

thence 128.41 feet along the arc of a curve to the right, having a radius of 327.00 feet, a central angle of 22°30'00";

thence S33°02'25" E a distance of 24.72 feet;

thence 118.66 feet along the arc of a curve to the left, having a radius of 223.00 feet, a central angle of 30°29'17", the chord of which bears S48°17'04" E a distance of 117.27 feet;

thence S63°31'42" E a distance of 51.41 feet;

thence 118.65 feet along the arc of a curve to the left having a radius of 74.00 feet, a central angle of 91°52'05" the chord of which bears N70°32'15" E a distance of 106.34 feet;

thence S65°34'28" E a distance of 10.98 feet;

thence S34°22'27" W along the easterly line of said former Lot 110-C a distance of 267.50 feet; thence leaving said line N65°37'33" W a distance of 275.01 feet;

thence S34°22'25" W a distance of 20.00 feet;

thence N65°37'33" W a distance of 136.97 feet;

thence N64°22'27" E a distance of 66.33 feet;

thence N65°32'25" W a distance of 123.92 feet;

thence 110.20 feet along the arc of a non-tangent curve to the right having a radius of 55.50 feet, a central angle of 11°34'55", the chord of which bears N64°04'36" W a distance of 92.97 feet;

thence S89°17'22" W a distance of 19.02 feet;

thence 58.94 feet along the arc of a non-tangent curve to the right having a radius of 36.50 feet, a central angle of 61°07'33", the chord of which bears N34°27'38" E a distance of 37.12 feet;

thence N41°58'34" W a distance of 91.28 feet;

thence N64°27'35" E a distance of 39.21 feet;

Said resulting parcel containing 127,1208 square feet or 2.920 acres +/-

LOT 110-B

GLENWOOD MEADOWS SUBDIVISION NO. 5

A parcel of land being a portion of the lot formerly known as 110-C, Glenwood Meadows No. 4 – Lot Line Adjustment, as recorded at Reception No. 815777 in the Records of the Garfield County Clerk and Recorder, also being situated within the N1/2NE1/4 of Section 8, Township 6 South, Range 89 West of the Sixth Principal Meridian, County of Garfield, State of Colorado being more particularly described as follows:

Beginning at a point on the northerly line of said former Lot 110-C, whence the North 1/4 Corner of said Section 8, as monumented by a found 2-1/2" Aluminum Cap marked LS 35585, bears N67°40'27" W a distance of 1575.77 feet with all bearings being relative to N88°18'51" W along the North Section line of said Section 8, between said North 1/4 Corner of Section 8 and a found 3" Aluminum BLM Cap at the common corner of Sections 6, 5, 7, and 8, Township 6 South, Range 89 West of the Sixth Principal Meridian;

thence along said line N65°34'28" W a distance of 328.98 feet;

thence leaving said line N75°00'01" W a distance of 231.19 feet;

thence S34°22'05" W a distance of 191.73 feet;

thence S65°37'33" E a distance of 413.35 feet;

thence S34°22'27" W a distance of 20.00 feet;

thence S85°37'33" E a distance of 421.03 feet;

thence N64°22'27" E a distance of 66.33 feet;

thence N65°32'25" W a distance of 123.92 feet;

thence 110.20 feet along the arc of a non-tangent curve to the right having a radius of 55.50 feet, a central angle of 11°34'55", the chord of which bears N64°04'36" W a distance of 92.97 feet;

thence S89°17'22" W a distance of 19.02 feet;

thence 58.94 feet along the arc of a non-tangent curve to the right having a radius of 36.50 feet, a central angle of 61°07'33", the chord of which bears N34°27'38" E a distance of 37.12 feet;

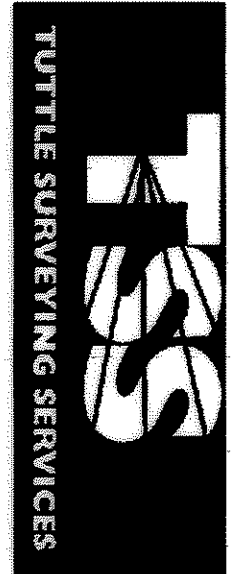
thence N41°59'34" W a distance of 99.21 feet;

thence N65°37'35" E a distance of 51.28 feet;

thence N65°32'25" W a distance of 43.52 feet;

thence N64°26'16" E a distance of 43.52 feet to the point of beginning, said parcel containing 169,021 square feet or 3.880 acres +/-.

GLENWOOD MEADOWS SUBDIVISION NO. 5



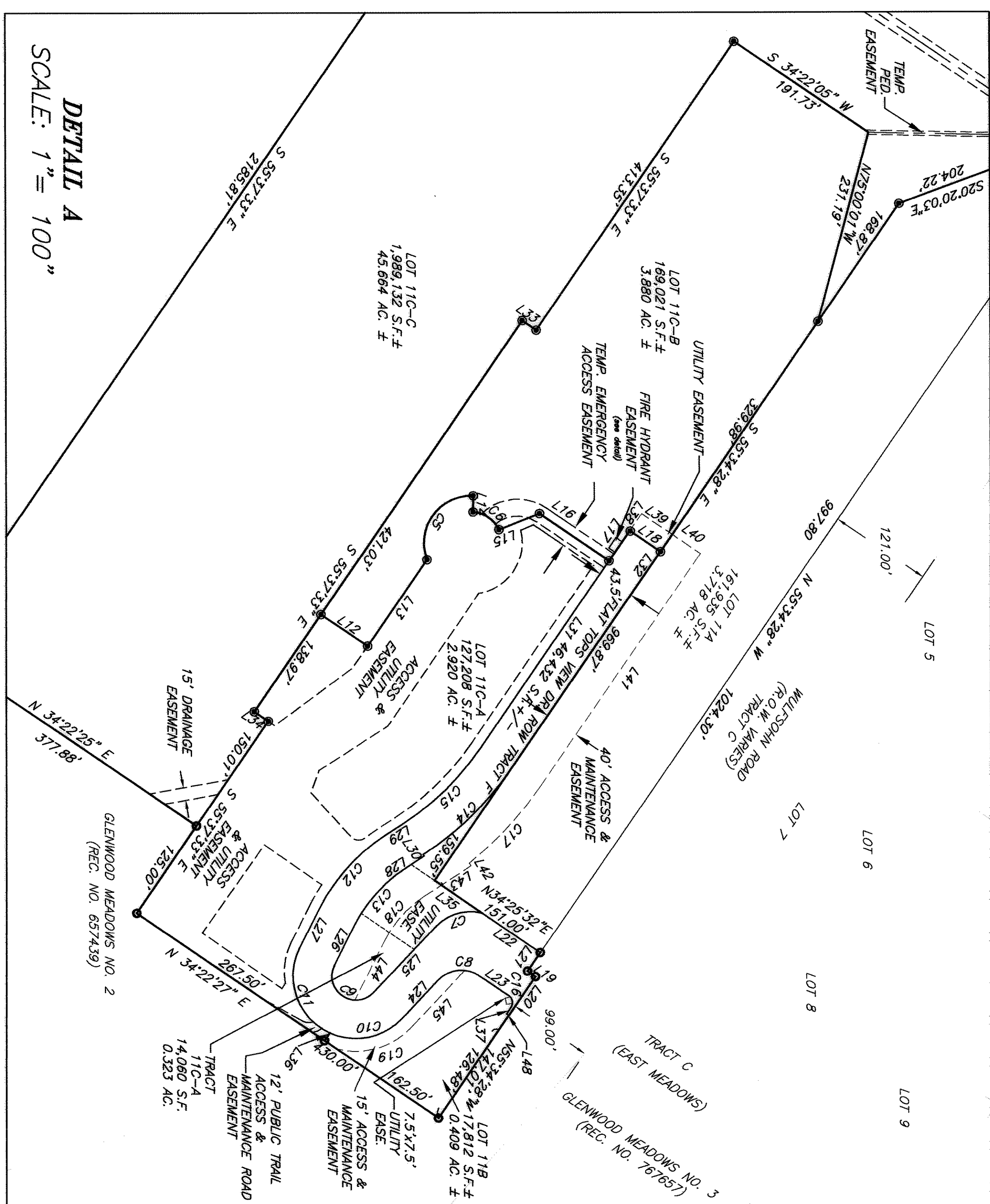
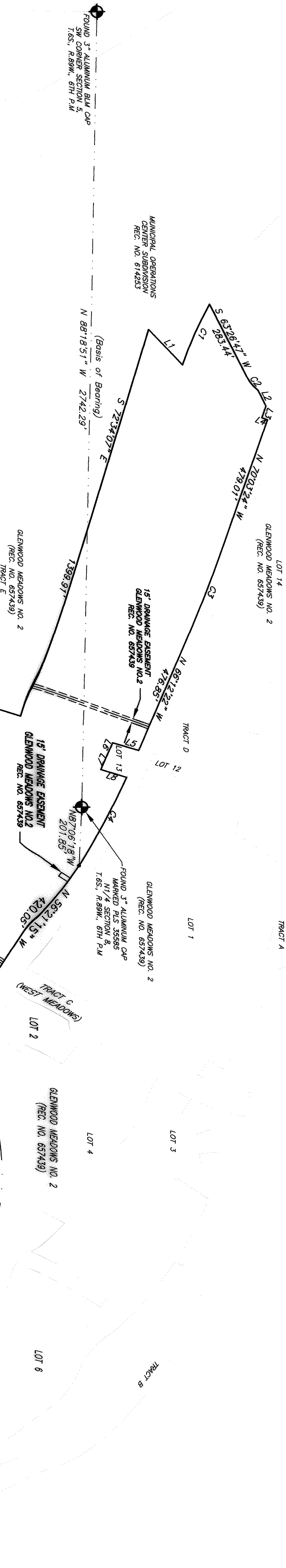
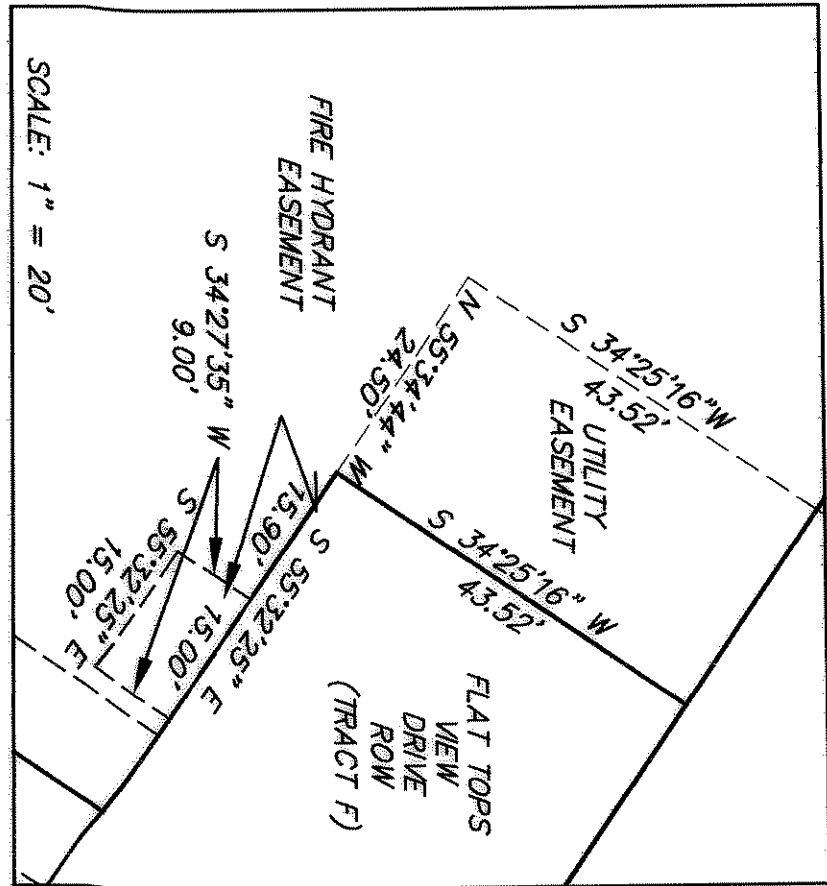
TUTTLE SURVEYING SERVICES
727 Blake Avenue
Glenwood Springs, Colorado 81601
(970) 928-9108 (FAX 947-9007)
Email- jef@tss-us.com

NE1/4 OF SECTION 8,
T.6S., R.89W., OF THE 6TH P.M.
CITY OF GLENWOOD SPRINGS,
COUNTY OF GARFIELD, STATE OF COLORADO

Drawn by: JW
Date: 05/11/12

2
OF
3

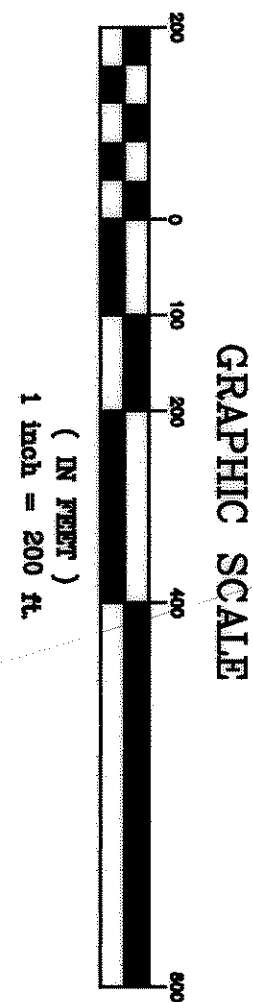
GLENWOOD MEADOWS SUBDIVISION NO. 5
A MINOR RESUBDIVISION OF GLENWOOD MEADOWS NO. 4 LOT LINE ADJUSTMENT
LOCATED IN THE NE1/4 OF SECTION 8, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, STATE OF COLORADO



LINE	BEARING	LENGTH
L1	S 47°17'45" W	169.49
L2	S 63°10'55" W	61.83
L3	N 70°03'24" W	49.54
L4	S 10°56'16" W	20.50
L5	N 17°25'53" E	92.81
L6	N 66°12'22" W	11.38
L7	N 65°11'32" W	89.37
L8	S 17°25'53" W	92.60
L9	S 35°34'27" E	30.65
L10	S 34°23'42" W	27.00
L11	N 34°26'53" E	60.16
L12	S 34°22'27" W	66.33
L13	S 55°32'25" E	124.50
L14	S 59°53'35" E	31.70
L15	N 21°39'34" W	51.28
L16	N 34°27'35" E	99.21
L17	N 55°32'25" W	43.00
L18	N 34°26'16" E	43.52
L19	N 34°26'16" E	11.50
L20	N 55°34'28" W	55.63
L21	N 55°34'28" W	28.50
L22	S 34°26'02" W	42.85
L23	S 34°26'02" W	42.85
L24	S 46°43'50" E	63.03
L25	S 46°43'50" E	107.39
L26	N 63°31'42" W	51.41
L27	N 63°31'42" W	51.41
L28	N 33°02'25" W	24.72
L29	N 33°02'25" W	24.72
L30	S 56°57'35" W	1.96
L31	N 55°34'28" W	31.44
L32	N 55°34'28" W	31.44
L33	S 34°22'27" W	20.00
L34	S 34°22'27" W	20.00
L35	N 34°26'16" E	68.00
L36	S 55°34'28" E	10.98
L37	S 55°34'28" E	10.98
L38	S 34°26'16" W	43.52
L39	S 34°26'16" W	43.52
L40	S 34°26'16" W	40.00
L41	S 55°34'30" E	335.97
L42	N 56°57'35" E	3.83
L43	S 33°22'25" E	64.72
L44	S 63°31'25" E	77.48
L45	S 46°43'50" E	92.78
L46	N 17°10'59" E	232.83
L47	N 34°26'16" E	60.16
L48	S 34°18'29" W	3.38

CURVE	LENGTH	RADIUS	TANGENT	CHORD	BEARING	DELTA
C1	230.07	1260.00	115.35	229.75	S 65°22'10" E	10°27'42"
C2	58.42	137.47	29.66	57.98	N 51°16'39" E	24°20'50"
C3	267.67	13683.00	133.86	267.62	N 68°07'53" W	3°51'01"
C4	344.58	12683.00	172.45	344.42	N 61°36'22" W	6°00'49"
C5	110.20	55.50	21.55	37.12	S 54°43'16" E	11°34'56"
C6	39.94	36.50	21.55	37.12	S 54°43'16" E	61°16'32"
C7	59.34	55.48	32.68	56.56	S 16°55'53" E	61°16'32"
C8	52.40	37.00	31.68	48.13	S 69°24" E	61°18'52"
C9	61.18	28.50	19.03	56.39	N 34°52'14" E	16°17'18"
C10	92.13	74.00	53.11	86.29	N 11°33'49" W	71°20'3"
C11	118.65	74.00	76.45	106.34	N 20°32'15" E	91°52'5"
C12	118.65	223.00	60.77	117.27	S 48°17'4" E	30°29'17"
C13	94.45	177.50	48.37	93.34	N 44°13'40" E	30°29'17"
C14	145.56	367.50	73.75	144.61	N 44°13'40" E	30°29'17"
C15	128.41	327.00	65.04	127.59	N 44°17'25" W	22°30'0"
C16	149.07	9.50	9.48	13.42	S 79°21'20" W	89°52'35"
C17	121.23	402.50	61.07	120.78	N 47°33'16" W	17°24'4"
C18	73.12	137.50	37.47	72.31	S 48°17'4" E	30°29'17"
C19	95.73	89.00	53.08	91.18	N 55°43'50" W	61°37'42"

LEGEND AND NOTES
- O INDICATES FOUND NO. 5 REBAR & ORANGE PLASTIC CAP MARKED LS 28982
- ● INDICATES SET NO. 5 REBAR & CAP MARKED LS 33638



CITY OF GLENWOOD SPRINGS
(COMMUNITY CENTER)
BOX 1171, PAGE 182
REC. NO. 558799

8/8851-3

Notes:
According to Colorado law, you must commission any legal action based upon any defect in the original survey. The original survey is the first document submitted to the county clerk. The original survey is the first document submitted to the county clerk. The original survey is the first document submitted to the county clerk.

TUTTLE SURVEYING SERVICES
727 Bicke Avenue
Glenwood Springs, Colorado 81601
(970) 928-9708 (FAX 947-9007)
Email: jef@tss-us.com



GLENWOOD MEADOWS
SUBDIVISION NO. 5

NE1/4 OF SECTION 8,
T.6S., R.89W., OF THE 6TH P.M.
CITY OF GLENWOOD SPRINGS,
COUNTY OF GARFIELD, STATE OF COLORADO

Drawn by: JW
Date: 05/11/12

3
OF 3



Planning and Zoning Commission Report

Date: May 25, 2021
To: Planning and Zoning Commission
From: Gretchen Ricehill
Subject: #09-21- Minor Site/Architectural Plan Review

REQUEST	Consideration of Minor Site/Architectural Plan review for the addition of 11 units in a building that is currently vacant. The application includes consideration of an administratively reviewed Right-of-Way Encroachment License for building cornices that overhang the public right-of-way.
APPLICANT	Candace Whipple
OWNER	Western Hotel, LLC
ZONE	M2-Mixed Use Core
LOCATION:	716 Cooper Ave
SURROUNDING LAND USES	North: Commercial/Office/Hotel South: Residential/Commercial East: Residential West: Residential/Commercial
LOT SIZE	2500 square feet

ACTION ITEMS

Action 1:

Consideration of a Minor Site/Architectural Plan review for the addition of 11 units in a building that is currently vacant.

Staff recommends **approval** with suggested findings and conditions on page 8, and suggested conditions on page 8 and 9 of this report.

Background & Project Description

The Western Hotel is a two-story, 4260 square foot building that sits on a 2,500 square foot downtown lot. The building was constructed in 4 phases beginning around 1888 and has been vacant since about 2013. The owner purchased the property in January 2021 and proposes to convert the structure into eleven, studio and one-bed apartments.

The Western is a historically significant building that was entered into the National Register of Historic Places in 2016, recognized for its long association with providing area residents, visitors, and guests with accommodations of a restaurant, saloon, rooming house, and working-class hotel.

In addition to complete interior renovation, the development proposal includes-

- Adding a third floor
- Demolishing the rear concrete block addition and constructing a new addition
- Altering the location of certain windows on the north alley elevation
- Adding windows on the north alley elevation
- Constructing a new foundation and wall along a portion of the north, rear side of the building

Review Process

According to Municipal Code section 070.060.050(a), the addition of 11 multifamily units is classified as a Minor Site/Architectural Plan review requiring a public hearing before, and a decision by the Planning and Zoning Commission. This project will be heard by City Council only if there was an appeal of the Commission decision.

In addition to the Site/Architectural Plan review, because this building is a designated landmark, the city's Historic Preservation Commission is required to review the proposed changes and issue a Landmark Alteration Certificate (Section 070.050.040). On March 1, 2021, the Historic Preservation Commission conducted a public hearing where it approved the Landmark Alteration Certificate with the following findings and conditions:

Findings:

1. The proposed alterations and additions do not detrimentally alter, destroy, or adversely affect any significant architectural feature that contributes to the landmark designation.
2. The proposed alterations and additions are visually compatible in terms of design, finish, material, scale, mass, and height.
3. The proposed alterations and additions comply with applicable Secretary of the Interior's Standards for Rehabilitation.

Conditions:

1. The third-floor addition shall be stepped back from the primary, front façade by a minimum of fourteen feet.
2. Notify Community Development Department staff prior to demolishing the 1945-era rear addition and allow access for photo documentation.
3. Any chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of the building, if appropriate, shall be undertaken using the gentlest means possible.
4. The applicant/owner provide the Commission with a color and material board for the rear and third floor addition.
5. The replaced foundation wall material and color shall replicate the existing foundation wall.
6. The applicant/owner shall provide a mockup of the front elevation showing existing and proposed windows. [Note: During the meeting there was discussion about the front building elevation and a proposed change from the existing glass block transoms to single pane glass (no mullions). The Commission issued the Landmark Alteration Certificate with the condition that the owner provide elevations showing single pane glass transom for comparison purposes. However, following the meeting, the owner decided to retain the existing glass block.]

The staff report and minutes of this meeting are attached for reference.

Finally, the application also includes consideration of a Right-of-Way Encroachment License for cornices

that overhang the public right-of-way. Because this encroachment is located in the airspace above the right-of-way, the Code allows the encroachment to be reviewed and approved administratively (section 070.060.050(f)).

PROJECT ANALYSIS

Attached for the Commission's review is the owner's application which includes a project description, civil and architectural plans, and related reports. Below is an analysis of the proposed development as it relates to the following review/approval criteria for all Site/Architectural Plan types:

1. The site/architectural plan is consistent with the general purpose and intent of this Code;
2. The site/architectural plan is consistent with the dimensional, design, development, and all other standards of this Code;
3. The site/architectural plan is consistent with any previously approved plat, PUD, or any other precedent land use approval; and
4. The site/architectural plan is consistent with the Comprehensive Plan and other adopted City policies and plans.

Consistency with the general purpose and intent of this Code

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. The proposed renovation and rehabilitation of the Western Hotel into multifamily housing meets the general purpose and intent of the Code because it puts a vacant, deteriorating building back to useful life by providing needed housing. The exterior renovations and additions also meet the city's design standards, including the standards for rehabilitating historically designated buildings.

Consistency with any previously approved plat, PUD, or any other precedent land use approval

This criterion is not applicable to the project.

Consistency with the dimensional, design, development, and all other standards of this Code

Building height

The proposal calls for constructing a third floor addition on the existing structure. Sheet A3.1 of the architectural plans indicates that the existing building is 29 feet tall. With the proposed new floor, the building will be 37'4" which is well within the maximum 40 foot height limit in the M2-Mixed Use Central Core zoning district. Note that plans show 4 rooftop mechanical units. Table 020.21 authorizes the mechanical units to extend up to 5 feet above the maximum height requirement provided that the units are screened from view to the extent practicable from public rights-of-way, residential land uses, public parking areas, and/or adjacent properties.

According to the plans, the mechanical units will be located approximately 38 to 64 feet from the front elevation and likely will not be visible from public rights of way, or public parking areas. The units may be visible from the upper floors of adjacent buildings, which includes offices and residential uses. The Code allows screening options depending on the potential visual impact of the units on surrounding residential uses including use of parapet walls or specifying material finish and color. Staff notes that the presence of rooftop mechanical equipment is typical of multistory downtown buildings. Staff does not recommend adding parapet walls but instead recommends that the units have a matte finish and be painted a neutral

earth toned color.

Building Renovation & New Construction

As noted previously, the proposed renovation and new construction were reviewed in March by the Historic Preservation Commission for compliance with the Landmark alteration criteria as set forth in Municipal Code section 070.050.040. Attached for reference is a staff report that was provided to the Commission analyzing compliance with the Landmark alteration criteria. Also attached are minutes of the meeting.

Following is an analysis of the proposed renovation, addition, and change to multi-family use for compliance with the residential design standards (section 070.040.080) and supplemental standards for properties within the Downtown Core. It is important to note that very few of the standards applied to this project. Most standards address entirely new building construction rather than additions and changes of use. The general intent of the standards, among other things, is to promote context sensitive infill and redevelopment that complements, rather than detracts from the city's small town character; to maximize the quality, value, and longevity of Glenwood Springs' neighborhoods through the use of durable materials that will minimize maintenance costs and improve the overall appearance of the development; and to ensure that the massing and height of infill and redevelopment are compatible with neighboring residential development.

Staff found that the proposed project met these general intent statements. The project restores and renovates a historic downtown building that has been vacant and deteriorating for nearly 10 years. The multifamily use fits in with the surrounding neighborhood as there are residential and mixed uses to the south, east, and west of the property. Additionally, the proposed third floor addition is compatible with height of the surrounding buildings.

Regarding proposed exterior materials, the owner submitted a materials board which proposes that the new third floor and rear addition be finished in a medium to dark gray shiplap siding. The project also includes rebuilding a portion of the north foundation and wall along the rear portion of the building. The proposed material will be a multi red/cream color brick, similar to the adjacent 710 Cooper Ave Place building.



3 EXISTING IMAGE: COOPER AVENUE
A.D. 2 / NTS



4 PROPOSED WITH 3RD STORY, COOPER AVENUE
A.D. 2 / NTS

The proposal also calls for demolishing and reconstructing a 1945-era, 2 story rear section of the building. The demolition is necessary due to severe deterioration, and other structural issues. The Historic Preservation Commission recommended that the new design, and material and texture not mimic but rather blend with the existing building. As shown below, the proposed design and materials are contemporary. The design does not mimic the historic building, but floors are defined through material and color changes, and the windows maintain a traditional narrow, double hung appearance. The finish material will be the same as the third floor addition: a medium to dark gray shiplap manufactured siding.



2 PROPOSED: ALLEY

Finally, regarding trash collection, the design standards require that dumpsters and refuse containers be located within the footprint of the building or in an enclosure. In this case, the dumpster or trash containers will be within the building footprint, at the northeast corner of the building (refer to sheet A2.2). Service doors will open to the north.

Off-street Parking

The Western is located in the general improvement district (GID) where owners pay a higher rate in property taxes which among other things is used to help construct public parking facilities. As such, properties within the boundaries of the GID are specifically exempt from having to provide off-street parking (Municipal Code section 070.040.060(b)).

Community Housing (070.045)

The requirement to provide deed restricted community housing was added to the Code on April 1, 2021. Any residential development proposing 10 or more new dwelling units is required to set aside 20% of the units as deed restricted resident-occupied community housing.

This application was filed March 30th and therefore is not subject to the community housing requirements.

Drainage

The owner's application included a drainage letter which analyzes current and proposed drainage patterns. The building covers nearly the entire 2500 square foot lot. Currently there are no drainage facilities so storm runoff sheet-flows from the east to the west and is intercepted by the existing curb and gutter along Cooper Avenue. It then flows north into an inlet at the corner of 7th and Cooper.

According to the drainage letter, the proposed construction does not change the impervious areas, or peak storm water runoff rates. As part of the proposed development the owner intends to collect stormwater from the building roof through roof drains and internal roof drain piping located on the west side of the building. Water will flow under the sidewalk via a chase or trench drain and daylight in the

gutter. The chase will be covered with a non-slip steel plate. Construction of this drainage facility will be added in the License to Encroach discussed above. Note: this chase or trench drain may require City Council approval.

Utilities

The project will utilize existing connections to sanitary sewer and gas located in the north alley, and water located in Cooper Avenue. The existing underground electric service will be relocated from the north to the east side of the building. The building is required to have fire sprinklers which requires a new, dedicated 4 inch water service line.

Consistency with the Comprehensive Plan and other adopted City policies and plans

Renovation of the Western to a multifamily use meets several goals and objectives of the city's Comprehensive Plan. Included are:

- ***Provide Housing Opportunities for the Entire Community***
- ***Preserve Cultural Resources***
- ***Promote Community Character and Form***
 - ***Direct Development into a Compact Form: Infill and Redevelopment***

Under the subheading "Mass, Scale and Density", the Plan encourages residential development in the Downtown by allowing for taller buildings. It includes the concept of stepping back additional stories to preserve the two and three-story character. In this case, because of the building's National Register designation, stepping back the new third story is critical to preserving the building's historic character.
 - ***Available Parking***

The Plan recognized the balance of encouraging additional housing and providing parking. It strongly suggested the need for one or more parking garages in the Downtown area to serve residents, visitors, and employees. In 2011/12 the City constructed a parking garage at the corner of Cooper and 9th Street. It is used by area residents and employees. Staff recognizes that the addition of 11 units will add pressure to available parking both in this garage and along surrounding streets. As noted previously, this project is located in the GID where the owner pays an increased property tax which, in part, is used to create public parking lots or garages. The Code exempts properties in the GID from having to provide off-street parking.
 - ***Sensitivity to Historic Buildings***

The Plan encouraged additional residential development Downtown by allowing additional stories on existing buildings. It also recognized the need for sensitive design when projects affected historic buildings. In this case, as required by Code, the Historic Preservation Commission reviewed and issued the project a Landmark Alteration Certificate.
- ***Encourage Housing Variety and Affordability throughout the Community: The Core Area of the City***

The Plan recognized the potential for infill and sensitive redevelopment by encouraging mixed use and apartment/townhouse development. In this case, the Western fulfills the objectives of redevelopment and apartment styled housing.

COMMENTS

Staff distributed the application to the city's department and boards/commissions for review and comment. The Engineering Department submitted written comments addressing specific details of project construction including drainage, pavement patching, and permitting. These comments are

attached for review. Compliance with these comments/requirements have been added as conditions of project approval.

Additionally, staff received the following comments from Laura Kirk, Executive Director of the Downtown Development Authority:

The DDA is satisfied with the drawings that have been submitted on the Western Hotel. We appreciate the Applicant's willingness to make changes based on comments received from the [Historic Preservation] Commission; it's a much better project. The current drawings seem to reflect a glass treatment along the front façade consistent with the historic condition which seems to address one of the previous outstanding concerns.

Thank you for including the DDA in the review process.

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.

NOTE: The Planning and Zoning Commission **will not** vote on this item at the May 25th meeting. As has been the policy since meeting remotely, to accommodate public comment the Commission will continue this item to the June 22nd ** meeting. The action and recommendations below are for information only.

Action 1:

Consideration of a Minor Site/Architectural Plan review for the addition of 11 units in a building that is currently vacant.

Staff recommends **approval** with suggested findings and conditions on page 8, and suggested conditions on page 8 and 9 of this report.

Suggested Findings:

1. The site/architectural plan is consistent with general purpose and intent of the Code;
2. The site/architectural plan is consistent with dimensional, design, development, and all other standards of this Code; and
3. 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. 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. Comply with the conditions of the Landmark Alteration Certificate approved by the Historic Preservation Commission on March 1, 2021, specifically –
 - a. Notify the Community Development Department staff prior to demolishing the 1945-era rear building addition and allow access for photo documentation.
 - b. Any chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of the building, if appropriate, shall be undertaken using the gentlest means possible.
 - c. The applicant/owner shall provide the Historic Preservation Commission with a color ad material board for the rear and third floor addition.
 - d. The replaced foundation wall materials and color replicate the existing foundation wall.
4. Prior to submitting a building and/or grading permit application, the owner shall -
 - a. Submit a Construction Plans application in accordance with Municipal Code section 070.060.050(c).
 - b. Submit an Engineer's Estimate of all public improvements and provide security for completing said improvements per requirements of the Engineering Standards.
 - c. Enter into a Development Agreement that memorializes the development approvals.
5. The rooftop mechanical units shall have a matte finish and shall be painted a neutral earth toned color.
6. 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, including applicable comments provided by the City's Engineering Department in a memo dated April 30, 2021.
7. 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.
8. Prior to issuance of the Certificate of Occupancy, owner shall
 - a. Execute a Right of Way Encroachment Agreement for all cornice and other architectural features that overhang the city right of way and for the trench drain/chase under the Cooper Avenue sidewalk.
 - b. Enter into a Maintenance Agreement for the trench drain/chase under the Cooper Avenue sidewalk.
 - c. Provide as-built plans and an Improvement Survey Plat per the Engineering Standards.

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 11 units in a building that is currently vacant. 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.



LAND USE APPLICATION

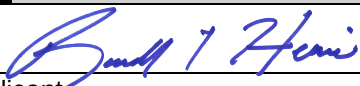
City of Glenwood Springs
Economic and Community Development Dept.
101 West 8th Street
Glenwood Springs, CO 81601
970-384-6411

<u>Ordinance Amendments</u>		<u>Development Permits</u>	
☐	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
<u>Subdivisions</u>		☐	Right of Way Encroachment License
☐	Minor Subdivision	☐	Floodplain Development Permit
☐	Preliminary Plat	☐	Special Use Permit
☐	Final Plat	<u>Flexibility and Relief Procedures</u>	
☐	Vacation of Right-of-Way	☐	Variance
		☐	Administrative Adjustment
<u>Other Land Use Applications</u>		☐	Appeal
☐	Outdoor Seating	☐	

<u>Applicant/Property Owner Information:</u>			
Applicant Representative: Z-Group Architects, P.C, Randall J. Henrie (Randy)		Owner Candace Whipple	
Relationship to Owner Architect		Owner Western Hotel LLC	
Applicant Address 411 E Main, St. 205 Aspen CO 81611		Owner Address 1324 Vine Street Aspen, CO 81611	
Phone 970-355-9773	Email Address randy@zgrouparchitects.com	Phone 508-524-6600	Email Address candace@masonmorse.com

<u>Property Information:</u>	
Address 716 Cooper Avenue, Glenwood Springs CO 81601	Parcel Number 218509404012
Subdivision	Lot and Block Number Section: 9 Township: 6 Range: 89 Subdivision: ORIGINAL TWNSTE. GLENWOOD Block: 45 Lot: D
Zone District M2	Existing Land Use UNOCCUPIED: Existing Structure historically used as a Hotel

<u>General Project Description:</u>
Conversion of Historic Western Hotel into Apartments. Includes renovation, partial third-story addition; and preservation of historic characteristics.

<u>Signatures:</u>		
The owner or applicant must be present at the hearing. All public hearings must be properly noticed according to G.S.M.C. Section 070.010.030. Signatures of all owners of the property must appear before the application is accepted. Partnerships or corporations may have the authorized general partner or corporate officer sign the		02.19.21
	Applicant	Date
		02.19.21
	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.	<i>Candace Whipple</i>	
	Owner Candace Whipple, Western Hotel LLC	Date 02.19.21

Warranty Deed

Western-Latson, LLC, a Colorado limited liability company, hereinafter referred to as "Grantor", 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 Western Hotel LLC 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:

Lot D
Block 45
City of Glenwood Springs

Also known as: 716 Cooper Avenue, Glenwood Springs, CO 81601

TOGETHER with all and singular the hereditaments and appurtenances thereto belonging, or in anywise appertaining, and 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 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 grantee, his heirs and assigns forever. And the Grantor, for himself, his heirs, and personal representatives, does covenant, grant, bargain, and agree to and with the Grantee, his heirs and assigns, that at the time of the ensealing and delivery of these presents, he is well seized of the premises above conveyed, has good, sure, perfect, absolute and indefeasible estate of inheritance, in law, in fee simple, and has good right, full power and lawful authority to grant, bargain, sell and convey the same in manner and form as aforesaid, and that the same are free and clear from all former and other grants, bargains, sales, liens, taxes, assessments, encumbrances and restrictions of whatever kind or nature soever, except general taxes and assessments for the year 2021 and subsequent years; and "subject to statutory exceptions" as defined in § 38-30-113(5)(a), C.R.S.

The grantor shall and will WARRANT AND FOREVER DEFEND the above bargained premises in the quiet and peaceable possession of the grantee, his heirs and assigns, against all and every person or persons lawfully claiming the whole or any part thereof. The singular number shall include the plural, the plural the singular, and the use of gender shall be applicable to all genders.

CWT 2020-10-78

In Witness Whereof, Western-Latson, LLC, a Colorado limited liability company, the said, **Grantor**, hereunto set by hands and seals this 19th day of January, 2021.

Western-Latson LLC, a Colorado limited liability company

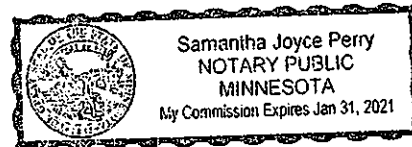
By: Rosalind Eberle
Rosalind Eberle, manager

By: _____
Johnnie S. Toniolli, manager

STATE OF
COUNTY OF

The foregoing instrument was acknowledged before me this 14th day of Jan, 2021, by Rosalind Eberle as manager of Western-Latson, LLC, a Colorado limited liability company.

Samantha Joyce Perry
Notary's Official Signature



My Commission Expires: Jan 31, 2021

STATE OF
COUNTY OF

The foregoing instrument was acknowledged before me this ____ day of _____, 20____, by Johnnie Toniolli as manager of Western-Latson, LLC, a Colorado limited liability company.

Notary's Official Signature

My Commission Expires:

Grantee Name, Address:
Candace Whipple - Western Hotel LLC
1324 Vine Street
Aspen, CO 81611

In Witness Whereof, Western-Latson, LLC, a Colorado limited liability company, the said, Grantor, hereunto set by hands and seals this 19th day of January, 2021.

Western-Latson LLC, a Colorado limited liability company

By: _____
Rosalind Eberle, manager

By: Johnnie S. Toniolli
Johnnie S. Toniolli, manager

STATE OF
COUNTY OF

The foregoing instrument was acknowledged before me this ____ day of _____, 20____, by Rosalind Eberle as manager of Western-Latson, LLC, a Colorado limited liability company.

Notary's Official Signature

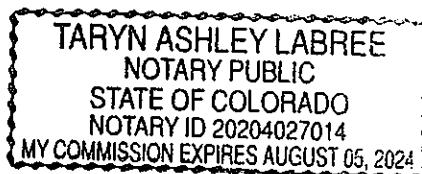
My Commission Expires:

STATE OF Colorado
COUNTY OF El Paso

The foregoing instrument was acknowledged before me this 15 day of Jan., 2021, by Johnnie Toniolli as manager of Western-Latson, LLC, a Colorado limited liability company.

Taryn Ashley Labree
Notary's Official Signature

My Commission Expires: 08/05/24



Grantee Name, Address:

Candace Whipple / Western Hotel LLC
1324 Vine St
Aspen CO 81611



ITEMS IN GREEN BELOW ARE APPLICANT MARK-UPS

Minor Site/Architectural Plan Review Application Guide & Checklist

Economic & Community Development Department
101 W. 8th Street
Glenwood Springs, CO 81601
(970) 384-6411

DEFINITION

The Municipal Code contains the following thresholds for administrative, minor and major site/architectural plan reviews:

Site/Architectural Plan Review Thresholds ^[1] (Municipal Code 070.060.050(a))			
Type of Development	Administrative Site/Architectural Plan (Director) ^[2]	Minor Site/Architectural Plan (Planning Commission)	Major Site/Architectural Plan (City Council)
Residential	1 to 8 new dwelling units	9 to 24 new dwelling units 11 PROPOSED DWELLING UNITS	Any new development on site larger than 10 acres; 25 or more new dwelling units
Nonresidential	Less than 10,000 square feet gross floor area	At least 10,000 and no more than 30,000 square feet gross floor area	Any new development on site larger than 10 acres; development of greater than 30,000 square feet gross floor area
Mixed-Use	1 to 8 new dwelling units and less than 10,000 square feet nonresidential gross floor area	9 to 24 new dwelling units or at least 10,000 and no more than 30,000 square feet nonresidential gross floor area	Any new development on site larger than 10 acres; 25 or more new dwelling units or greater than 30,000 square feet nonresidential gross floor area
Parking as a Principal Use, or Parking Structure	Up to 25 vehicle spaces	26 or more spaces	Parking structure

Notes:

[1] Notwithstanding the thresholds above, any development requiring dedication of land to the City shall be processed as a major site/architectural plan.

[2] Administrative Site/Architectural Review involving five or more units is required to follow public noticing procedures in 070.060.030(f)(3).

REVIEW PROCESS

All Minor Site/Architectural Plan Reviews require an application and public hearing before the Planning and Zoning Commission following the process outlined below.

- 1. Pre-application Conference.** Contact one of the planners in the Community Development Department prior to submitting your Minor Site/Architectural Plan Review application. We will discuss the review procedures, application requirements, application deadlines, and the City's goals, policies, and development standards as they relate to your proposed project.

At least 10 days prior to your scheduled conference, please submit one electronic copy of the following items:

- a. A completed Planning Application. The application is available [here](#), or on the City's website at www.cogs.us. It is in "Forms, Permits & Applications" on the Community Development Department page.
- b. A written description of the proposed project.
- c. Conceptual drawings showing the location, layout, and primary elements of the proposal.
- d. Proposed uses, location of uses, and densities.

If your project involves more than one development action for the same property, your applications can be reviewed concurrently. For example, if your proposed project involves a Minor Site/Architectural Plan Review, variances, and special use permit, you could have them processed and decided concurrently. Community Development Department planners will discuss the concurrent review process and application requirements with you during your pre-application conference.

- 2. Prepare Your Application.** During the pre-application conference you will receive a checklist of information that we will need to process your request. This information constitutes your application and may include any, or all the information found on page 7 of this guide.

Please be aware that city staff and the Planning and Zoning Commission will evaluate your application based on how well it demonstrates compliance with the Municipal Code, and the City's goals, policies, and plans, as well as the Engineering Standards. You may review the Municipal Code on the City's website at www.cogs.us. The Engineering Standards are located [here](#), or on the Engineering home page. Other approved plans also can be found on the City's website under the individual department pages. Community Development staff will help guide you to plans and policies that may be applicable to your project.

- 3. Submit Your Application.** Submit an electronic copy of your completed application to the Community Development Department at least 8 weeks prior to the date that you want your item heard before the Planning and Zoning Commission. Within 5 business days of your submission, Community Development Department staff will review your application to determine whether it is complete. If it is incomplete, we will contact you with a list of the information needed to complete your application. If it is incomplete, we will contact you with a list of the information needed to complete your application. You are encouraged to submit your application well in advance of the deadline to allow you time to supply any missing information. Submissions of missing information after the deadline will result in your application being delayed to a future Planning and Zoning Commission agenda.

- 4. Provide Additional Copies.** After Community Development Department staff deems it complete, you will be asked to supply a final, complete electronic set of your application materials as well as paper copies for distribution to the City's reviewing departments and outside agencies. The number of paper copies can vary depending upon the scope of your application. The paper format of your submission may vary. If your application includes any full-sized plan sheets, we may request submission on 11" x 17" or 24" x 36" size paper.
- 5. Complete Public Notices.** Your application requires that you formally notify the public of the time, date and purpose of your hearing before the Planning and Zoning Commission. You are required to post your property with a placard, submit a legal notice for publication in the local newspaper, and mail your notice to property owners within 300 feet of the outside boundary of your proposed development parcel. You are also required to provide notice by certified mail to all mineral owners and lessees on your property in accordance with Colorado Revised Statutes 24-65.5-103. Staff will review these requirements and will provide you with a packet of information that includes the deadlines for completing each form of public notice. This is a time-sensitive process. Deficient public noticing may delay your hearing.
- 6. Agency Referral and Review.** During the 8-week period between your application submittal and your hearing, staff will distribute copies of your application to our "reviewing agencies" which consists of various City departments, City boards and commissions, and outside agencies such as the Colorado Department of Transportation, and gas and telephone companies. Community Development Department staff relies on these agencies to review your application and comment on any issues or concerns that they may have relating to your project. You will receive copies of agency comments and will have an opportunity to respond, if need be. In some instances, agency comments may cause you to redesign your project. Staff will include these comments in the packet of information that is distributed to the Planning and Zoning Commission.
- 7. City Council Referral and Call-Up.** Once your application is deemed complete, Community Development Department staff will notify the Planning and Zoning Commission and City Council of your pending application. Within ten days of receiving the notice, the Planning and Zoning Commission may request that your application be referred directly to City Council. Similarly, within ten days of receiving the notice, City Council may call-up your application. In either case, your application will by-pass the Planning and Zoning Commission and be scheduled on the next regular Council agenda.
- 8. City Department/Applicant Development Review Committee Meeting.** Generally, three weeks prior to your public hearing you will meet with City Departments, and planning staff to review and discuss their preliminary comments about your project. Following this meeting, you may be required to revise your plans to respond to specific requests or suggestions made by staff. If significant, substantive changes are necessary you will be required to submit a new application in which case your hearing will be postponed

- 9. Staff Review & Report.** Toward the end of the 8-week review of your application, Community Development Department staff will prepare a report for the Planning and Zoning Commission meeting that analyzes how your project meets the Municipal Code, the City's goals, policies, plans, standards and any other pertinent information. The report will include a staff recommendation of approval, denial, or continuance of your application. If staff recommends approval, usually there also will be a list of recommended conditions. Staff will complete the report no later than the Friday afternoon prior to the hearing. You will receive a copy, usually via email. Make sure that you read the report and review the listed conditions, if there are any. Staff also will distribute the report, a complete copy of your application, and agency comments to the Planning and Zoning Commission for its review.
- 10. Requesting a Continuance.** If, after reading the staff report, you wish to continue your application to the next month's Planning and Zoning Commission meeting to correct deficiencies or clear up issues in the application, you will need to submit a letter to Community Development Department staff requesting continuance of your hearing. If you do this, you will not need to appear at the meeting or redo your public noticing, and no comments will be made by the City or public regarding your application at the hearing.
- 11. Planning and Zoning Commission Hearing.** Staff will provide you with a copy of the meeting agenda no later than the Friday before your hearing. Applications are scheduled on the agenda based on the order in which they are received. You or your representative are required to attend your public hearing.
- 12. Post-approval.** After you have satisfied all applicable conditions of your project's approval, Community Development Department staff will ask you to provide a copy of your approved development plans on 24 x 36-inch mylar paper. Additionally, the city's legal staff will prepare a Development Agreement that memorializes the conditions of your project's approvals. This Agreement will be recorded with the Garfield County Clerk & Recorder's office. You will be required to pay the applicable recording fees which are detailed on the Clerk & Recorder's page of the Garfield County website: www.garfield-county.com.

Please note that the City will not issue your building permit until after you have satisfied all applicable conditions of your project's approval, delivered a copy of your approved development plans, signed the Development Agreement and provided required surety for completion of any public improvements associated with your project.
- 13. Post-approval Plan Modifications.** Please make sure that your plans reflect how you intend to develop your property. After your application has been approved, if you want to make significant changes you may be required to formally amend your application which involves additional hearings before the Planning & Zoning Commission and City Council (if applicable), and additional fees.
- 14. Post-construction.** Before the Building Department can issue your Certificate of Occupancy, Community Development Department, Public Works, Fire and other City departments as

needed, will inspect your development to insure consistency with your project approvals. Additionally, you will be required to provide a set of “as-built” plans and profiles of all water mains, sanitary sewers and storm sewers, and a survey map of all utility easements. Community Development Department staff will provide you with additional information about the format of these as-built plans.

PUBLIC MEETING PROCEDURES

The public hearing format is as follows:

1. Staff Presentation. Staff will provide the Commission with a summary of your project and an analysis of how it meets or differs from the Municipal Code and other city plans and standards.
2. Questions of staff by the Planning and Zoning Commission.
3. Applicant Presentation. This is your opportunity to present any additional information about your project to the Commission. You can mention points where you disagree with staff, present anything important that you felt that planning staff left out, present any new information that you have, or present any other information directly pertinent to the application. Out of respect for the Commission and other applicants, please keep presentations very brief. If you have no additional important information to add to staff’s presentation, you may state this.
4. Questions of the applicant by the Commission.
5. Public Comment. The Commission Chair will open the meeting to public comment.
6. Applicant response to public comment. After hearing from all members of the public, the Chair will close the public portion of the meeting and allow you the opportunity to refute or address any statements provided. At this time, the Commission may also ask staff for clarification of any points of fact.
7. Motion for action on the application, discussion among the Commissioners, and a decision.

Display of documents at the meeting. You may use the Council Chambers computer to display any documents or to provide the Commission and Council with a prepared presentation. We recommend that you bring your materials on a flash drive.

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MINOR SITE/ARCHITECTURAL PLAN REVIEW APPLICATION CHECKLIST

For office use:

Pre-application Meeting Date: 3/15/21

Planning File #: 09-21

Applicant: Candace Whipple

Lead Planner: _____

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

Materials to be Provided by Applicant							
Submittal Requirements		Paper Copy – number and format			PDF	Notes	Submitted by Applicant (✓)
		8 ½ x11	11 x 17	24 x 36			
1	Planning Application – completed in full and signed by applicant and all property owners of record				✓		On File
2	Ownership - provide proof of ownership such as Deed of Trust, Warranty Deed or Quit Claim Deed. Title commitment will not suffice				✓		On File
3	Public Noticing – signed and notarized affidavit proof of public notice including mineral estate owner notification					Refer to Public Noticing Packet	NA Noticing will be completed approx. 15 days prior to hearing
4	Project Description – narrative describing the project				✓	Include information about project staging; use of alleys or public sidewalk; need for encroachment license for cornice overhangs; trash removal both during construction and for apartments (location of dumpster)	x INCLUDED

Materials to be Provided by Applicant								
Submittal Requirements		Paper Copy – number and format			PDF	Notes	Required Submission (✓)	Submitted by Applicant (✓)
		8 ½ x11	11 x 17	24 x 36				
5	Administrative Adjustment – refer to the Administrative Adjustment information, criteria and questionnaire page 11					Complete questionnaire if applicable	Only if applicable N/A	
6	Variance – refer to the Variance criteria and questionnaire page 15					Complete questionnaire if applicable	Only if applicable N/A	
7	Complete Plan Set including:				✓			
	Cover Sheet						X INCLUDED	
	Site Plan	Proposed to Property Lines, Architectural Site Plan is same as Roof Plan, See Sheet A2.0					X INCLUDED	
	Preliminary Grading Plan						X INCLUDED	
	Preliminary Utility Plan						X INCLUDED	
	Conceptual Architectural Plans						X INCLUDED	
	Preliminary Landscape Plan						X N/A	
	Sample materials board					Submit info that you provided to the preservation commission	X INCLUDED	
	Lighting Plan						NA	
8	Engineering Reports including:				✓			
	Preliminary Traffic Impact Analysis or Letter – the level of documentation required depends on the location of the property and the type of development proposed						NA	
	Preliminary Soils & Geotechnical Report					Provide soils information for new addition and foundation repair area	X INCLUDED	
	Drainage Letter or Study – level of information required depends on the project location, size and type of development.					Provide info about roof drains and tie into city's stormwater system	X INCLUDED	

Materials to be Provided by Applicant								
Submittal Requirements		Paper Copy – number and format			PDF	Notes	Required Submission (✓)	Submitted by Applicant (✓)
		8 ½ x11	11 x 17	24 x 36				
	Refer to Engineering Standards							
9	Fee	\$ <u>1,150</u>				Cash, check or credit card. Check payable to the City of Glenwood Springs. Credit payment or e-check through the city's on-line portal	X INCLUDED	
10	Other Materials (list other materials that will be required)							
	Complete Load Sheet for Electric department				✓	See attached Load form	X INCLUDED	

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Administrative Adjustment

OVERVIEW

An Administrative Adjustment allows the Community Development Director, Planning and Zoning Commission and/or City Council to review and approve minor modifications or deviations from the dimensional or numeric standards of Title 070-the Development Code. The process is intended to provide greater flexibility when necessary, without requiring a formal zoning amendment or variance. Administrative adjustment can be considered for the following Code standards:

Allowable Administrative Adjustments	
Code Standard	Allowable Administrative Adjustment (maximum percentage)
Site Standards	
Lot area, minimum	15
Lot coverage, maximum	15
Block length, maximum	15
Lot Dimensional Standards	
Front setback, minimum	15
Side setback, minimum	15
Rear setback, minimum	15
Encroachment into setback pursuant to Table 020.20, Authorized Exceptions to Setback Standards, maximum	15
Building Standards	
Building height, maximum (excludes wireless communication facilities)	15
Accessory building height, maximum (excludes wireless communication facilities)	15
Separation between buildings, minimum	15
Projection into height requirement pursuant Table 020.21, Authorized Exceptions to Maximum Height Standards, maximum	15
Development Standards	
Number of required parking spaces, maximum or minimum	15
Lighting height, maximum	15
Sign height, maximum	15
Fence or wall height, maximum	15 (one foot maximum)
Minimum landscaping requirements	15

The Administrative Adjustment process cannot be applied to proposed modifications or deviations that result in the following:

1. An increase in the overall project density;
2. A change in permitted uses or mix of uses;
3. A deviation from the Use-specific Standards in 070.030.030 of the Municipal Code;
4. A deviation from Sensitive Area Protection Standards in 070.040.020 of the Municipal Code;
5. A deviation from building or fire codes;

6. A deviation from the City's Engineering Standards;
7. Requirements for public roadways, utilities, or other public infrastructure or facilities; or
8. A change to a development standard where that same standard was already modified through a separate administrative adjustment or variance.

REVIEW CRITERIA

The Community Development Director, Planning and Zoning Commission, and/or City Council will evaluate your application based on whether and to what extent your adjustment:

1. Will not result in incompatible development;
2. Will not result in adverse impacts unless adequately mitigated; and
3. Is of a technical nature and is required to-
 - a. Compensate for an unusual site condition;
 - b. Eliminate a minor inadvertent failure to comply with a Code standard; or
 - c. Protect a sensitive resource, natural feature, or community asset.

INSTRUCTIONS

1. Complete the questionnaire on pages 15-16 after you have had your pre-application conference. Use one questionnaire for each adjustment you are requesting. Once completed, submit the Administrative Adjustment questionnaire(s) along with the other items on your checklist. Use separate sheets if necessary.
2. It is important to remember that the decision to approve or deny an adjustment is a discretionary action based on how well you address the review criteria. This is your opportunity to describe in detail the reason why you need to deviate from the Municipal Code.

Administrative Adjustment Criteria

Adjustment type

Explain what it is that you are proposing that does not meet the Municipal Code requirement.

Administrative Adjustment Criteria

- 1. Explain how your request will not result in incompatible development. _____**

- 2. Explain how the adjustment will not result in, or how you have mitigated any adverse impacts. _____**

- 3. Explain how the adjustment is necessary to compensate for an unusual site condition. _____**

4. Explain how the adjustment is necessary to eliminate a minor inadvertent failure to comply with the Municipal Code. _____

5. Explain how the adjustment is necessary to protect a sensitive resource, natural feature, or community asset. _____

Variance Criteria

If your application includes a request to deviate from a Municipal Code requirement you must address how your variance request meets **all** the criteria listed below.

Instructions

1. Use this questionnaire if your project includes variances, which are deviations from Municipal Code requirements. Examples include deviations from setback requirements, building height maximums, design standards, minimum number of off-street parking spaces, and permitted light levels.
2. Complete this questionnaire after you have had your pre-application conference. Once completed, submit this questionnaire along with the other items on the checklist. Complete one questionnaire for each variance you are requesting. Use a separate sheet if necessary.
3. It is important to remember that the decision to approve or deny a variance is a discretionary action based on how well you meet all the variance criteria. This is your opportunity to describe in detail the reason why you need to deviate from the Municipal Code. If you are unable to provide justification of how your application meets each of the criteria below, you may want to consider whether a variance is truly warranted.

Variance type

Explain what Municipal Code requirement you are requesting a variance from and what it is that you are proposing that does not meet this requirement.

Variance Criteria

1. **Explain how your property has an exceptional shape, topography, building configuration or other exceptional site condition that is not a general condition throughout the zone district.** _____

2. Explain how the strict application of the Code standards for the variance you are seeking produces undue hardship. _____

3. Explain how you did not create the hardship by your own actions. _____

4. Explain how the requested variance does not harm the public and does not impair the intent or purposes of this Code, goals, and policies, including the specific regulation in question. _____

5. Explain how the variance request demonstrates exceptional hardship not related to purposes of convenience or financial burden. _____

6. Explain how the variance request will not violate building or fire code requirements. _____



Economic & Community Development Department
 101 W. 8th Street
 Glenwood Springs, CO 81601
 (970) 384-6411

Complete Plan Set: Cover Sheet

The cover sheet must include the information listed below to be considered complete. During the Pre-application Meeting, City Staff may request additional items.

General Plan Items (to be included on all sheets)				
Applicant			City Staff	
Yes	N/A		Yes	N/A
		Formatting Requirements:		
PDF ONLY		All drawings shall be submitted in both hard copy and electronic (PDF) formats.		
X		Sheet sizes shall be a minimum of 11" x 17" and a maximum of 24" x 36" with a ½" border in landscape orientation.		
X		Symbols and line types shall comply with industry drafting standards and shall graphically distinguish between existing and proposed items.		
X		Text shall be no less than 0.1 inch in height.		
X		Property boundary lines of the subject property shall be depicted with a bold "phantom" linetype.		
X		Utilize match lines to connect information from drawings.		
		General Information to be included on all civil sheets:		
SURVEY		Name of subdivision or address; section, township, range; city, county and state.		
X		Page number (i.e. 1 of x, 2 of x, etc.)		
X		Title block.		
X		North arrow and indication of standardized scale, both fractional and bar (i.e. 1" = 20' or 1" = 40')		
X		Date of preparation.		
X		Contact information for professional preparing plans including email address.		
COVER		Name, address, email, and telephone number of owner and applicant.		

Cover Sheet				
Applicant			City Staff	
Yes	N/A		Yes	N/A
X		Vicinity map.		
SURVEY		Basis of bearings & benchmarks.		
X		FEMA floodplain statement including community map number and date. Indicate whether the site is located within a designated floodplain.		
X		Geologic hazards disclosure. "This property is subject to geologic hazards per the adopted mapping by the City of Glenwood Springs. Hazards to note are moderate debris flow . A final Geologic Hazard Report will be submitted upon application of a building permit.		
	N/A	If property is located within an airport overlay zone, the following note must be included		

		on the cover sheet: "The avigation easement dedicated herein for public avigation purposes, shall be considered a public easement subject to those terms and conditions specified on the instrument recorded at _____ of the records of Garfield County, Colorado. All other easements or interests of record affecting any of the platted property depicted hereon shall not be affected and shall remain in full force and effect."		
X		Index for all sheets included in submittal set.		
	N/A	Public Facilities – 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.		
X		Project Summary Table – Use the table format below to provide data about the proposed project. Make sure to complete all applicable cells.		

Project Summary Table

Project Description					
Lot Size Information	Acres	Square feet	Lot Coverage	Existing (Sq Ft & %)	Proposed (Sq. Ft. & %)
	.0574 sf	2,500 sf		2,147 sf/85.88%	2,475 sf/99%
Limits of Disturbance	Existing (Sq & %)	Proposed (Sq. Ft. & %)	Average Slope within Limits of Disturbance	Percentage %	
	2,147	2,475 sf		2%	
Off-street Parking Spaces	Existing # Vehicle Spaces	Proposed # Vehicle Spaces	Bicycle Parking	Existing # Spaces	Proposed # Spaces
	N/A	N/A		N/A	N/A
Residential Units	# Existing Units	# Proposed Units	Non-residential Uses	Type of Use(s)	Gross Floor Area (Sq. Ft.)
	1 RES./ 11-13 HOTEL ROOMS	11		N/A	N/A
Open Space	Existing (Sq ft & %)	Proposed (Sq Ft & %)	Total Landscaped area	Existing (Sq Ft & %)	Proposed (Sq Ft & %)
		N/A		N/A	N/A
Building Height	Existing	Proposed	Total Impervious Area	Existing (Sq Ft & %)	Proposed (Sq Ft & %)
	29'-0"	37'-3 3/4"		2,500 sf /100%	2,500 sf /100%
Snow Storage	Required (sq ft)	Proposed (sq ft)	Other		
	N/A	N/A			



Economic & Community Development Department
 101 W. 8th Street
 Glenwood Springs, CO 81601
 (970) 384-6411

Complete Plan Set: Site Plan

The Site Plan must include the information listed below to be considered complete. During the Pre-application Meeting, City Staff may request additional items.

Site Plan				
Applicant		PROPOSED IS BUILD-TO PROPERTY LINES. PARKING IS N/A, NO CHANGE TO ALLEYS OR PUBLIC SIDEWALKS, LANDSCAPE IS N/A.; REF. SURVEY, CIVIL SHEETS, AND FLOOR PLANS.	City Staff	
Yes	N/A		Yes	N/A
X		Depict existing and proposed improvements including, without limitation, all of the following: grading; circulation systems (sidewalks, trails, roadways); parking areas & driveway locations; floodways and floodplains; street lights; curbs & gutters; traffic signal poles and controllers; fire hydrant locations; pavement edges; open space; and landscaping.		
X		Depict existing and proposed utilities (gas, electric, cable, fiber optics, raw water, water, sewer) and include sizing. Note: Depending on the amount of detail on the site plan, the utilities may be shown on a separate plan sheet.		
X		Depict existing and proposed buildings and structures. Label uses and square footages.		
X		Depict existing and proposed circulation systems (sidewalks, trails, roadways, driveways, curb cuts, parking areas). Include widths and surface material information. Provide parking count, space dimensions, and identify all ADA parking spaces. Include curb return radii; ADA ramp locations; horizontal curve data; full width of right of way; intersecting roadways; street cross sections; and other relevant features along all roadways abutting the proposed development. Show bicycle parking location and quantity. Indicate all loading and vehicular stacking areas, as applicable.		
X		Depict existing and proposed drainage facilities including inlets, manholes, and stormwater outfalls. Include directional drainage flow arrows.		
X		Label all existing and proposed easements. Provide width and purpose of easement (utility, access, etc.)		
	X	Indicate required setbacks.		
	X	Indicate high water setback for developments bordering the Roaring Fork or Colorado rivers.		
	X	Depict sight triangles for all access points.		
	X	Depict type, material, height for all fences and retaining walls. Label top and bottom of all retaining walls.		
X		Depict trash enclosure locations. Provide enclosure material and height details.		
X		Label accessible route from the public right of way or primary access to the proposed building public entrance. Label distance from closest property line to the building.		
	X	Label snow storage areas.		



Economic & Community Development Department
 101 W. 8th Street
 Glenwood Springs, CO 81601
 (970) 384-6411

Complete Plan Set: Grading Plan

The Grading Plan must include the information listed below to be considered complete. Refer to the Engineering Standards for additional requirements. During the Pre-application Meeting, City Staff may request additional items.

Grading Plan				
Applicant			City Staff	
Yes	N/A		Yes	N/A
X		Depict existing and proposed contours.		
X		Include limits of disturbance.		
X		Provide flow directions with arrows.		
	X	Include cut and fill slopes. Cut and fill slopes shall not exceed 2:1 unless otherwise specified by the geotechnical report.		
	X	Depict top and bottom of wall information for all retaining walls.		
X		Provide finished floor elevations.		
	X	Provide and label all drainage easements for public storm drainage facilities located on private property.		



Economic & Community Development Department
 101 W. 8th Street
 Glenwood Springs, CO 81601
 (970) 384-6411

Complete Plan Set: Preliminary Architectural Plans

The Preliminary Architectural Plan must include the information listed below to be considered complete. During the Pre-application Meeting, City Staff may request additional items.

Preliminary Architectural Plan																						
Applicant		PROPOSED IS BUILD-TO PROPERTY LINES. PARKING IS N/A, NO CHANGE TO ALLEYS OR PUBLIC SIDEWALKS, LANDSCAPE IS N/A,; REF. SURVEY, CIVIL SHEETS, AND FLOOR PLANS.	City Staff																			
Yes	N/A		Yes	N/A																		
X		Provide conceptual site plan depicting location of building, parking areas, access/driveways, building entrances, easements, setbacks and all site improvements including but not exclusive of trash/dumpsters, bicycle parking facilities, landscaped areas, and retaining walls/fences. Site plan shall include contours with elevations noted. Show and label limits of site disturbance.																				
X		Provide conceptual building elevations for all sides of the building(s), accessory structures such as but not exclusive of garages and trash enclosures. Note type of construction; label and note location and type of exterior finishes; depict and label windows and exterior doors; identify exterior lighting; depict and label rooftop mechanical units. Note building height as measured from existing grade to the midpoint of the roof. Grade shall be based on USGS elevations.																				
X		For each elevation, provide a chart which describes the type of materials and percentage of total surface area in square feet. Example shown below: <table border="1"><thead><tr><th colspan="3">West Elevation</th></tr><tr><th></th><th>Surface Area</th><th>Percentage of Net*</th></tr></thead><tbody><tr><td>Gross of wall</td><td>2,850 s.f.</td><td>NA</td></tr><tr><td>Net* EIFS</td><td>1,500 s.f.</td><td>53%</td></tr><tr><td>Net*Concrete Masonry Unit</td><td>1,065 s.f.</td><td>37%</td></tr><tr><td>Net* glazing</td><td>285 s.f.</td><td>10%</td></tr></tbody></table> *Net excludes roof forms, awnings and similar features. Includes glazed windows and doors.	West Elevation				Surface Area	Percentage of Net*	Gross of wall	2,850 s.f.	NA	Net* EIFS	1,500 s.f.	53%	Net*Concrete Masonry Unit	1,065 s.f.	37%	Net* glazing	285 s.f.	10%		
West Elevation																						
	Surface Area	Percentage of Net*																				
Gross of wall	2,850 s.f.	NA																				
Net* EIFS	1,500 s.f.	53%																				
Net*Concrete Masonry Unit	1,065 s.f.	37%																				
Net* glazing	285 s.f.	10%																				
	X	If project will be completed in multiple phases, provide phasing plan.																				
X		The following note shall be included on each sheet of the architectural elevations: “These elevations are conceptual in nature. Individual building elevations may vary but will be evaluated for compliance with design standards contained within Title 070 of the Glenwood Springs Municipal Code at the time of submitting a building permit application.”																				



March 30, 2021

RE: Western Hotel/Apartments
716 Cooper Avenue
Glenwood Springs, CO 81601

Minor Site/Architectural Review

Gretchen;

Thanks again for your review, comments, and support during the HPC Hearing of this proposed project which we presented on March 1, 2021. As discussed, we are requesting a Minor Site/Architectural Plan Review.

Background: The Western Hotel is nestled in the heart of downtown Glenwood Springs, and is surrounded by Glenwood's busy pedestrian hub. The charming, long-standing Western Hotel was constructed in 1888. Originally it was a one-story brick building and served as a local saloon and hotel. Over the years, a second story was added along with two small additions to the back of the building. In 1951, the Cooper Avenue facade, particularly the outside exterior, was partially renovated to modernize its appearance.

It was nominated to be placed on the National Historic Register and achieved that status in March of 2016.

Today, The Western Hotel is showing signs of deterioration due to ongoing water damage, settling, and deferred maintenance. It has not been used as a hotel for many years and remains unoccupied.

Change of Use: True to the historic use as affordable housing, the Proposal is to bring new life to the Western Hotel by preserving the historic character of the structure to the extent feasible; and convert the use from "working man's" Hotel, to Apartments.

Statistics show that housing inventory in downtown Glenwood is low. Finding suitable accommodations that are safe and cost-conscious is a challenge. The goal is to renovate; construction new portions to the extent of the Property Lines; and add a partial 3rd story; for a total size of 7,067 square feet of gross dwelling area and 1,320 gross square feet of basement.



Code required storage, and mechanical is planned for the basement. **Eleven (11)** small rentable Studio and 1-Bedroom Units are planned. Mechanical and required storage is intended for the Basement, with some roof-top Mechanical. These Dwelling Units may potentially house professionals or retirees, and add to the vibrancy of downtown Glenwood Springs.

Once again thank you for the consideration and we are looking forward to meeting with you again.

Regards,

**Candace Whipple, Owner/Developer;
Z-Group Architects**

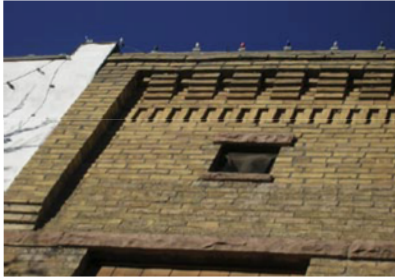


Appendix - 2

The Secretary of the Interior's Standards for the Rehabilitation of Historic Buildings

The Secretary of the Interior's Standards for the Rehabilitation of Historic Buildings are general rehabilitation guidelines established by the National Park Service. These standards are policies that serve as a basis for the design principles presented in this document. The Secretary's Standards state that:

1. A property shall be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
2. The historic character of a property shall be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property shall be avoided.
3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, shall not be undertaken.
4. Changes to a property that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and, where possible, materials. Replacement of missing features shall be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, shall be undertaken using the gentlest means possible. Treatments that cause damage to historic materials shall not be used.
8. Archeological resources shall be protected and preserved in place. If such resources must be disturbed, mitigation measures shall be undertaken.



'Brickcraft'.



PROPOSED 3RD STORY

SCOPE: HISTORIC FACADES TO BE RETAINED. INTERIOR TO BE REMOVED AND PARTIAL THIRD STORY ADDED. 11 RENTAL DWELLING UNITS ARE PROPOSED.

STREET CONTEXT - 2020



STREET CONTEXT - 2020

KEY DATA

PROJECT: WESTERN APARTMENTS
716 COOPER AVE
GLENWOOD SPRINGS, CO 81601

OWNER: WESTERN HOTEL LLC
1343 VINE STREET
ASPEN, CO 81611

PARCEL ID: 218509404012

LEGAL DESCRIPTION: SECTION: 9 TOWNSHIP: 6 RANGE: 89
SUBDIVISION: ORIGINAL TWNSTE GLENWOOD BLOCK:45 LOT:D

HISTORY

Listed on the National Register on March 15th, 2016

Follow the Secretary of Interior's Standards for the Rehabilitation of Historic Buildings

HISTORIC USE: Commercial Lodging and Residential, "Working Man's Hotel".

EXISTING DATA

- LOT SIZE: 2,500 SF
- EXISTING BUILDING SIZE: BASEMENT 750 SF, HEATED 4,292 SF

BEDROOMS: 14
TUBS: 3
DISHWASHER: 1

LAVS: 12
SHOWER: 2
W/D: 1

TOILETS: 5
KITCHEN SINK/UTILITY SINK: 5

ZONING

- ZONE DISTRICT: M2
- SETBACKS: 0' , ALL SIDES (shared party wall)
- BUILDING HEIGHT ALLOWED: 40'
- PARKING: Per prior discussion with Staff, off-street parking is not required in the General Improvement District
- DENSITY: Set by Height and Setbacks.
- TRASH: Opaque surface, in Footprint, 6' max screen, compatible materials.
- STORAGE: 1 CF per 3 SF, 600 SF Unit or less to have min. 200 CF
- MECHANICAL SYSTEM: HEAT PUMP WITH ROOF-TOP CONDENSERS

PROPOSED

RETAIN HISTORIC COOPER AVENUE AND PARTIAL SOUTH ALLEY FACADES, INTERIOR TO BE REMOVED.

- PROPOSED OCCUPANCY TYPE: R-2, APARTMENTS
- PROPOSED CONSTRUCTION TYPE IS VB WOOD FRAME. ROOF IS MEMBRANE, EXTERIOR FINISHES AS SHOWN ON ELEVATIONS
- 11 DWELLING UNITS: 5 EACH 1-BED and 6 EACH STUDIOS
- GRADE LEVEL INCLUDES 1 ADA UNIT AND TWO TYPE 'B' UNITS
- FIRE SPRINKLER: YES

AREAS:
GRADE LEVEL = 2,475 SF
SECOND LEVEL = 2,463 SF
THIRD LEVEL = 2,129 SF
SUB-TOTAL = 7,067 SF
BASEMENT = 1,320 SF
TOTAL = 8,387 SF

SHEET INDEX

A0.1 EXISTING CONDITIONS & GENERAL DATA SURVEY
C1 PRELIMINARY DRAINAGE PLAN
C2 PRELIMINARY UTILITY PLAN

A0.2 PROPOSED RENDERINGS
A0.3 PROPOSED RENDERINGS
A0.4 SURVEY with PARTY WALL WINDOW

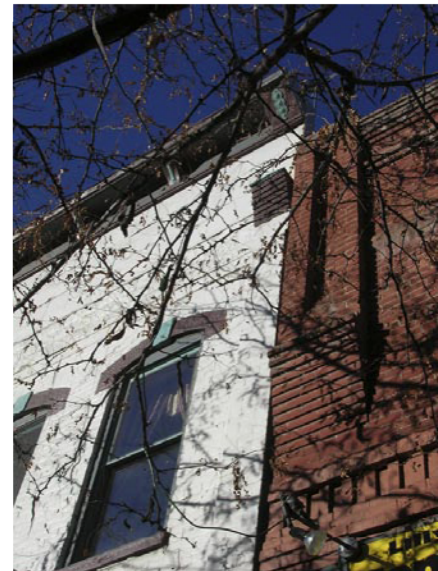
A2.0 SITE / ROOF PLAN
A2.1 GENERAL DEMOLITION and PROPOSED BASEMENT FLOOR PLAN

A2.2 PROPOSED GRADE LEVEL and SECOND LEVEL FLOOR PLAN
A2.3 PROPOSED THIRD LEVEL FLOOR PLAN
A2.4 PROPOSED ENLARGED FLOOR PLANS
A2.5 PROPOSED ENLARGED FLOOR PLANS
A2.6 PROPOSED ENLARGED FLOOR PLANS
A2.7 PROPOSED ENLARGED FLOOR PLANS

A3.1 SOUTH ALLEY ELEVATIONS
A3.2 EAST ALLEY and COOPER AVE. ELEVATIONS

A4.1 LONGITUDINAL SECTION LOOKING SOUTH
A4.2 CROSS SECTION LOOKING EAST

GLENWOOD SPRINGS PRESERVATION PLAN



Downtown brickwork.

9. New additions, exterior alterations, or related new construction shall not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and shall be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

10. New additions and adjacent or related new construction shall be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Design for alterations and additions to existing properties should not be discouraged when such alterations and additions do not destroy significant historical, architectural or cultural material. Such design should be compatible with the size, scale, color, material and character of the property, neighborhood and environment.

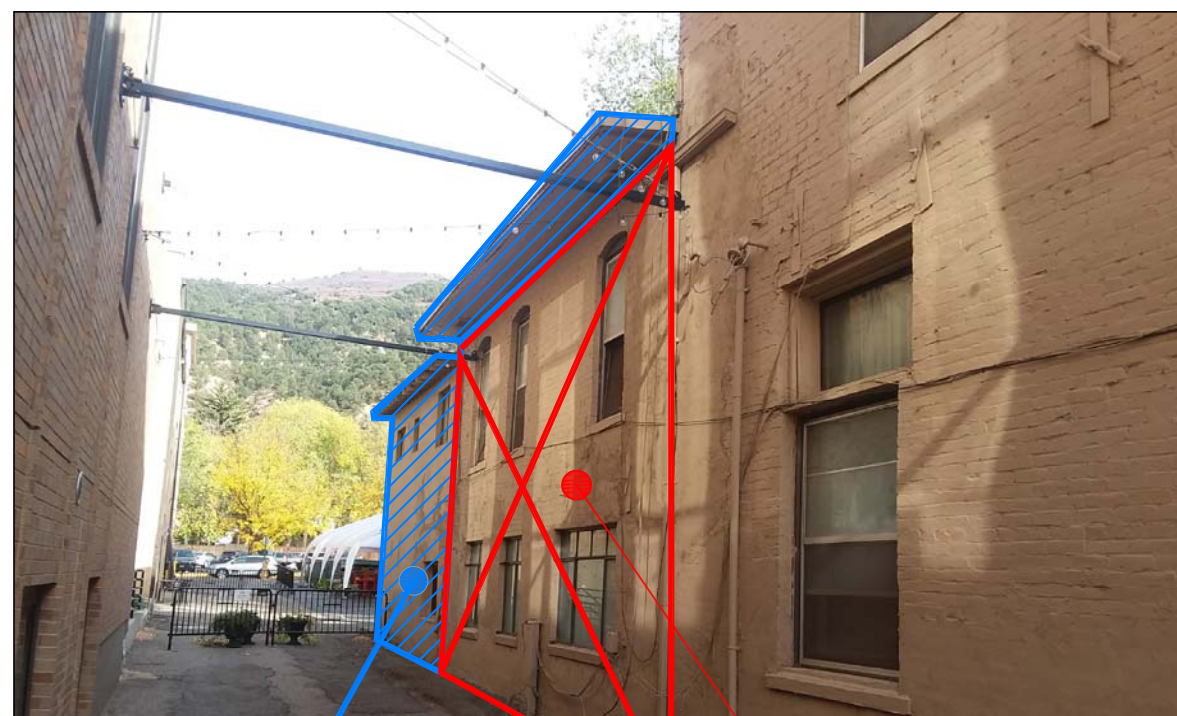
EXISTING CONCRETE BLOCK PORTION PROPOSED TO BE REMOVED AND RECONSTRUCTED

Address	Building Name	Historic Significance
Cooper Ave 716	Western Hotel	National Register 03/15/2016

The Western Hotel was constructed around 1888 and originally was a one-story brick building. Over the years, a second story was added along with two additions to the back of the building. In 1951 the first floor main elevation was renovated to modernize its appearance.

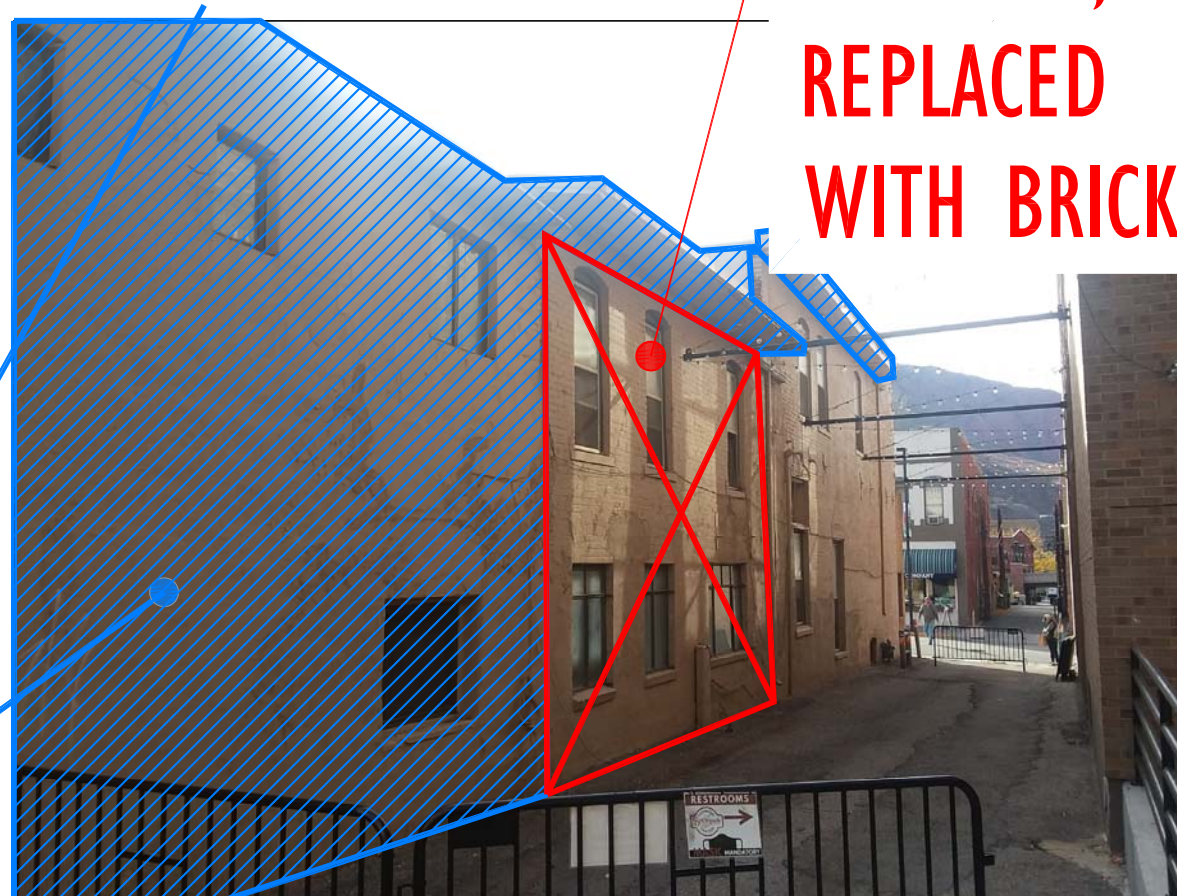
Although the building housed a restaurant, saloon, soda bottling shop and a rooming house at different times beginning in the late 1880s through 1923, its ninety-two year continuous tenure as a working-class hotel represents its most significant commercial contribution for Glenwood Springs.

In 1939 John and Ida Tonioli purchased the hotel for \$5,000. Since at least 1951 after the building was renovated, the Toniolis resided permanently in the south half of the first floor. Although John Tonioli died in 1980, his continued to own and operate the hotel. She retired in 2012 at the age of 101, closed the hotel and kept it as her private residence for another year or so.



AREA TO BE REMOVED, REPLACED WITH BRICK

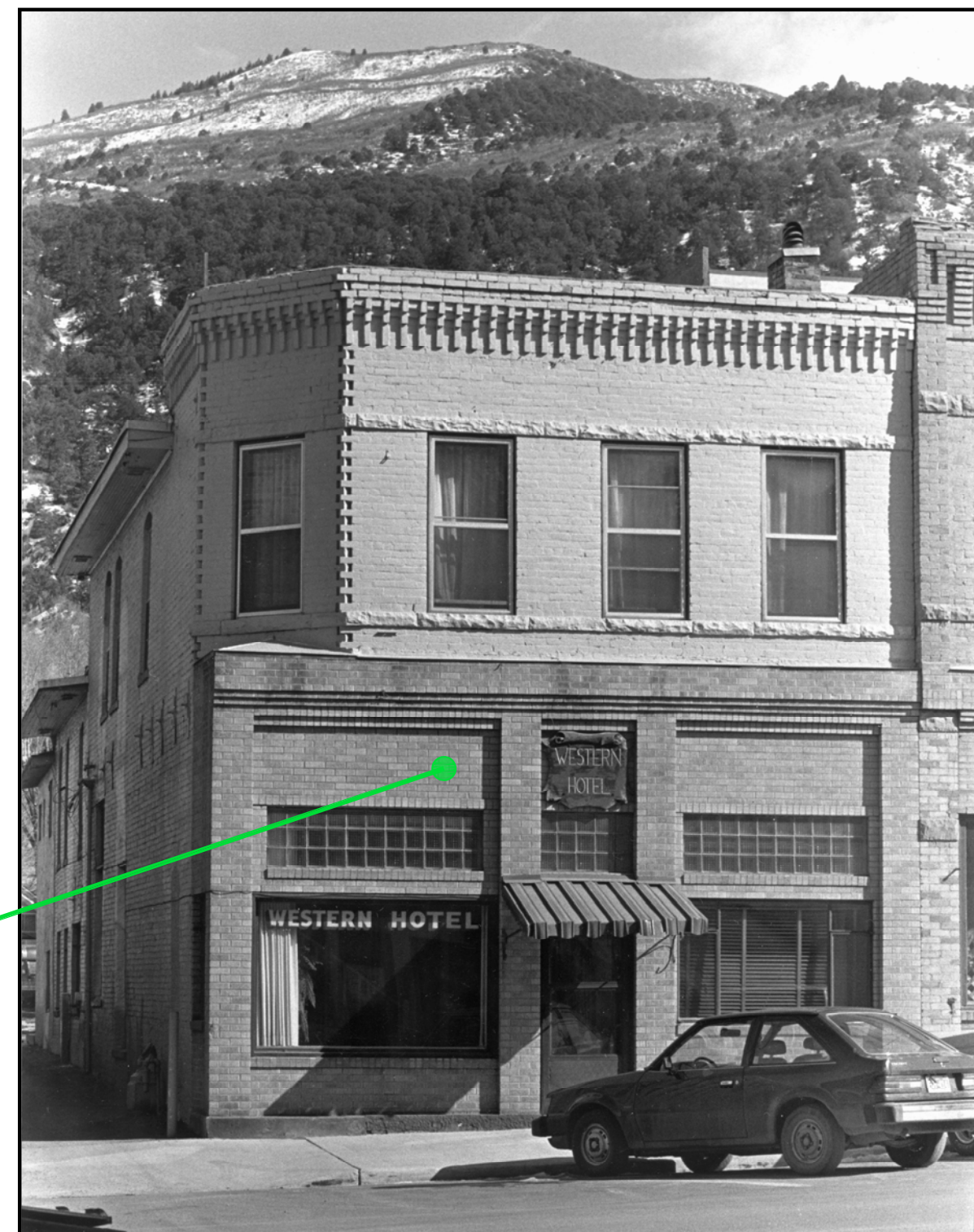
ALLEY - 2020



ALLEY - 2020



REAR FACADE - 2020



STREET FACADE - 1989



VICINITY PLAN / PHOTO



WESTERN APARTMENTS

716 COOPER AVENUE
GLENWOOD SPRINGS, CO 81601

Seal:

DATE ISSUED FOR
03.30.21 MINOR SITE REVIEW

Construction Issue Date:

Drawing Title:

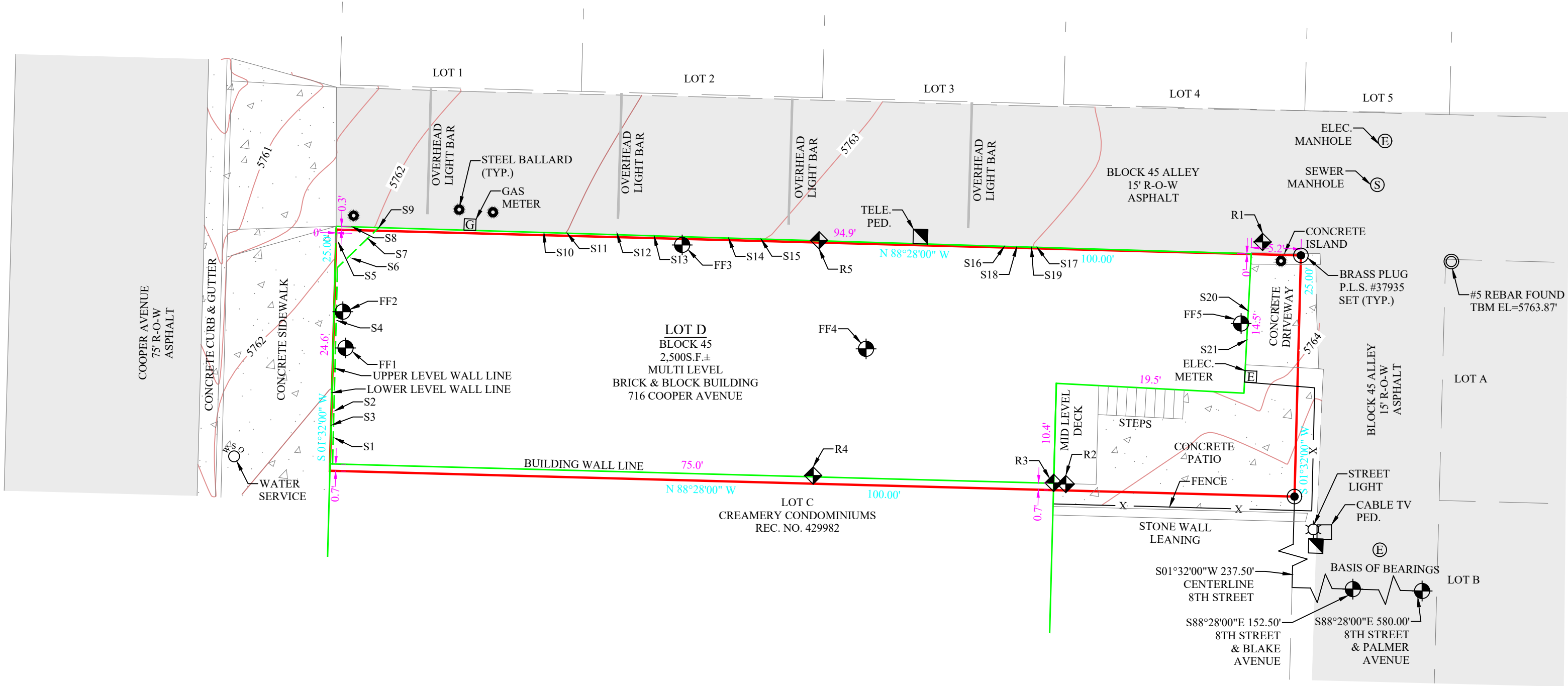
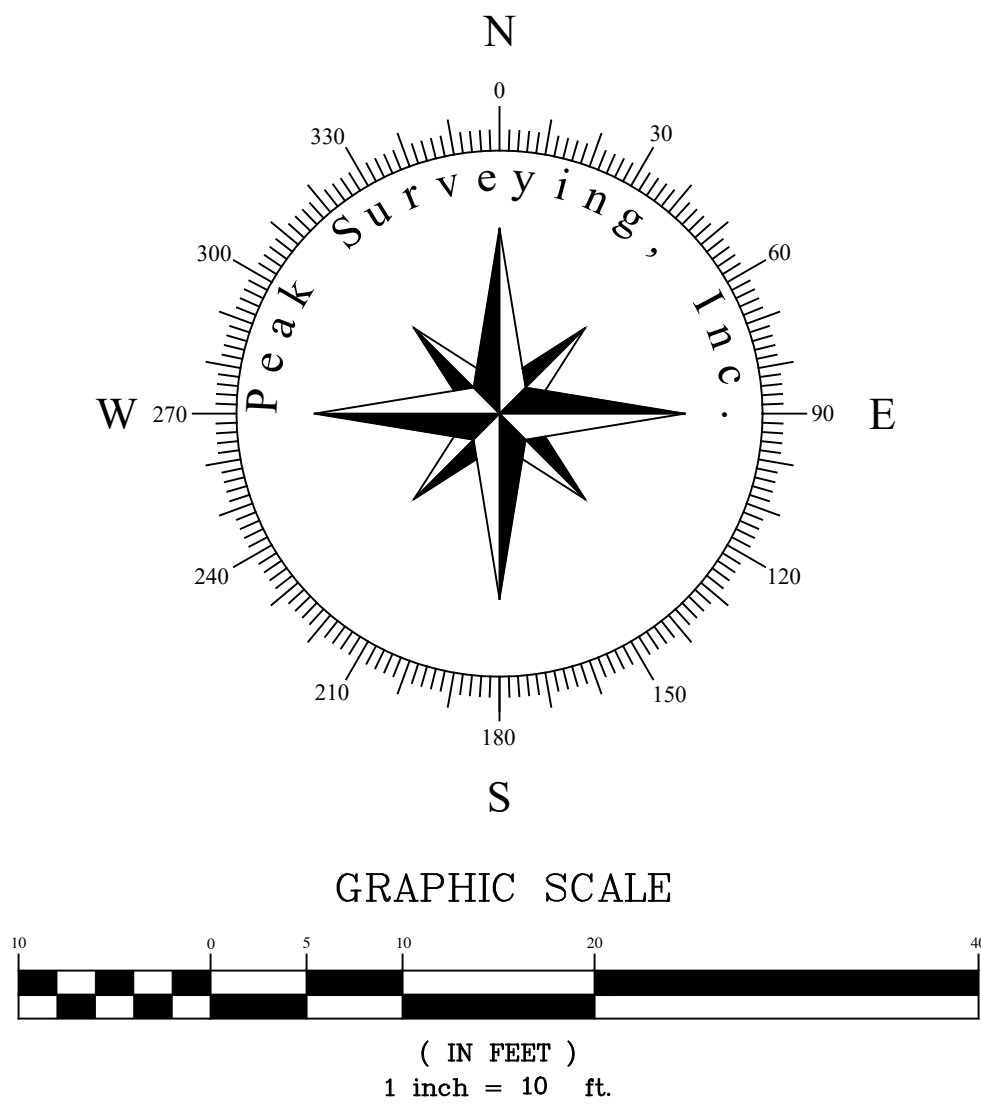
EXISTING CONDITIONS & GENERAL DATA

Sheet #:

A0.1

IMPROVEMENT SURVEY PLAT & PARTIAL TOPOGRAPHIC SURVEY

LOT D, BLOCK 45, GLENWOOD SPRINGS ORIGINAL TOWNSITE
CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, STATE OF COLORADO



NOTES:

- 1) THIS PROPERTY IS SUBJECT TO RESERVATIONS, RESTRICTIONS, COVENANTS, BUILDING SETBACKS AND EASEMENTS OF RECORD, OR IN PLACE AND EXCEPTIONS TO TITLE SHOWN IN THE TITLE COMMITMENT PREPARED BY COMMONWEALTH TITLE INSURANCE COMPANY, COMMITMENT NO. 2020-10-78, DATED EFFECTIVE OCTOBER 16, 2020.
- 2) THE DATE OF THIS SURVEY WAS NOVEMBER 18, 2020.
- 3) BASIS OF BEARINGS FOR THIS SURVEY IS A BEARING OF N88°28'00\"/>

S=SILL	F.F.=FINISH FLOOR	R=RIDGE
SILL-1	5779.71'	SILL-16 5773.98'
SILL-2	5779.68'	SILL-17 5773.88'
SILL-3	5765.80'	SILL-18 5766.00'
SILL-4	5764.69'	SILL-19 5765.97'
SILL-5	5764.69'	SILL-20 5775.91'
SILL-6	5779.52'	SILL-21 5775.98'
SILL-7	5779.55'	F.F. 1 5762.73'
SILL-8	5765.75'	F.F. 2 5778.10'
SILL-9	5781.79'	F.F. 3 5778.17'
SILL-10	5779.59'	F.F. 4 5772.52'
SILL-11	5779.61'	F.F. 5 5763.29'
SILL-12	5764.37'	RIDGE 1 5780.2'
SILL-13	5764.45'	RIDGE 2 5790.3'
SILL-14	5766.74'	RIDGE 3 5784.6'
SILL-15	5766.69'	RIDGE 4 5789.9'

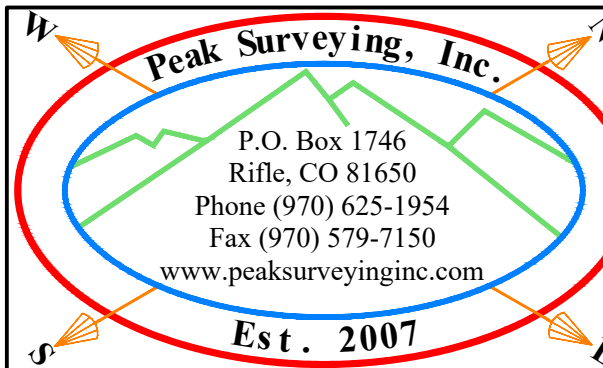
IMPROVEMENT SURVEY STATEMENT

I, JASON R. NEIL, HEREBY CERTIFY TO CANDACE WHIPPLE, WESTERN LATSON, LLC, A COLORADO LIMITED LIABILITY COMPANY AND COMMONWEALTH TITLE INSURANCE COMPANY, THAT I AM A PROFESSIONAL LAND SURVEYOR LICENSED UNDER THE LAWS OF THE STATE OF COLORADO; THAT THIS IMPROVEMENT SURVEY PLAT IS TRUE, CORRECT AND COMPLETE BASED ON MY KNOWLEDGE, INFORMATION AND BELIEF AS LAID OUT AND SHOWN HEREON; THAT THIS IMPROVEMENT SURVEY PLAT IS NOT A GUARANTY OR WARRANTY, EITHER EXPRESSED OR IMPLIED; THAT THIS IMPROVEMENT SURVEY PLAT WAS MADE BY ME FROM AN ACCURATE SURVEY OF THE REAL PROPERTY PERFORMED BY ME OR UNDER MY DIRECT SUPERVISION ON NOVEMBER 18, 2020; THAT, IN THE PREPARATION OF THIS IMPROVEMENT SURVEY PLAT, I RELIED UPON THE TITLE COMMITMENT PREPARED BY COMMONWEALTH TITLE INSURANCE COMPANY, COMMITMENT NO. 2020-10-78, DATED EFFECTIVE OCTOBER 16, 2020; THAT THE LOCATION AND DIMENSIONS OF ALL BUILDINGS, IMPROVEMENTS, EASEMENTS, RIGHTS OF WAY IN EVIDENCE OR KNOWN TO ME, AND ENCROACHMENTS BY OR ON THE REAL PROPERTY AND MATTERS REFERENCED IN SAID TITLE COMMITMENT CAPABLE OF BEING SHOWN ARE ACCURATELY SHOWN, AND THAT THIS PLAT IS IN ACCORDANCE OF AN IMPROVEMENT SURVEY PLAT AS SET FORTH IN C.R.S. §38-51-102(9).

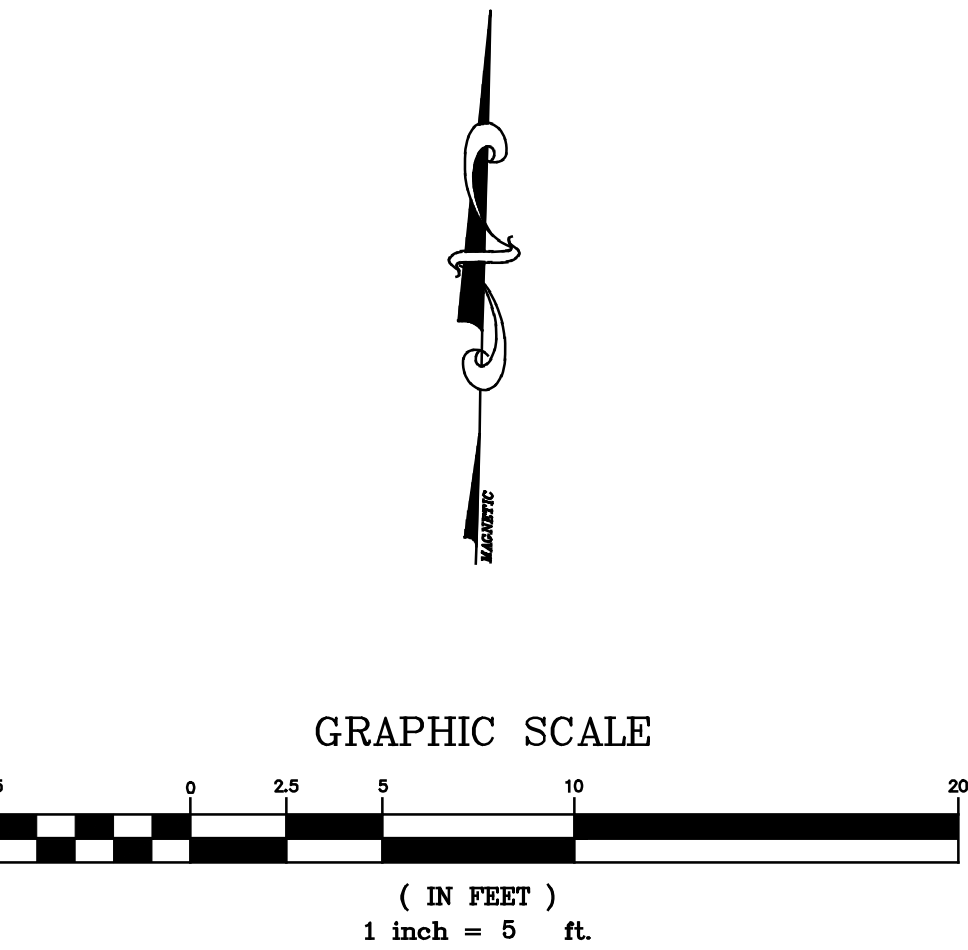
DATED: NOVEMBER 21, 2020

BY: JASON R. NEIL, P.L.S. NO. 3798
FOR AND ON BEHALF OF
PEAK SURVEYING, INC.

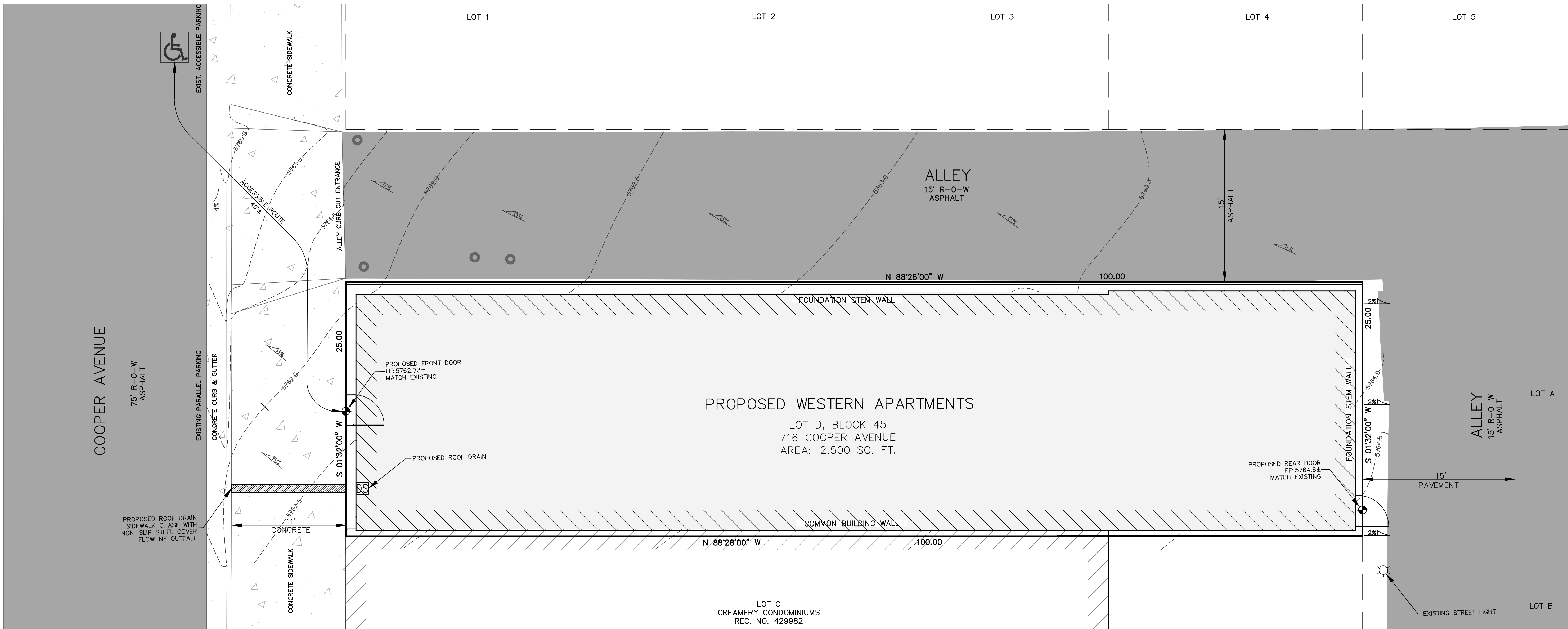
NOTICE: ACCORDING TO COLORADO LAW, YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN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



Drawn By:	NO.	Date	Revision	By	Project NO.
JRN					20119
Checked By:					
JRN					
Date:					
NOV. 21, 2020					
Computer File:					
119					
CANDACE WHIPPLE CITY OF GLENWOOD SPGS., COLORADO IMPROVEMENT & TOPO SURVEY LOT D, BLK 45 GLENWOOD SPGS. 716 COOPER AVENUE					1 OF 1



LEGEND	
	EXISTING BUILDING
	PROPOSED BUILDING
	EXISTING CONCRETE
	EXISTING ASPHALT
	PROPERTY BOUNDARY
	EXISTING MAJOR CONTOUR
	EXISTING MINOR CONTOUR
	EXISTING FLOW ARROW
	PROPOSED FLOW ARROW



 UNCC
CALL BEFORE
YOU DIG
1-800-922-1987
Utility Notification
Center of Colorado
Administrative Office 303-232-1991
12500 W. Colfax Ave., Suite B-310
Lakewood, CO 80215
CALL 2-BUSINESS DAYS IN ADVANCE
BEFORE YOU DIG, GRADE, OR EXCAVATE
FOR THE MARKING OF UNDERGROUND
MEMBER UTILITIES.

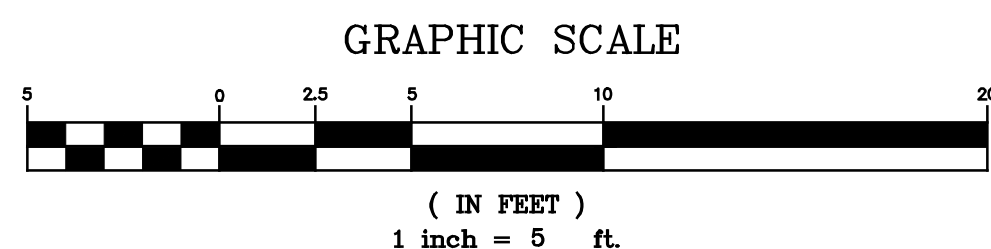
NOTES:

1. THE SITE IS APPEARS ON FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP (FIRM) COMMUNITY PANEL NUMBER: 080071 1432C AND IS SITUATED WITHIN ZONE C: AREAS OF MINIMAL FLOODING.
2. THIS PLAN IS NOT FOR CONSTRUCTION. THIS PLAN IS ONLY TO BE USED FOR CONCEPTUAL PLANNING PURPOSES ONLY.
3. THE PRECISE LOCATIONS AND SIZES OF EXISTING UTILITIES MUST BE VERIFIED PRIOR TO CONSTRUCTION.
4. ANTICIPATED AREA OF DISTURBANCE IS TO BE APPROXIMATELY 2,500 S.F.
5. MAPPING OF THE SITE WAS OBTAINED THE IMPROVEMENT SURVEY PLAT & PARTIAL TOPOGRAPHIC SURVEY OF LOT D, BLOCK 45, GLENWOOD SPRINGS ORIGINAL TOWN SITE, BY PEAK SURVEYING, INC. DATED NOVEMBER 21, 2020.
6. EXCAVATION AND CONSTRUCTION WORK SHALL CONFORM TO RECOMMENDATIONS CONTAINED IN THE GEOTECHNICAL REVIEW FOR FOUNDATION DESIGN, PROPOSED ADDITIONS, WESTERN HOTEL, 716 COOPER AVENUE, BY KUMAR & ASSOCIATES, INC DATED MARCH 16, 2021.

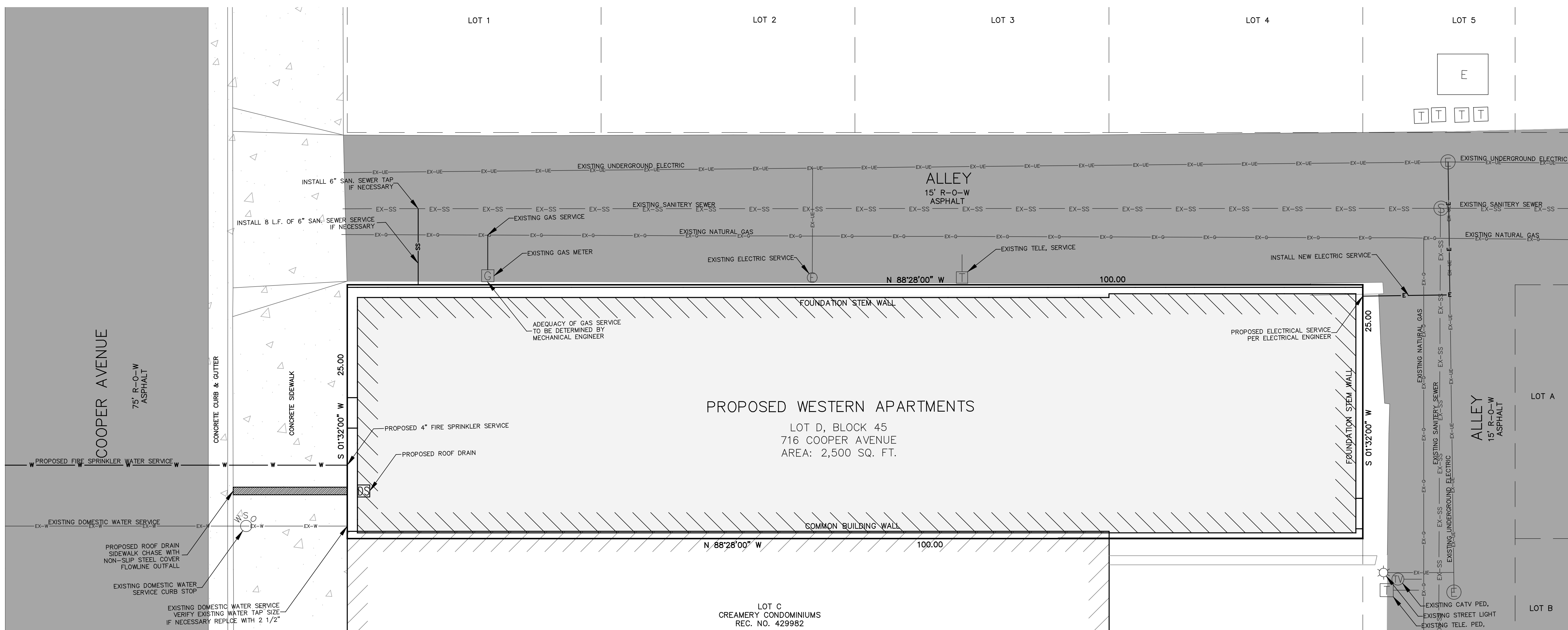


FOR AND ON BEHALF OF
HIGH COUNTRY ENGINEERING, INC.

HIGH COUNTRY ENGINEERING, INC. 1517 BLAKE AVENUE, STE 101 GLENWOOD SPRINGS, CO 81601 PHONE (970) 945-8676 · FAX (970) 945-2555 www.hceng.com		drawn by: TJS checked by: TJS date: MARCH, 2021 title: SP-01	NO.	DATE	REVISION	BY	CALL UTILITY NOTIFICATION CENTER OF COLORADO 1-800-922-1987 OR 534 - 06700 IN METRO DENVER CALL 2-BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES
WESTERN HOTEL GLENWOOD SPRINGS, CO. 716 COOPER AVENUE LOT D, BLOCK 45, ORIGINAL TOWNSITE PRELIMINARY CIVIL SITE PLAN							
PROJECT NO. 2211021.00 SP-01							
C 1							



_____	PROPERTY BOUNDARY
_____CTV_____	EXISTING CABLE TV
_____EX-SS_____	EXISTING SANITARY SEWER
_____EX-UE_____	EXISTING ELECTRIC
_____EX-UT_____	EXISTING TELEPHONE
_____EX-G_____	EXISTING NATURAL GAS
_____E_____	PROPOSED ELECTRIC SERVICE
_____W_____	PROPOSED WATER SERVICE
_____SS_____	PROPOSED SANITARY SERVICE
_____G_____	PROPOSED NATURAL GAS SERVICE



 UNCC
CALL BEFORE
YOU DIG

1-800-922-1987

Utility Notification
Center of Colorado
Administrative Office 303-232-1991
12600 W. Colfax Ave., Suite B-310
Lakewood, CO 80215

**CALL 2-BUSINESS DAYS IN ADVANCE
BEFORE YOU DIG, GRADE, OR EXCAVATE
FOR THE MARKING OF UNDERGROUND
UTILITY MEMBER UTILITIES.**

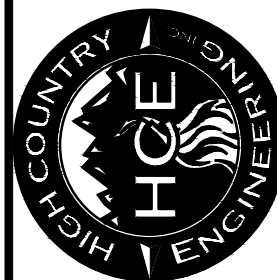
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FOR AND ON BEHALF OF
HIGH COUNTRY ENGINEERING, INC.

HIGH COUNTRY ENGINEERING, INC.



WESTERN HOTEL
GLENWOOD SPRINGS, CO.
716 COOPER AVENUE
LOT D, BLOCK 45, ORIGINAL TOWNSITE
PRELIMINARY UTILITY PLAN

PROJECT NO.
2211021.00
UT-01

C 2



1
A0.2 NTS
EXISTING IMAGE: COOPER AVENUE



2
A0.2 NTS
PROPOSED WITH 3RD STORY, COOPER AVENUE



3
A0.2 NTS
EXISTING IMAGE: COOPER AVENUE



4
A0.2 NTS
PROPOSED WITH 3RD STORY, COOPER AVENUE

WESTERN APARTMENTS

716 COOPER AVENUE
GLENWOOD SPRINGS, CO 81601

Seal:

#	DATE	ISSUED FOR
03.30.21	MINOR SITE REVIEW	

Construction
Issue Date:

Drawing Title:

PROPOSED
RENDERINGS

Sheet #:

A0.2

PROPOSED SIDING, CONTEMPORARY MATERIAL WITH
SENSE OF SCALE SIMILAR TO BRICK. MATERIAL SAMPLE
BOARD TO BE REVIEWED AT SUBSEQUENT REVIEWS



1
A0.3 / NTS
EXISTING IMAGE: ALLEY



2
A0.3 / NTS
PROPOSED: ALLEY



3
A0.3 / NTS
EXISTING IMAGE: BLAKE AVENUE



4
A0.3 / NTS
PROPOSED: BLAKE AVENUE

Seal:

#	DATE	ISSUED FOR
03.30.21	MINOR SITE REVIEW	

Construction
Issue Date:

Drawing Title:

PROPOSED
RENDERINGS

Sheet #:

A0.3

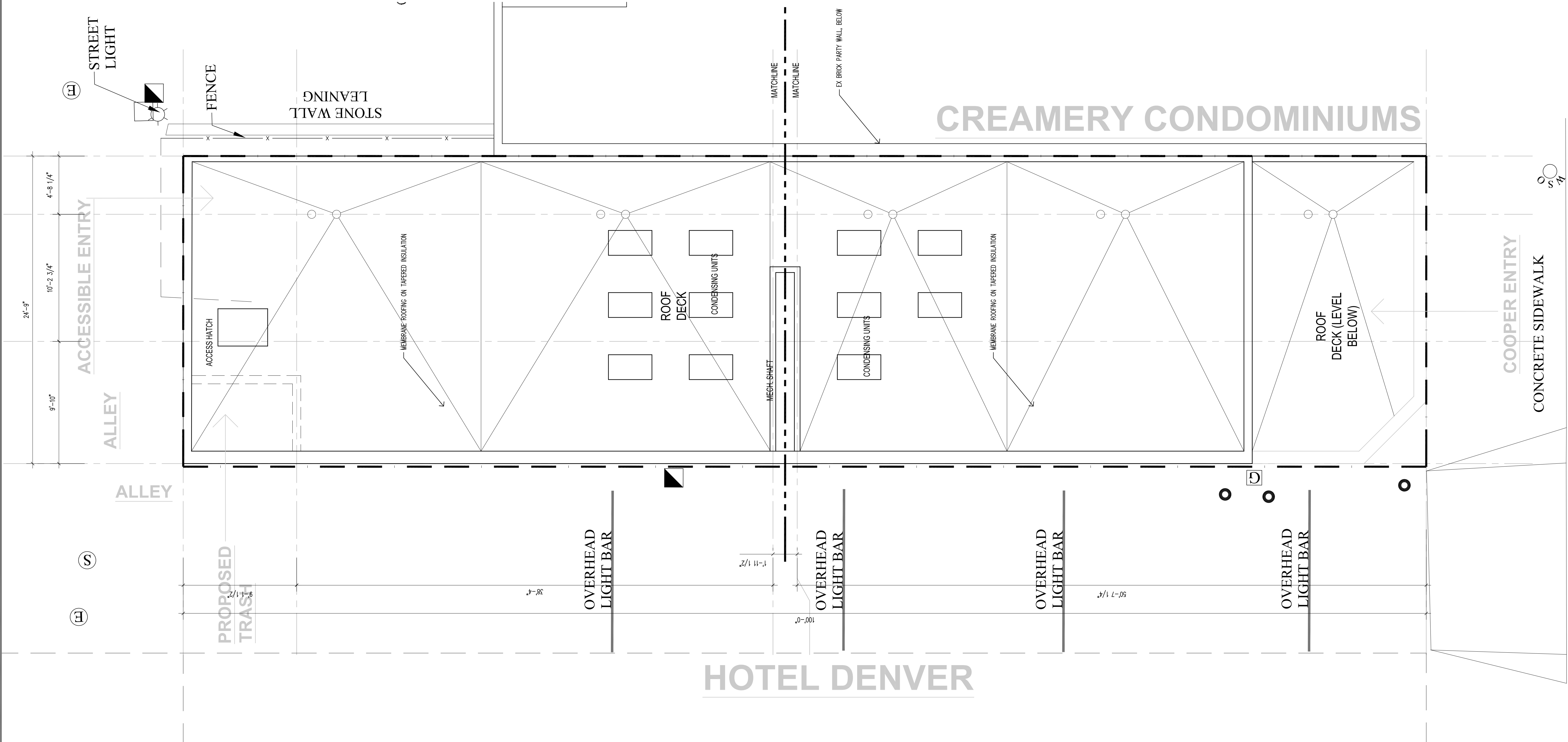
NOTE: PROJECT IS PROPOSED TO BE CONSTRUCTED TO EXTENT OF PROPERTY LINES. LANDSCAPE PLAN AND SIMILAR SITE CRITERIA IS NOT APPLICABLE. REFERENCE SHEET A2.2 FOR TRASH ENCLOSURE WHICH IS INCLUDED WITHIN FOOTPRINT OF STRUCTURE.

- ROOF PLAN NOTES:
1. IN THE EVENT OF DIMENSIONAL OR EXISTING CONDITIONS DISCREPANCY, CONTACT ARCHITECT AT (970) 925-1832.
 2. CONTINUOUS ICE & WATER SHIELD TO BE INSTALLED AT ALL STANDING SEAM EAVE OVERHANGS, AT ALL VALLEYS & UNDER ALL METAL ROOFS, AND OTHER AREAS REQUIRED BY LOCAL GOVERNING AUTHORITY.
 3. CONTRACTOR TO PATCH ALL AREAS DAMAGED OR REMOVED DURING CONSTRUCTION.
 4. ALL ROOF & WALL PENETRATIONS MUST BE COORDINATED w/ ARCHITECT & C.C. PRIOR TO INSTALLATION.
 5. ALL ROOF & WALL PENETRATIONS TO BE CLUSTERED IN LEAST OBSTRUCTIVE LOCATION AS DETERMINED BY ARCHITECT.
 6. ALL SEAMS @ FASCIA, FLASHING & ROOFING TO BE COORDINATED w/ ARCHITECT. ALL METAL FLASHING & FLASHING SHALL BE INSTALLED TO AVOID "OIL CANNING." ANY "OIL CANNED" PORTIONS SHALL BE REPLACED AT CONTRACTORS COST.
 7. CONTRACTOR TO FIELD VERIFY ALL SITE, EXISTING CONDITIONS & DIMENSIONS PRIOR TO CONSTRUCTION.
 8. PROVIDE TEMPORARY BARRICADES & OTHER FORMS OF PROTECTION AS REQUIRED TO PROTECT WORKERS, GENERAL PUBLIC, & PROPERTY FROM INJURY DUE TO CONSTRUCTION & OVERHEAD CONSTRUCTION.
 9. COVER & PROTECT ALL EQUIPMENT, FIXTURES & PROPERTY TO REMAIN DURING ALL PHASES OF CONSTRUCTION.
 10. ALL WALL PROTRUSIONS SHALL BE FLASHED.
 11. CAULK ALL JOINTS AT AREAS OF TRANSITIONS, CHANGE OF MATERIAL, & AT WINDOWS, DOORS, SOFFITS, ETC.
 12. FLASHING AT METAL ROOFS SHALL MATCH METAL ROOF COLOR & MATERIAL.



WESTERN APARTMENTS

716 COOPER AVENUE
GLENWOOD SPRINGS, CO 81601



I SITE / ROOF PLAN
A2.0 1/8" = 1'-0"

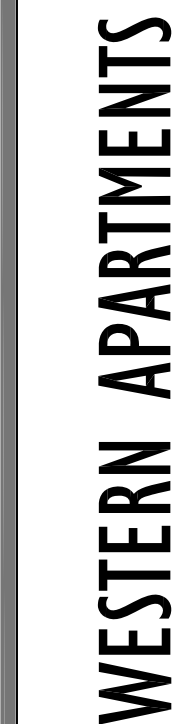


Seal:

#	DATE	ISSUED FOR
	03.30.21	MINOR SITE REVIEW

Construction
Issue Date:
Drawing Title:
**SITE / ROOF
PLAN**

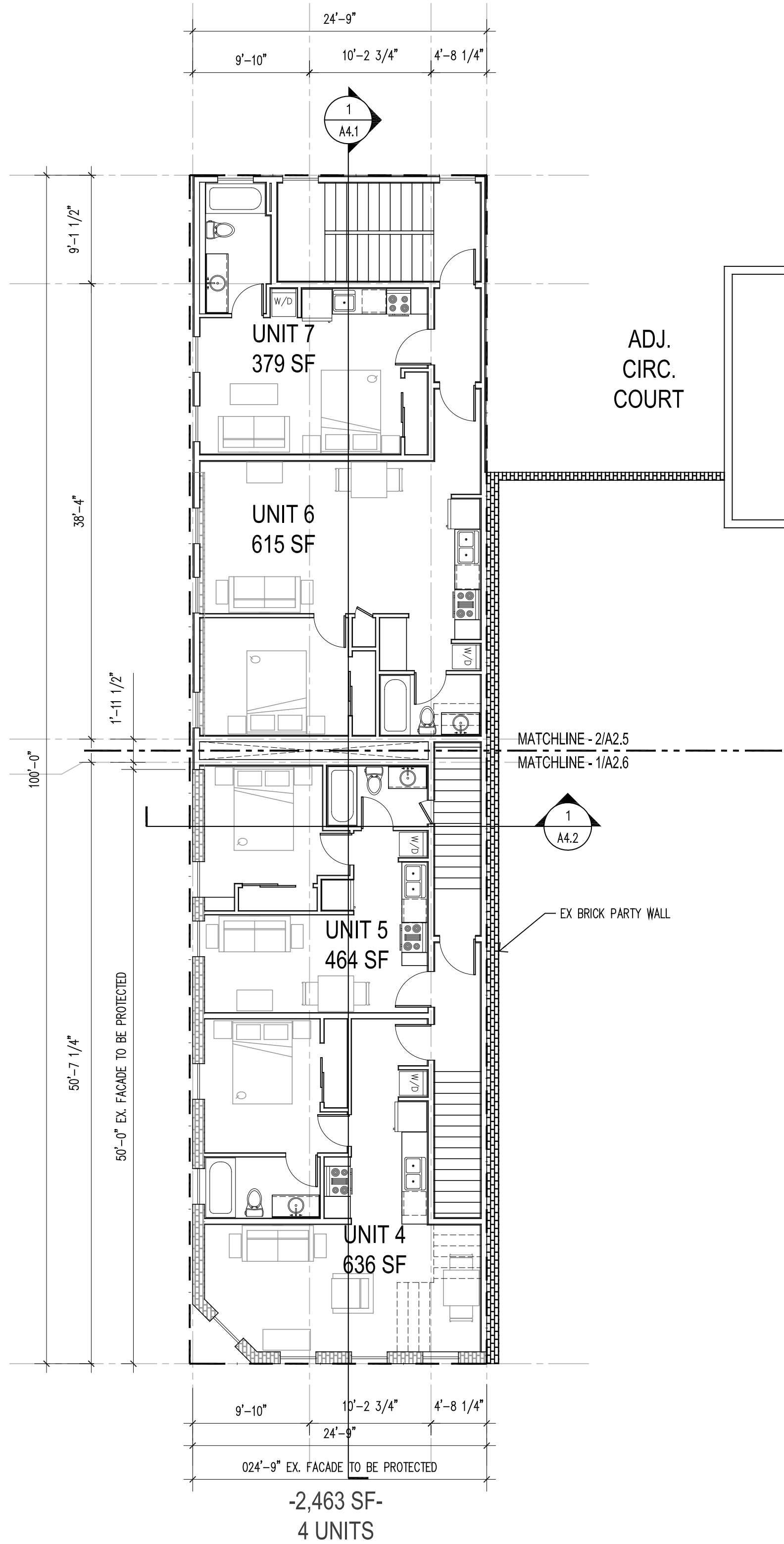
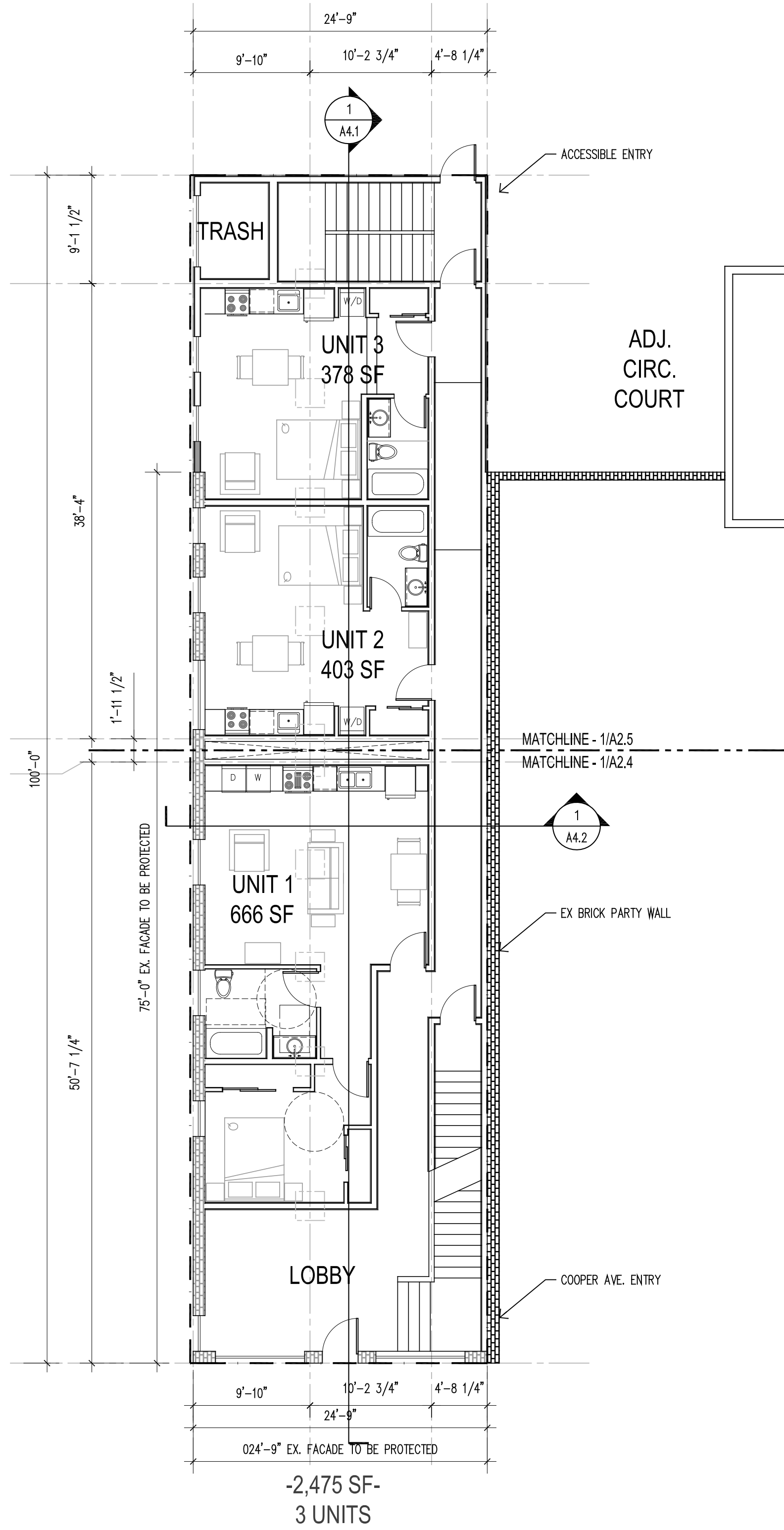
Sheet #:
A2.0



Z-Group Architect

1. IN THE EVENT OF DIMENSIONAL OR EXISTING CONDITIONS DISCREPANCY, CONTACT ARCHITECT AT (970) 925-1832.
2. REFERENCE STRUCTURAL FOR ALL FOOTING LOCATIONS, REINFORCEMENT & SIZES.
3. SEE CODE PLANS FOR WALL, FLOOR, AND CEILING ASSEMBLY TYPES AND CONSTRUCTION.
4. CONTRACTOR TO FIELD VERIFY EXISTING CONDITIONS & DIMENSIONS PRIOR TO CONSTRUCTION.
5. ALL DOOR & WINDOW DIMENSIONS ARE TO CENTERLINE, U.N.O. CONTRACTOR TO VERIFY SIZES, QUANTITIES & LOCATIONS PRIOR TO ORDERING & INSTALLING.
6. ALL DIMENSIONS ARE TO ROUGH FRAMING U.N.O.
7. ELEMENTS BELOW GRADE ARE UNKNOWN. CARE SHOULD BE TAKEN DURING EXCAVATION & DEMOLITION NOT TO DISTURB ELEMENTS NOT SLATED FOR DEMOLITION. VERIFY LOCATION OF UNDERGROUND UTILITY LINES w/ LOCAL SERVICE DEPARTMENTS.
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11. ALL EXISTING TREES TO REMAIN WHERE NOTED. SEE LANDSCAPE PLAN.
12. FINISH GRADE TO BE SLOPED 12 MIN AWAY FROM STRUCTURE TO POS. DRAINAGE. SEE CIVIL FOR GRADING.
13. LANDSCAPE & SITE FEATURES SHOWN INDICATE DESIGN CONCEPT ONLY. CONTRACTOR TO WORK w/ LANDSCAPE ARCHITECT DRAWINGS OR CIVIL DOCUMENTS.
14. ALL ROOF & WALL PENETRATIONS MUST BE COORDINATED w/ ARCHITECT & G.C. PRIOR TO INSTALLATION.
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16. WINDOW MANUFACTURER TO COORDINATE STRUCTURE, FLASHING & INSTALLATION REQUIREMENTS w/ ARCHITECT & GC PRIOR TO ORDERING & INSTALLATION.
17. WINDOW TAGS ARE SHOWN ON EXTERIOR ELEVATIONS.
18. OTHER CODES REQUIRE BLOCKING NECESSARY WITH ADA, ANS, ICC AND OTHER CODE REQUIREMENTS, OTHER CONSTRUCTION COMPONENTS, OR TRADES, PRIOR TO INSTALLING WALL FINISHES. ALL SUB CONTRACTORS ARE TO COORDINATE LOCATIONS OF BLOCKING WITH GENERAL CONTRACTOR.
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20. CONTINUOUS ICE & WATER SHIELD TO BE INSTALLED AT ALL STANDING SEAM EAVE OVERHANGS, AT ALL VALLEYS & UNDER ALL METAL ROOFS, AND OTHER AREAS REQUIRED BY LOCAL GOVERNING AUTHORITY.
21. FLOOR ASSEMBLY SHALL NOT BE PENETRATED. SEE FLOOR PLANS FOR DROPPED SLOTTED CEILING LOCATIONS. SEE CODE PLANS FOR ALL ASSEMBLY TYPES AND FIRE-STOP INFORMATION.
22. ALL ROOFING & GUTTERS TO HAVE HEAT TAPE - COORD. LOCATIONS w/ ARCH AND GC. SEE ROOF PLAN AND ELEVATIONS FOR SNOW FENCING AND OTHER SIMILAR ACCESSORIES.
23. ALL EXPOSED CONCRETE SUCH AS WALLS, FLOORS, & PATIOS ARE FINISH SURFACES. CONTRACTOR SHALL PROTECT ALL FINISHED CONCRETE DURING CONSTRUCTION. IF ANY OF THESE AREAS GET DAMAGED, CONTRACTOR TO REPLACE AT CONTRACTORS COST.





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 12. FINISH GRADE TO BE SLOPED 1% MIN AWAY FROM STRUCTURE TO POS. DRAINAGE. SEE CIVIL FOR GRADING.
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WESTERN APARTMENTS

716 COOPER AVENUE
GLENWOOD SPRINGS, CO 81601

Seal:

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03.30.21	MINOR SITE REVIEW	

Construction
Issue Date:

Drawing Title:

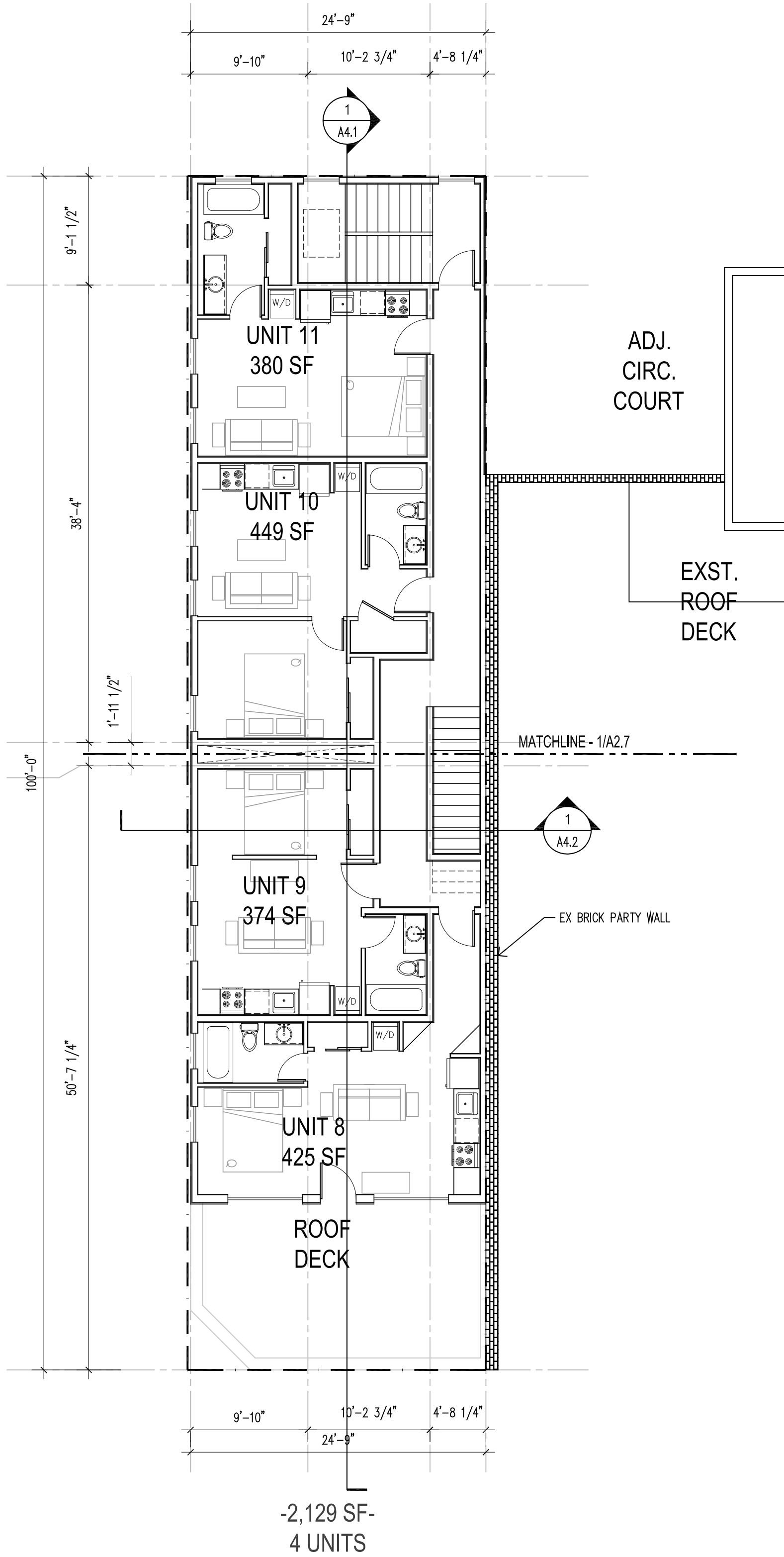
PROPOSED GRADE and
SECOND LEVEL PLAN

Sheet #:

A2.2

1 PROPOSED GRADE LEVEL FLOOR PLAN
A2.2 1/8" = 1'-0"

2 PROPOSED SECOND LEVEL FLOOR PLAN
A2.2 1/8" = 1'-0"



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WESTERN APARTMENTS

716 COOPER AVENUE
GLENWOOD SPRINGS, CO 81601

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03.30.21	MINOR SITE REVIEW	

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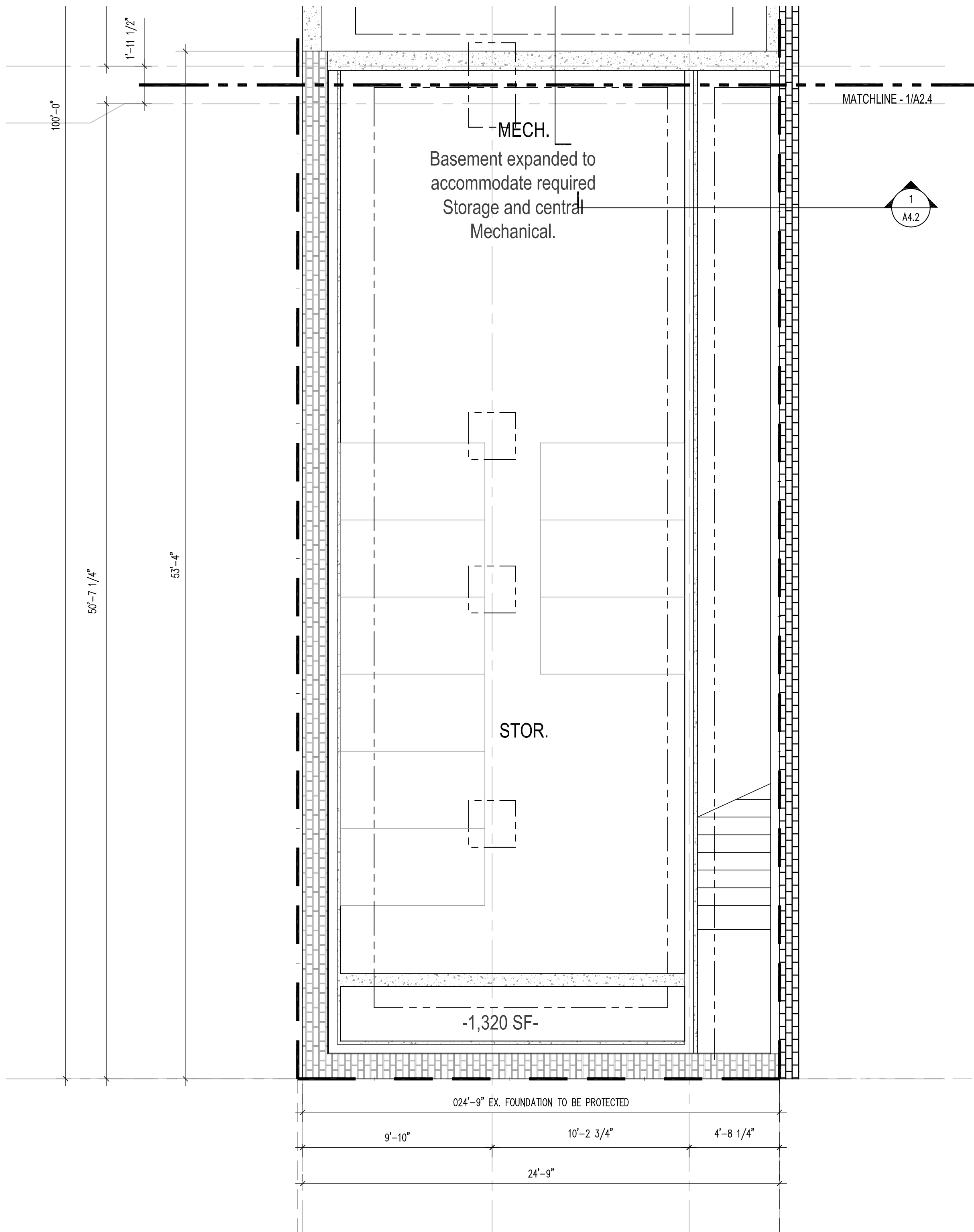
PROPOSED THIRD
LEVEL FLOOR PLAN

Sheet #:

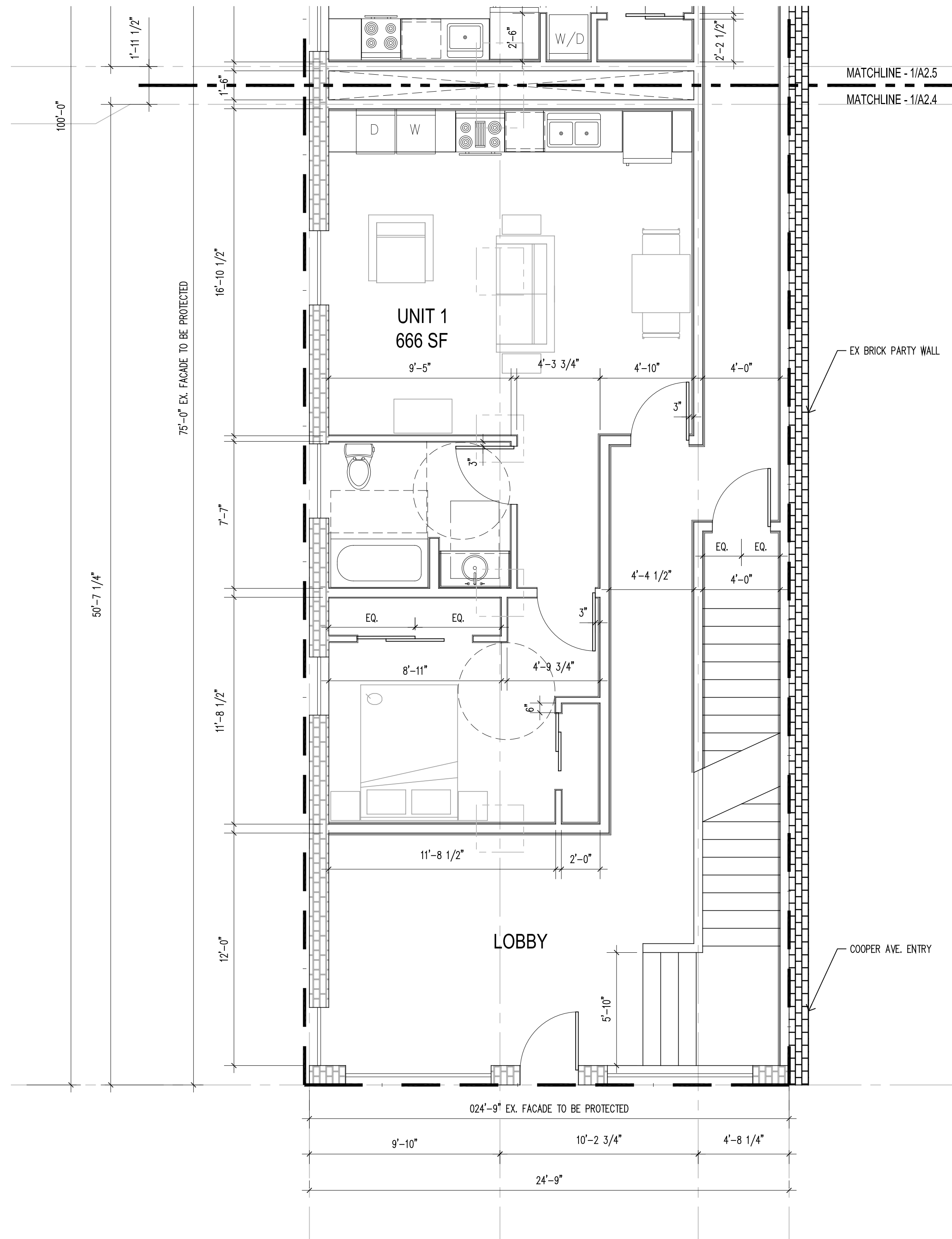
A2.3

I
A2.3
1/8" = 1'-0"





1 BASEMENT FLOOR PLAN
A2.4 1/4" = 1'-0"



2 GRADE LEVEL PLAN: WEST
A2.4 1/4" = 1'-0"

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WESTERN APARTMENTS

716 COOPER AVENUE
GLENWOOD SPRINGS, CO 81601

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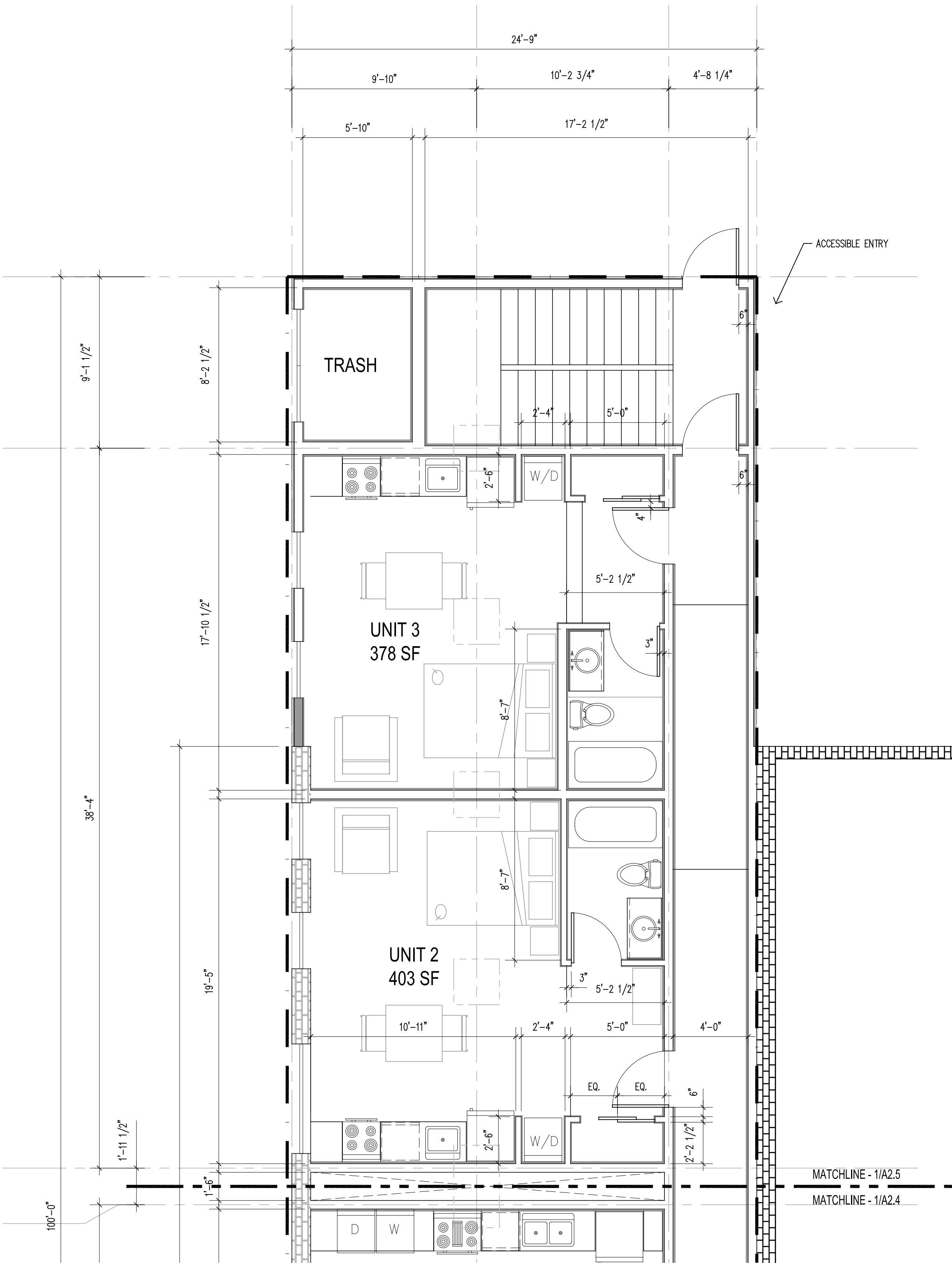
Construction
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Drawing Title:

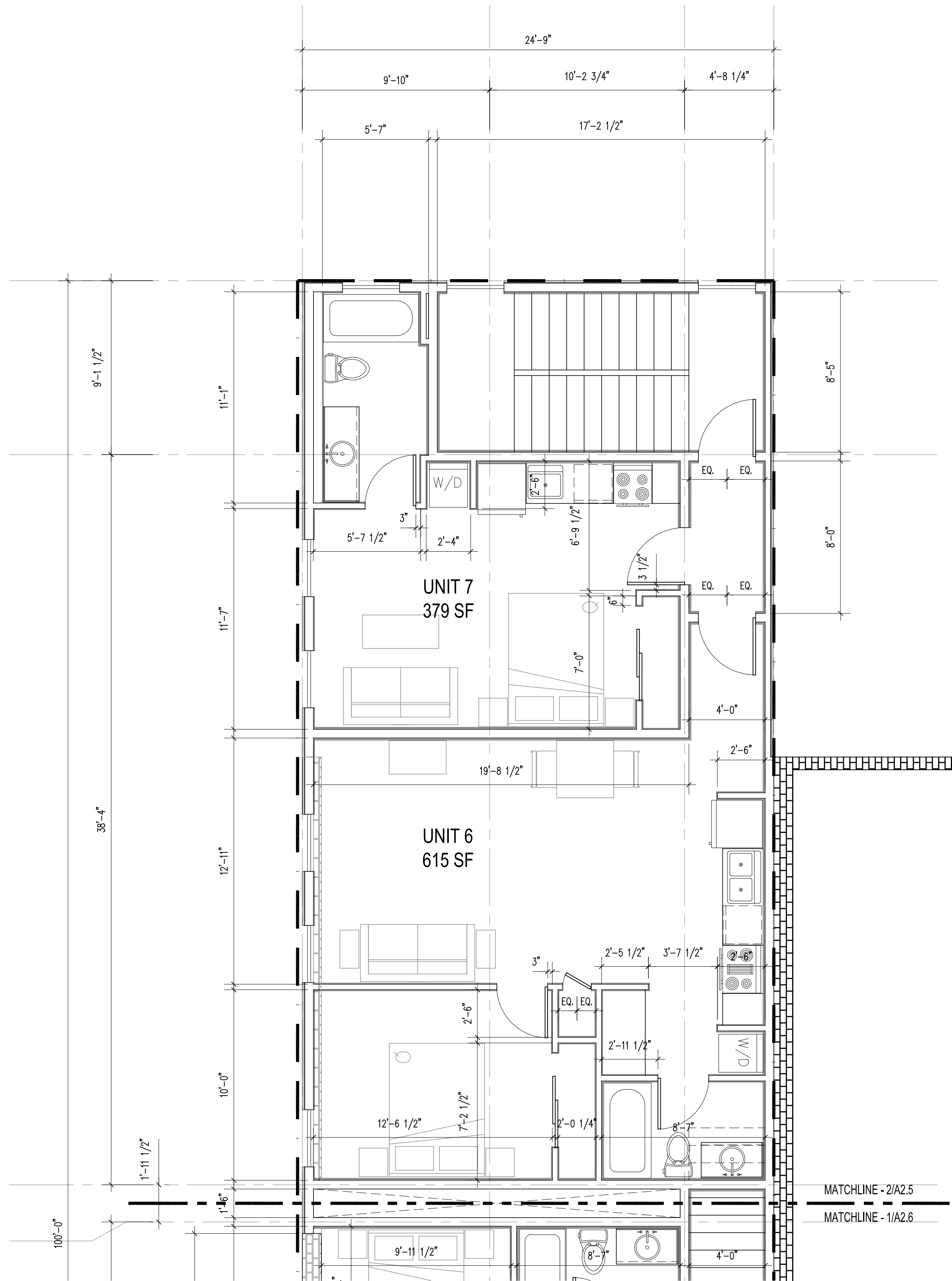
PROPOSED ENLARGED
FLOOR PLANS

Sheet #:

A2.4



1
A2.5
GRADE LEVEL PLAN: EAST
1/4" = 1'-0"



2
A2.5
LEVEL 2 PLAN: EAST
1/4" = 1'-0"

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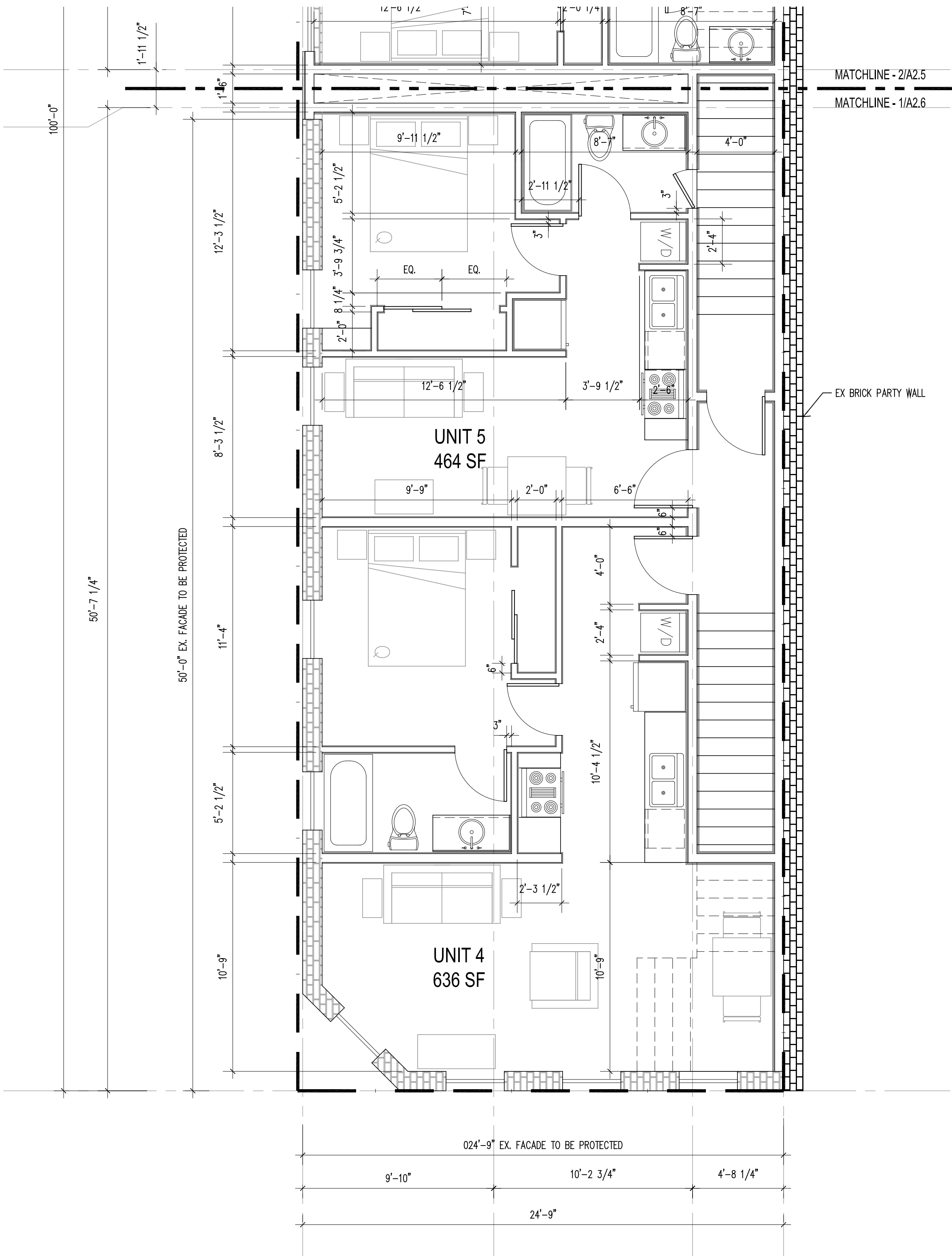
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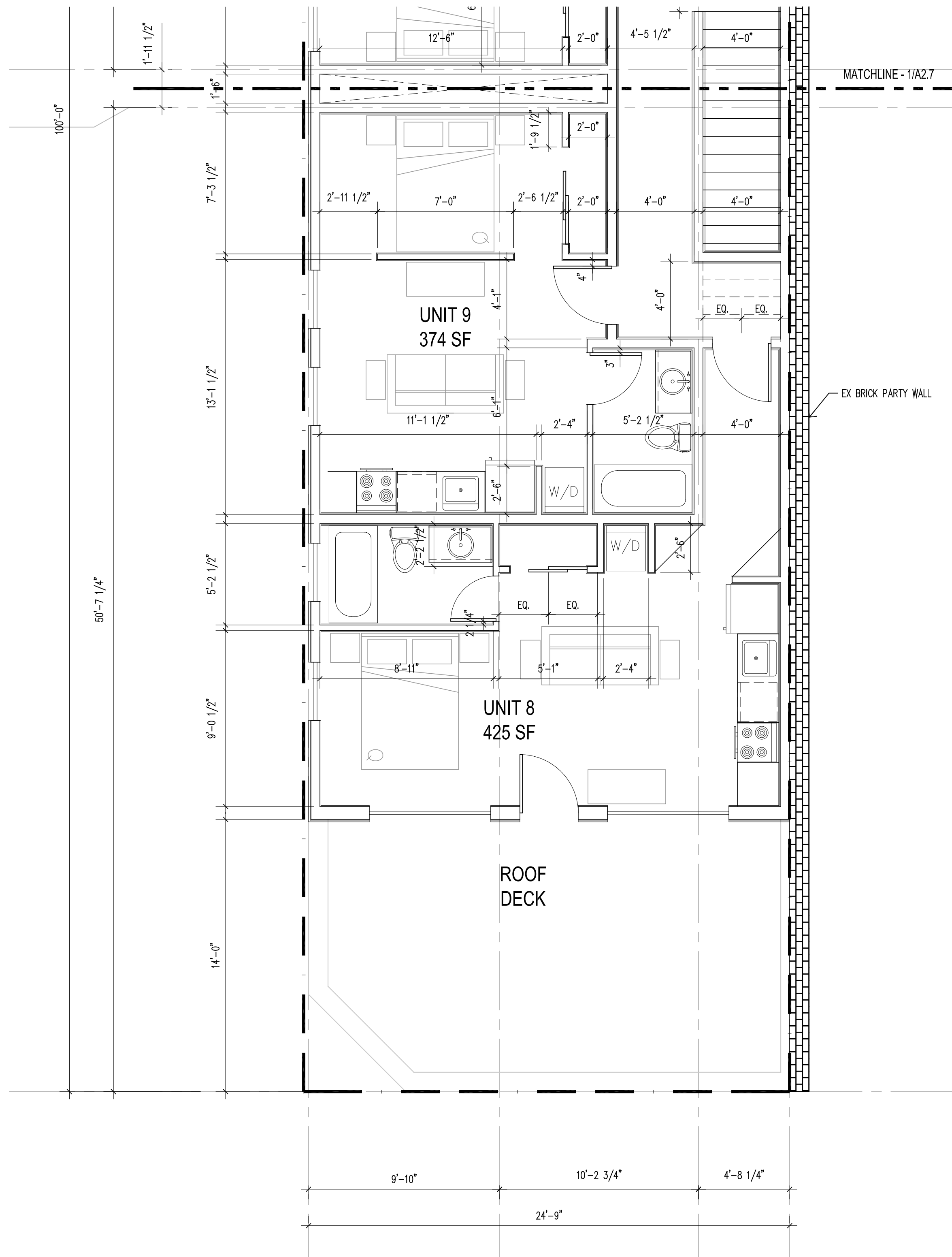
**PROPOSED ENLARGED
FLOOR PLANS**

Sheet #:

A2.5



1 LEVEL 2 PLAN: WEST
A2.6 1/4" = 1'-0"



2 LEVEL 3 PLAN: WEST
A2.6 1/4" = 1'-0"

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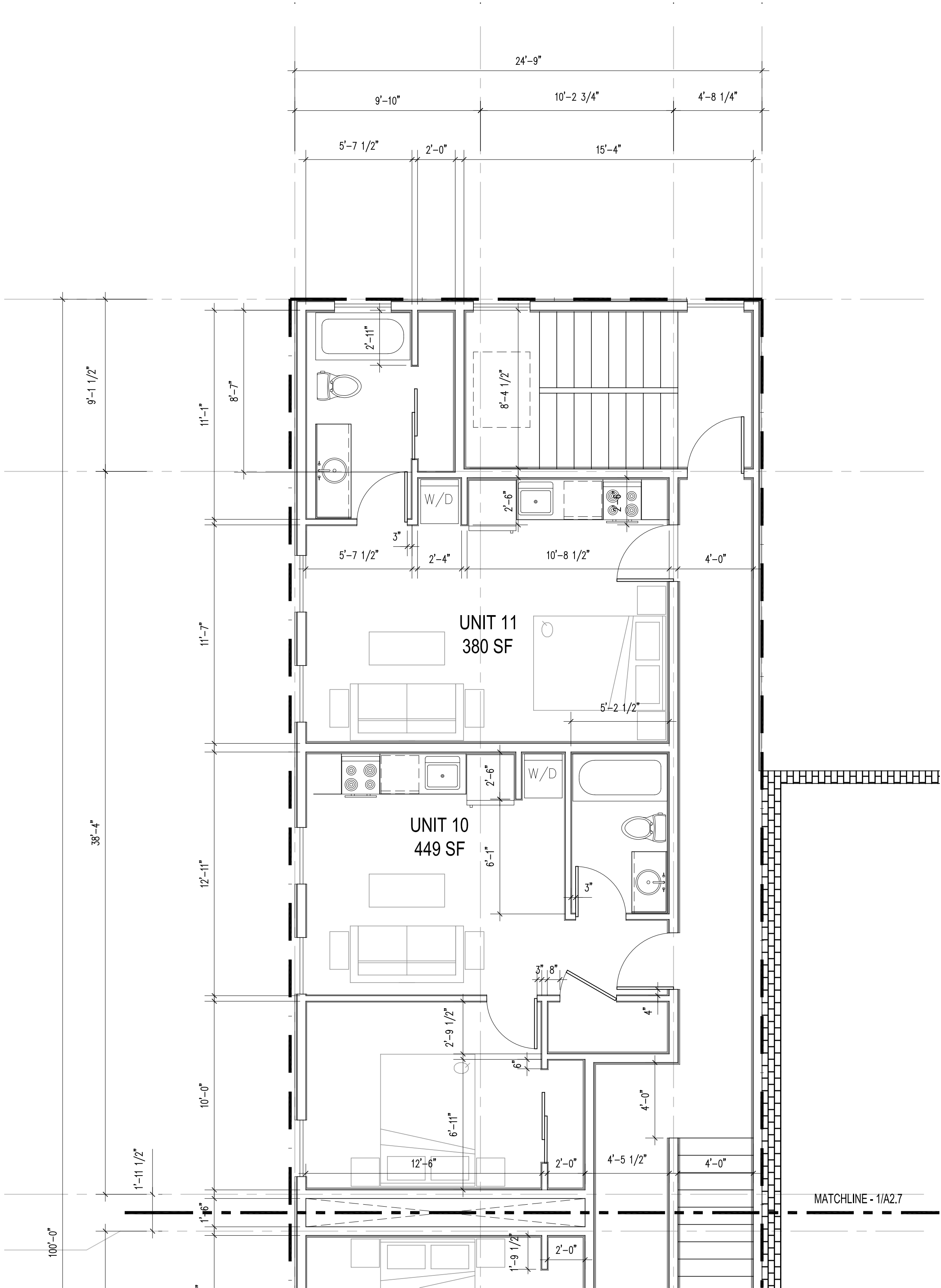
Construction
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Drawing Title:

PROPOSED ENLARGED
FLOOR PLANS

Sheet #:

A2.6



1
A2.7
LEVEL 3 PLAN: EAST
1/4" = 1'-0"

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PROPOSED ENLARGED
FLOOR PLANS

Sheet #:

A2.7

CALCULATIONS: SOUTH ELEVATION (ALLEY)

WINDOWS = 446 SF (12.99%)
DOORS = 43 SF (1.25%)
BANDING/PARAPET = 230 SF (6.70%)
BRICK TO REMAIN = 1,080 SF (31.46%)
NEW BRICK = 391 SF (11.39%)
SIDING = 1,243 SF (36.21%)
GROSS OF WALL = 3,433 SF (1,767 SF NEW / 1,208 SF EXIST / 458 RECONSTRUCTED)

NEW WINDOW
PROPORTION TO
MATCH HISTORIC
WINDOWS

PROPOSED SIDING, CONTEMPORARY MATERIAL WITH SENSE OF
SCALE SIMILAR TO BRICK, MATERIAL SAMPLE BOARD TO BE
REVIEWED AT SUBSEQUENT REVIEWS

Relocate 3 windows at Historic facade
Condensers

2 new windows in
Historic facade

5,799.063

5,790.75 (Existing)

Proposed 3rd Level Floor

Proposed 2nd Level Floor

(Located to accommodate existing windows on
Cooper Street and Alley facades.)

Proposed Grade Level Floor

(same elevation = 5762.73)

LOW POINT SW
CORNER = 5761.75

THESE ELEVATIONS ARE CONCEPTUAL IN NATURE. INDIVIDUAL BUILDING
ELEVATIONS MAY VARY BUT WILL EVALUATED FOR COMPLIANCE WITH
DESIGN STANDARDS CONTAINED WITHIN TITLE 070 OF THE GLENWOOD
SPRINGS MUNICIPAL CODE AT THE TIME OF SUBMITTING A BUILDING
PERMIT APPLICATION.

PROPOSED ELEVATION: NORTH ALLEY

1
A3.2 3/16" = 1'-0"

AREA
RECONSTRUCTED
WITH BRICK

Restore 2 existing
windows to
common proportion

Remove basement
window

EXISTING BRICK
FACADE TO
REMAIN

EXISTING
STRUCTURE TO
BE REMOVED

EXISTING
FACADE TO BE
REMOVED

EXISTING BRICK
FACADE TO
REMAIN

EXISTING ELEVATION: NORTH ALLEY

2
A3.2 3/16" = 1'-0"

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24. SLOPE PATIOS AWAY FROM STRUCTURE 1/4" PER 1'-0" MIN.
25. ALL EXPOSED STEEL TO BE CLEANLY WELDED & FINISHED.
26. REFER TO SHEET A3.1 FOR WINDOW LEGEND.
27. REFER TO SHEET A2.6 FOR DOOR SCHEDULE & DOOR TYPES.
28. U.N.O. WINDOW & DOOR HEAD, JAMB, & SILL DETAILS TO BE INSTALLED PER MFR. REC., INCLUDES BUT IS NOT LIMITED TO, FLASHING, WEATHERPROOFING, EXTENSIONS PER FINISHES, OR ATTACHMENT METHOD.



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SOUTH ALLEY
ELEVATIONS

Sheet #:

A3.1

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23. ALL EXPOSED CONCRETE SUCH AS WALLS, FLOORS, & PATIOS ARE FINISH SURFACES. CONTRACTOR SHALL PROTECT ALL FINISHED CONCRETE DURING CONSTRUCTION. IF ANY OF THESE AREAS GET DAMAGED, CONTRACTOR TO REPLACE AT CONTRACTORS COST.
24. SLOPE PATIOS AWAY FROM STRUCTURE 1/4" PER 1'-0" MIN.
25. ALL EXPOSED STEEL TO BE CLEANLY WELDED & FINISHED.
26. REFER TO SHEET A3.1 FOR WINDOW LEGEND.
27. REFER TO SHEET A2.6 FOR DOOR SCHEDULE & DOOR TYPES.
28. U.N.O. WINDOW & DOOR HEAD, JAMB, & SILL DETAILS TO BE INSTALLED PER MFR. REC., INCLUDES BUT IS NOT LIMITED TO, FLASHING, WEATHERPROOFING, EXTENSIONS PER FINISHES, OR ATTACHMENT METHOD.

Seal:

#	DATE	ISSUED FOR
	03.30.21	MINOR SITE REVIEW

Construction
Issue Date:

Drawing Title:
EAST ALLEY and
COOPER AVE. ELEVATIONS

Sheet #:

A3.2

CALCULATIONS: WEST ELEVATION
(COOPER AVE.) (INCLUDES SOUTHWEST ANGLED CORNER)

WINDOWS =	244 SF (25.58%)
DOORS =	37 SF (3.88%)
BANDING/PARAPET =	42 SF (4.40%)
BRICK/STONE TO REMAIN =	547 SF (57.33%)
SIDING =	84 SF (8.81%)
GROSS OF WALL =	954 SF (206 SF NEW / 748 SF EXIST)

PROPERTY LINE

PROPERTY LINE

PROP. 3RD STORY
(STEPPED BACK 14'-0")

COOPER STREET
FACADE TO
REMAIN

Cooper Ave. Entry

CALCULATIONS: EAST ELEVATION (ALLEY)

WINDOWS =	138 SF (15.81%)
DOORS =	21 SF (2.4%)
BANDING/PARAPET =	71 SF (8.13%)
SIDING =	643 SF (73.65%)
GROSS OF WALL =	873 SF

PROPERTY LINE

PROPERTY LINE

Accessible Entry

3 PROPOSED ELEVATION: EAST, ALLEY

A3.2 3/16" = 1'-0"

CALCULATIONS: NORTH ELEVATION (PARTY WALL)

WINDOWS =	0 SF (0%)
DOORS =	0 SF (0%)
BANDING/PARAPET =	177 SF (12.70%)
SIDING =	1,217 SF (87.30%)
GROSS OF WALL =	1,394 SF

PROPERTY LINE

PROPERTY LINE

PARTY WALL AT CREAMERY BLDG.

RESIDENTIAL UNIT AT
CREAMERY BLDG.

COOPER STREET
FACADE TO
REMAIN

1 PROPOSED ELEVATION: WEST, COOPER AVENUE

A3.2 3/16" = 1'-0"

2 EXISTING ELEVATION: WEST, COOPER AVENUE

A3.2 3/16" = 1'-0"

3 PROPOSED ELEVATION: NORTH, PARTY WALL

A3.2 3/16" = 1'-0"



WESTERN APARTMENTS

716 COOPER AVENUE
GLENWOOD SPRINGS, CO 81601

1. IN THE EVENT OF DIMENSION'AL OR EXISTING CONDITIONS DISCREPANCY, CONTACT ARCHITECT AT (970) 925-1832.

2. REFERENCE STRUCTURAL FOR ALL FOOTING LOCATIONS, REINFORCEMENT & SIZES.

3. SEE CODE PLANS FOR WALL, FLOOR, AND CEILING ASSEMBLY TYPES AND CONSTRUCTION.

4. CONTRACTOR TO FIELD VERIFY EXISTING CONDITIONS & DIMENSIONS PRIOR TO CONSTRUCTION.

5. ALL DOOR & WINDOW DIMENSIONS ARE TO CENTERLINE, U.N.O. CONTRACTOR TO VERIFY SIZES, QUANTITIES & LOCATIONS PRIOR TO ORDERING & INSTALLING.

6. ALL DIMENSIONS ARE TO ROUGH FRAMING U.N.O.

7. ELEMENTS BELOW GRADE ARE UNKNOWN. CARE SHOULD BE TAKEN DURING EXCAVATION & DEMOLITION NOT TO DISTURB ELEMENTS NOT SLATED FOR DEMOLITION. VERIFY LOCATION OF UNDERGROUND UTILITY LINES W/ LOCAL SERVICE DEPARTMENTS.

8. PROVIDE TEMPORARY BARRICADES & OTHER FORMS OF PROTECTION AS REQUIRED TO PROTECT OWNERS' PERSONAL PROPERTY, WORKERS, & GENERAL PUBLIC FROM INJURY DUE TO ALL CONSTRUCTION ACTIVITIES.

9. COVER & PROTECT ALL EQUIPMENT, FIXTURES & PROPERTY TO REMAIN DURING ALL PHASES OF CONSTRUCTION.

10. CONTRACTOR TO PATCH ALL AREAS DAMAGED OR REMOVED DURING CONSTRUCTION.

11. ALL EXISTING TREES TO REMAIN WHERE NOTED. SEE LANDSCAPE PLAN.

12. FINISH GRADE TO BE SLOPED 1% MIN AWAY FROM STRUCTURE TO POS. DRAINAGE. SEE CIVIL FOR GRADING.

13. LANDSCAPE & SITE FEATURES SHOWN INDICATE DESIGN CONCEPT ONLY. COORDINATE ALL WORK W/ LANDSCAPE ARCHITECT DRAWINGS OR CIVIL DOCUMENTS.

14. ALL ROOF & WALL PENETRATIONS MUST BE COORDINATED W/ ARCHITECT & G.C. PRIOR TO INSTALLATION.
15. ALL ROOF & WALL PENETRATIONS TO BE CLUSTERED IN LEAST OBSTRUCTIVE LOCATION AS DETERMINED BY ARCHITECT.

16. WINDOW MANUFACTURE TO COORDINATE STRUCTURE, FLASHING & INSTALLATION REQUIREMENTS W/ ARCHITECT & GC PRIOR TO ORDERING & INSTALLATION.

17. WINDOW TAGS ARE SHOWN ON EXTERIOR ELEVATIONS.

18. COORDINATE ALL BLOCKING NECESSARY WITH ADA, ANSI, ICC AND OTHER CODE REQUIREMENTS, OTHER CONSTRUCTION COMPONENTS, OR TRADES, PRIOR TO INSTALLING WALL FINISHES. ALL SUB CONTRACTORS ARE TO COORDINATE LOCATIONS OF BLOCKING WITH GENERAL CONTRACTOR.

19. ALL METAL ROOFING & FLASHING SHALL BE INSTALLED TO AVOID "OIL CANNING." ANY "OIL CANNED" PORTIONS SHALL BE REPLACED AT CONTRACTORS COST.

20. CONTINUOUS ICE & WATER SHIELD TO BE INSTALLED AT ALL STANDING SEAM EAVE OVERHANGS, AT ALL VALLEYS & UNDER ALL METAL ROOFS, AND OTHER AREAS REQUIRED BY LOCAL GOVERNING AUTHORITY.

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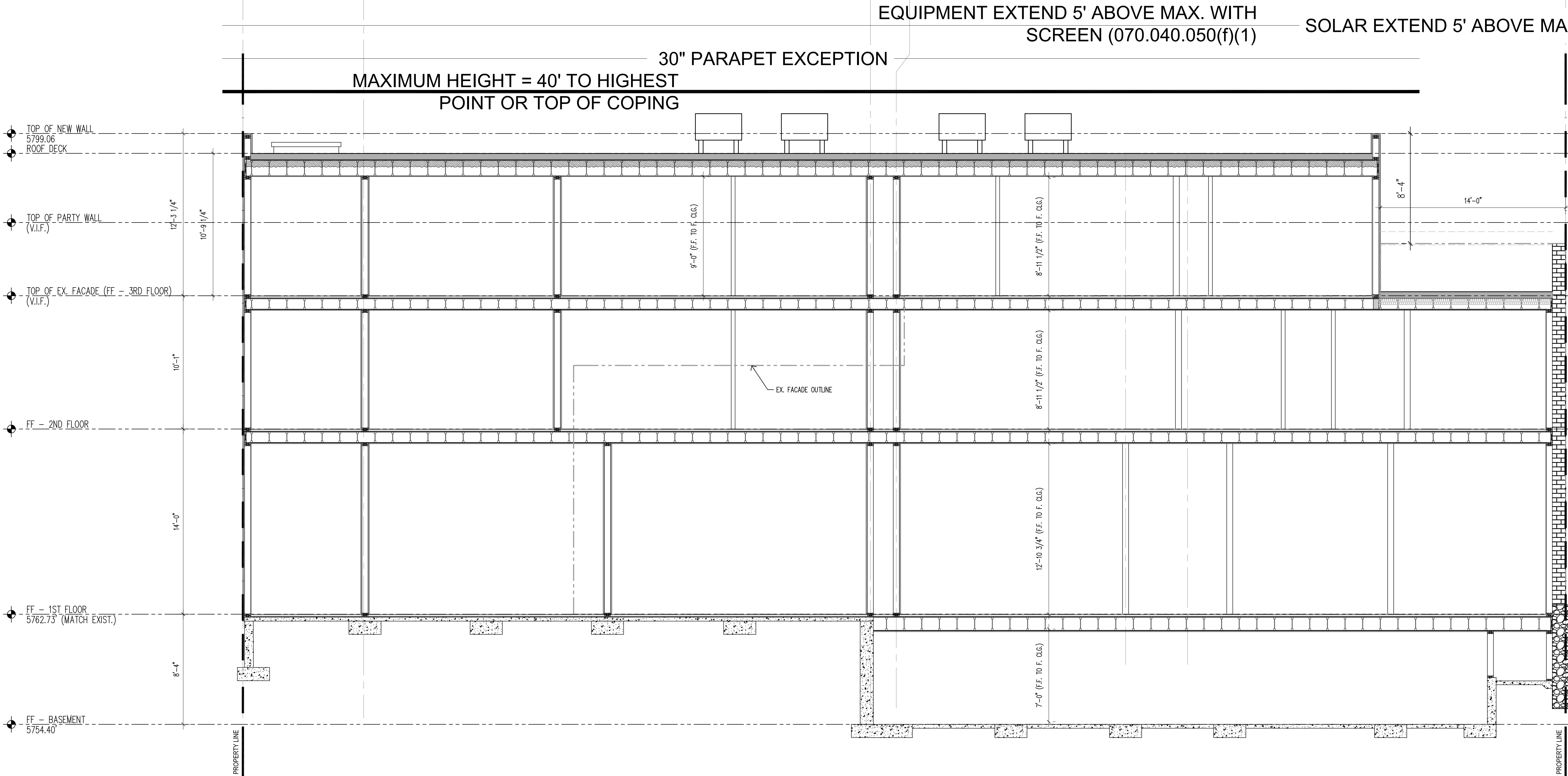
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24. SLOPE PATIOS AWAY FROM STRUCTURE 1/4" PER 1'-0" MIN.

25. ALL EXPOSED STEEL TO BE CLEANLY WELDED & FINISHED.

CUPOLAS, DOMES, ETC. 25%
WITH DIRECTOR APPROVAL

SOLAR EXTEND 5' ABOVE MAX.



I LONGITUDINAL SECTION LOOKING SOUTH
A4.1 1/4" = 1'-0"

Seal:

#	DATE	ISSUED FOR
03.30.21	MINOR SITE REVIEW	

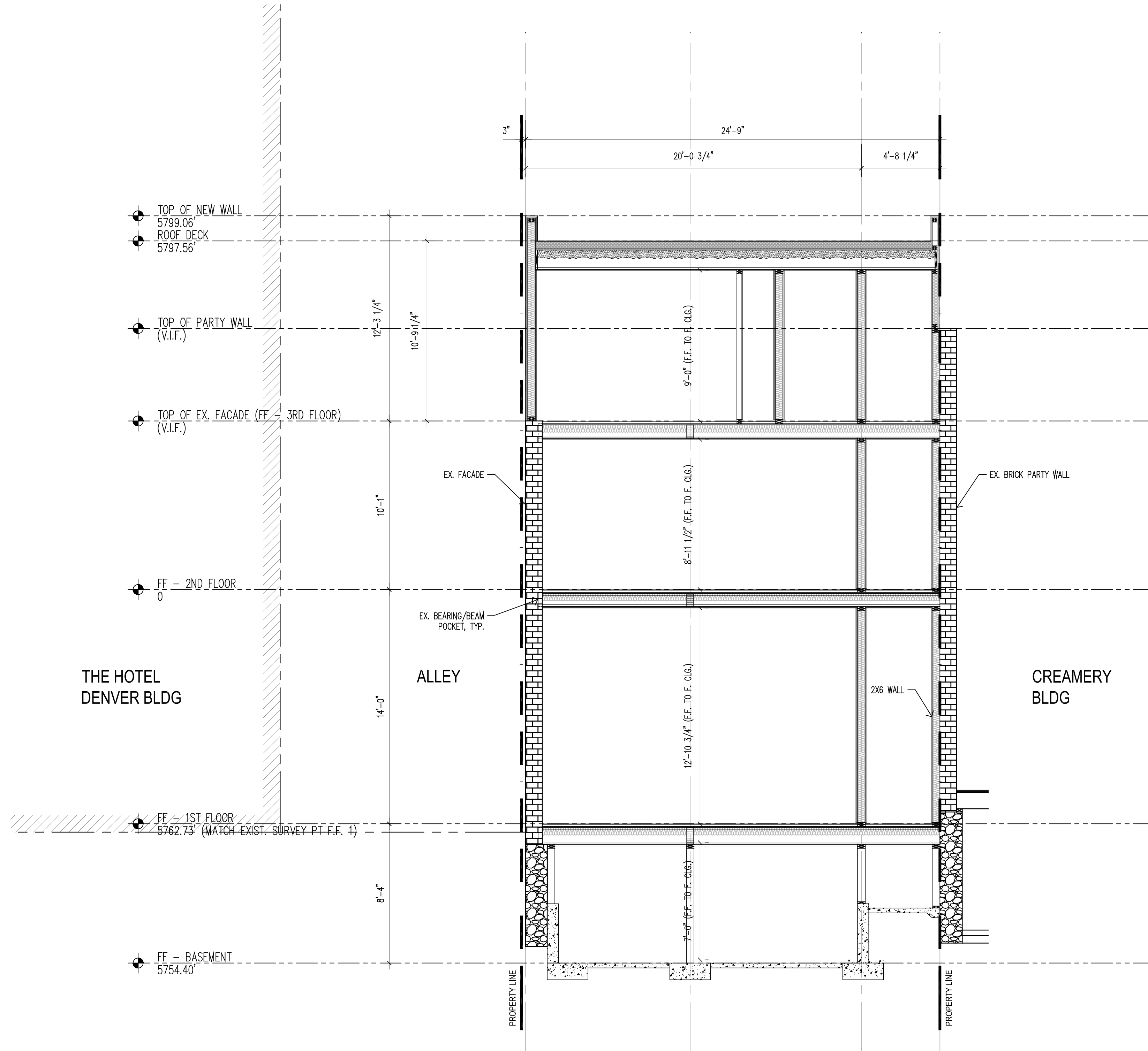
Construction
Issue Date:

Drawing Title:

LONGITUDINAL SECTION
LOOKING SOUTH

Sheet #:

A4.1



1 CROSS SECTION LOOKING EAST
A4.2 1/4" = 1'-0"

1. IN THE EVENT OF DIMENSIONAL OR EXISTING CONDITIONS DISCREPANCY, CONTACT ARCHITECT AT (970) 925-1832.
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WESTERN APARTMENTS

716 COOPER AVENUE
GLENWOOD SPRINGS, CO 81601

Seal:

#	DATE	ISSUED FOR
03.30.21	MINOR	SITE REVIEW

Construction
Issue Date:

Drawing Title:

CROSS SECTION
LOOKING EAST

Sheet #:

A4.2



Match 30, 2021

Randy Henrie
Z-Group Architects, P.C
411 East Main Street, Suite 205
Aspen CO 81611
Via E-mail: randy@zgrouparchitects.com

Re: Preliminary storm drainage evaluation
Minor site architectural plan review
Western Hotel located at 716 Cooper Avenue, Glenwood Springs, CO

Dear Randy:

As requested, High Country Engineering (HCE) has preliminarily evaluated current and proposed storm water drainage infrastructure at the Western Hotel project, located at 716 Cooper Avenue, Glenwood Springs, CO.

A. Location

The hotel site is platted as Lot D, Block 45 of the Original Town Site of Glenwood Springs. The site is located on the east side of Cooper Avenue, approximately midway between 7th Street and 8th Street. The major waterway downstream of the site is the Colorado River which is approximately 300 feet to the north.

B. Description of Property

The site has an area of approximately 0.057 acre. The site slopes downward from east to west at approximately 2-percent towards Cooper Avenue. The site is bordered by existing alleys on the east and north sides, and an existing building on the south side. The site is developed as a historic hotel.

The applicant is seeking a minor site architectural plan review to allow remodeling the existing building to allow the hotel to be converted to apartment dwellings.

The soil type within the area of study is Atencio - Azeltine complex as designated by the United States Department of Agriculture Soil Conservation and identified as being hydrologic group 'B'.

The site appears on the Federal Emergency Management Agency (FEMA) Community Panel Number 080071 1434C, and is situated in Zone C: areas of minimal flooding.

C. Hydrologic Criteria

The hydrologic methods for this preliminary evaluation are outlined in the Soil Conservation Service (SCS) publication "Urban Hydrology for Small Watersheds" (1986) Hydrology TR-55 Graphical Method. Peak flows in this area are rainfall derived.

Rainfall amounts were obtained using the Precipitation – Frequency Atlas of the Western United States published by the National Oceanic and Atmospheric Administration (NOAA). Using this atlas, the precipitation corresponding to the 2-year, 24-hour is 1.1 inches, the 25-yr, 24-hr storm event is 2.1 inches; and the 100-yr, 24-hr storm event produces 2.5 inches of precipitation. These precipitation amounts have been used for calculating runoff peak runoff by the TR-55 graphical method.

D. Existing Drainage Conditions

The existing site is characterized as having the native soils entirely over laid by impervious roofs and pavement surfaces. Currently there are no on-site drainage facilities. Storm water runoff generally sheet-flows from east to west where is intercepted by the existing curb and gutter along Cooper Avenue. The storm water runoff within the curb and gutter then flows north approximately 100-feet, where it is captured by the existing storm drainage inlet at the southeast corner of the intersection of Cooper Avenue and 7th Street. The storm water runoff then continues via the existing storm drainage system ultimately to the Colorado River. The existing site drainage basin characteristics are summarized in Table 1 below.

Table 1 Existing Basin Characteristics

Drainage Basin Designation	Area (acre)	Curve Number CN	Tc (Hr.)	25-YR Peak Flow Rate (cfs)	100-YR Peak Flow Rate (cfs)
EX-1	0.057	98	0.20	1.5	1.8

E. Proposed Drainage Conditions

The applicant intends to remodel the interior the existing building, add another floor, and construct an addition on the easterly portion of the site. The applicant proposes to construct impervious roof surfacing over entire site. The storm water runoff is to be collected by roof drains inlets and internal roof drain piping. The collected runoff is to exist the building's west side via a below-grade day lighted roof drain discharge pipe. A proposed new sidewalk chase, with a non-slip steel cover, is to be constructed to carry the runoff beneath the sidewalk. The chase is to lead to the existing Cooper Avenue curb and gutter flowline. The storm water runoff is to then follow its current flow path to the Colorado River. The proposed drainage basin characteristics are summarized in Table 2 below.

Table 2 Proposed Basin Characteristics

Drainage Basin Designation	Area (acre)	Curve Number CN	Tc (Hr.)	25-YR Peak Flow Rate (cfs)	100-YR Peak Flow Rate (cfs)
PR-1	0.057	98	0.20	1.5	1.8

The applicant does not intend to construct any new on-site storm drainage facilities because of:

- The hotel's historic designation
- Limiting property line constraints
- No changes to imperious areas, nor peak storm water runoff rates

F. Conclusions

This preliminary evaluation has been prepared in accordance with the City of Glenwood Springs Land Use application requirements. It is anticipated that during construction; sediment and pollutants can be confined to site by implementing storm water best management practices (BMP). The temporary construction BMP may include: sediment control fence, straw bales, and straw logs.

If you need any further information or clarification please contact High Country Engineering.
Sincerely,

For and on behalf of
HIGH COUNTRY ENGINEERING, INC.



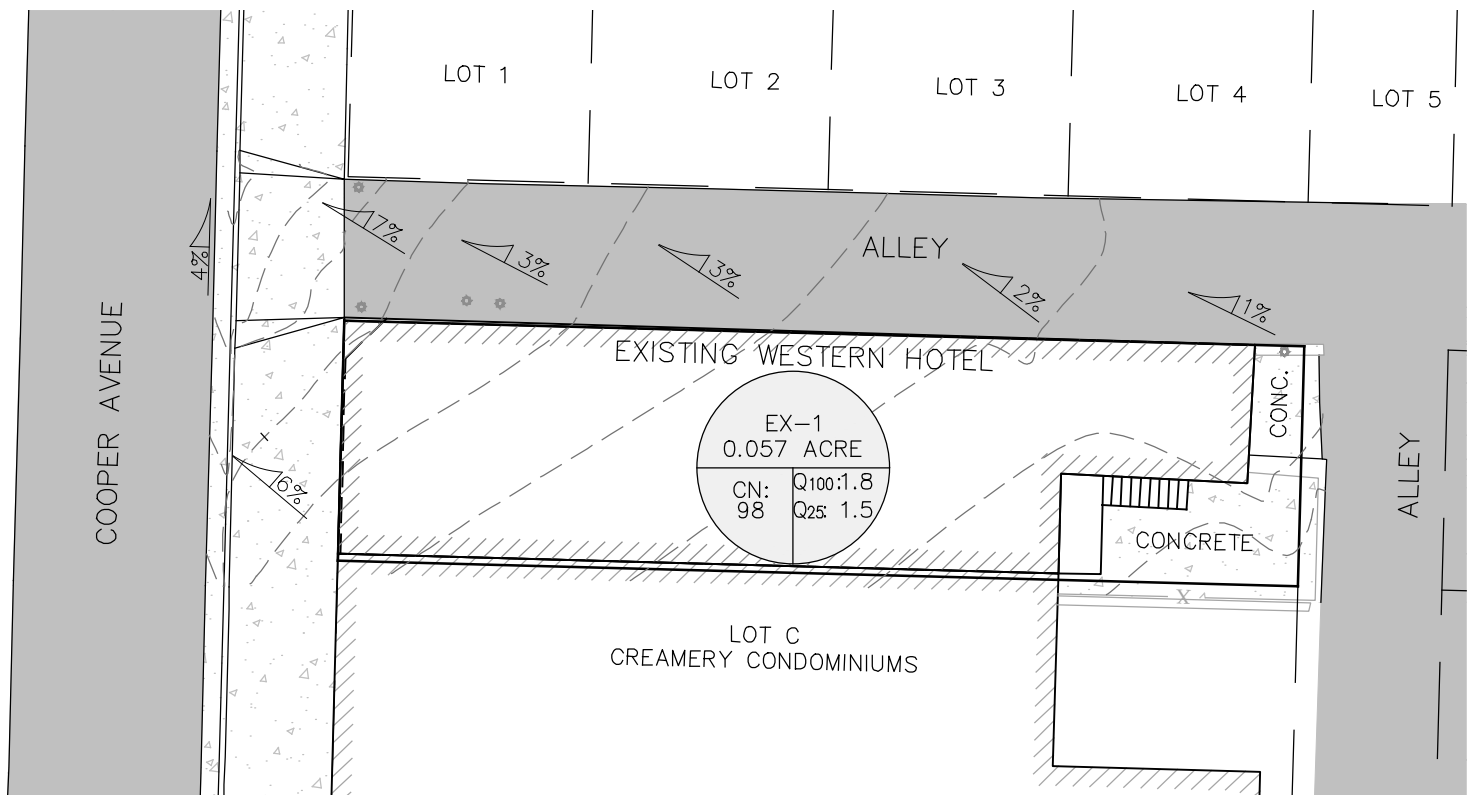
Tom Scott P.E.
Project Manager

Attachments





1"=20'



HIGH COUNTRY ENGINEERING, INC.

14 INVERNESS DRIVE EAST, STE F-120, ENGLEWOOD, CO 80112
PHONE (303) 925-0544 FAX (303) 925-0547
1517 BLAKE AVENUE, STE 101, GLENWOOD SPRINGS, CO 81601
PHONE (970) 945-8676 FAX (970) 945-2555
www.hceng.com

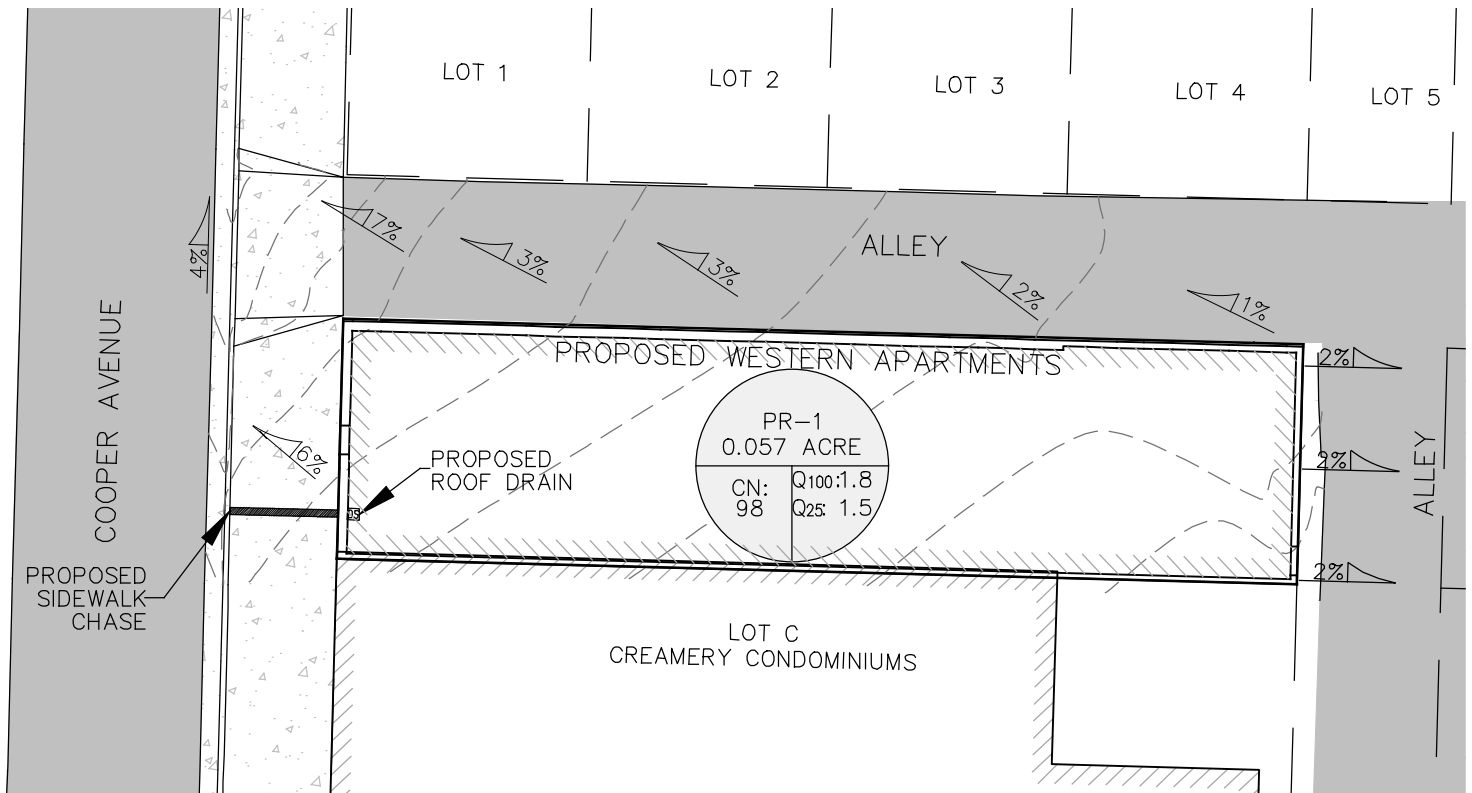
WESTERN HOTEL, LLC
GLENWOOD SPRINGS, CO.

LOT D, BLOCK 45 ORIGINAL TOWN SITE
716 COOPER AVENUE
EXISTING DRAINAGE MAP

drawn by:	hce	scale:	1" = 20'
checked by:	hce	Project No:	2211021.00
date:	3/30/21	page:	1
file:	EX-01		



1"=20'



HIGH COUNTRY ENGINEERING, INC.

14 INVERNESS DRIVE EAST, STE F-120, ENGLEWOOD, CO 80112
PHONE (303) 925-0544 FAX (303) 925-0547
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www.hceng.com

WESTERN HOTEL, LLC
GLENWOOD SPRINGS, CO.

LOT D, BLOCK 45 ORIGINAL TOWN SITE
716 COOPER AVENUE
PROPOSED DRAINAGE MAP

drawn by: hce	scale: 1" = 20'
checked by: hce	Project No: 2211021.00
date: 3/30/21	page: 2
file: PR-01	

TR 55 Worksheet 2: Runoff Curve Number and Runoff

Project: Western Hotel Designed By: HCE Date: 3/30/21

Location: Existing Basin EX-1 Checked: HCE Date: 3/30/21

Check one: ☒ Present ☐ Developed

1. Runoff curve number (CN)

Soil name and hydrologic group (Appendix A)	Cover description (Cover type, treatment, and hydrologic condition; percent impervious; unconnected/connected impervious area ratio)	CN ^{1/}			Area ☒ acres ☐ mi ² ☐ %	Product of CN x area
		Table 2-2 a	Fig. 2-3	Fig. 2-2 d		
Atencio-Azeltine complex (B)	Roof and pavement	98			0.057	5.6
Totals =					0.057	5.6

^{1/} Use only one CN source per line.

$$\text{CN (weighted)} = \frac{\text{total product}}{\text{total area}} = \frac{5.6}{0.057} = \frac{98}{1} \quad \text{Use CN} = \boxed{98}$$

2. Runoff

Frequency years

Rainfall, P (24 hour) in.

Runoff, Q in.

(Use P and CN with Table 2-1, Figure 2-1, or equations 2-3 and 2-4.)

Storm #1	Storm #2	Storm #3
2	25	100
1.1	2.1	2.5
0.888	1.874	2.271

Packet Page 688

Tr 55 Worksheet 4: Graphical Peak Discharge Method

Project: Western Hotel Designed By: HCE Date: 3/30/21

Location: Existing Basin EX-1 Checked By: HCE Date: 3/30/21

Check one: ☒ Present ☐ Developed

1. Data:

Drainage area $A_m =$ 0.001 mi² (acres/640)

Runoff curve number $CN =$ 98 (From Worksheet 2)

Time of concentration $T_c =$ 0.20 hr (From Worksheet 3)

Rainfall distribution type $=$ II (II, III, DMVIII)

Pond and swamp areas spread throughout watershed $=$ 0 percent of A_m (0 acres or mi² covered)

		Storm #1	Storm #2	Storm #3
2. Frequency..... yr		2	25	100
3. Rainfall, P (24-hour)..... in		1.1	2.1	2.5
4. Initial abstraction, I_a in (Use CN with Table 4-1.)		0.041	0.041	0.041
5. Compute I_a/P		0.04	0.02	0.02
6. Unit peak discharge, q_u csm/in (Use T_c and I_a/P with exhibit 4- <u>II</u>)		800	800	800
7. Runoff, Q in (From Worksheet 2)		0.888	1.874	2.271
8. Pond and swamp adjustment factor, F_p in (Use percent pond and swamp area with Table 4-2. Factor is 1.0 for zero percent pond and swamp area.)		1.0	1.0	1.0
9. Peak discharge, q_p cfs (Where $q_p = q_u A_m Q F_p$)		0.7	1.5	1.8

TR 55 Worksheet 2: Runoff Curve Number and Runoff

Project: Western Hotel Designed By: HCE Date: 3/30/21

Location: Proposed Basin PR-1 Checked: HCE Date: 3/30/21

Check one: ☐ Present ☒ Developed

1. Runoff curve number (CN)

Soil name and hydrologic group (Appendix A)	Cover description (Cover type, treatment, and hydrologic condition; percent impervious; unconnected/connected impervious area ratio)	CN ^{1/}			Area ☒ acres ☐ mi ² ☐ %	Product of CN x area
		Table 2-2 a	Fig. 2-3	Fig. 2-2 d		
Atencio-Azeltine complex (B)	Roof and pavement	98			0.057	5.6
Totals =					0.057	5.6

^{1/} Use only one CN source per line.

$$\text{CN (weighted)} = \frac{\text{total product}}{\text{total area}} = \frac{5.6}{0.057} = \frac{98}{1} \quad \text{Use CN} = \boxed{98}$$

2. Runoff

Frequency years

Rainfall, P (24 hour) in.

Runoff, Q in.

(Use P and CN with Table 2-1, Figure 2-1, or equations 2-3 and 2-4.)

Storm #1	Storm #2	Storm #3
2	25	100
1.1	2.1	2.5
0.888	1.874	2.271

Project: Western Hotel Designed By: HCE Date: 3/30/21

Location: Proposed Basin PR-1 Checked By: HCE Date: 3/30/21

Check one: ☒ T_c ☐ T_t through subarea _____

Segment ID

1	
---	--

Roof	
0.10	
100	
1.1	
0.020	

0.20	+		=	0.20
------	---	--	---	------

Segment ID

--	--	--	--

--	--	--	--

Segment ID

--	--

	+	

=

..... hr

0.20

Tr 55 Worksheet 4: Graphical Peak Discharge Method

Project: Western Hotel Designed By: HCE Date: 3/30/21

Location: Proposed Basin PR-1 Checked By: HCE Date: 3/30/21

Check one: ☐ Present ☒ Developed

1. Data:

Drainage area $A_m =$ 0.001 mi^2 (acres/640)

Runoff curve number $CN =$ 98 (From Worksheet 2)

Time of concentration $T_c =$ 0.20 hr (From Worksheet 3)

Rainfall distribution type $=$ II (II, III, DMVIII)

Pond and swamp areas spread throughout watershed $=$ 0 percent of A_m (0 acres or mi^2 covered)

2. Frequency..... yr	Storm #1	Storm #2	Storm #3
	2	25	100
3. Rainfall, P (24-hour)..... in	1.1	2.1	2.5
4. Initial abstraction, I_a in (Use CN with Table 4-1.)	0.041	0.041	0.041
5. Compute I_a/P	0.04	0.02	0.02
6. Unit peak discharge, q_u csm/in (Use T_c and I_a/P with exhibit 4- <u>II</u>)	800	800	800
7. Runoff, Q in (From Worksheet 2)	0.888	1.874	2.271
8. Pond and swamp adjustment factor, F_p in (Use percent pond and swamp area with Table 4-2. Factor is 1.0 for zero percent pond and swamp area.)	1.0	1.0	1.0
9. Peak discharge, q_p cfs (Where $q_p = q_u A_m Q F_p$)	0.7	1.5	1.8

**CITY OF GLENWOOD SPRINGS
REQUEST FOR LOAD INFORMATION**

Owner's Name: Western Hotel LLC Date: 03.30.2021

Address: 1324 Vine Street

Person Contact: Aspen, CO 81611 Candace Whipple

Telephone #: 508-524-6600

Building Classification:

☒ Residential ☐ Industrial (CODE IS IBC, R2-RESIDENTIAL)

☐ Commercial ☐ Other _____

Building Features: Square Footage: 8,387 SF 11 STUDIO & 1-BED for
Type Use (Office, Retail Store, etc.): RENT DWELLING UNITS

Electrical Data: Voltage Request:

☐ 120/240, 1 ϕ , 3-w ☐ 277/480, 3 ϕ , 4-w

☒ 120/208, 3 ϕ , 4-w ☐ Other _____

Secondary Main Breaker Size:

☐ 100-amp ☐ 400 amp

☐ 200 amp ☒ Other 600 AMP

Load Profile: Total Connected KW: _____

Estimated Maximum Demand KW: 145

Transformer Request Size KVA: _____

Equipment List:

Heat: ☐ Gas ☒ Electric ☐ Other _____

Air Conditioning: ☒ Yes ☐ No

Largest Motor Load, HP 5 Qty 11

Largest Resistance Load, KW 8 Qty 11

Utility Service Information

Electrical Summary:

Transformer Size: _____ KVA

Service Voltage: _____

Meter Classification:

Voltage Configuration: _____ Amp Classification: _____

Instrument Rated (CTS): _____ Meter Type: _____

Fault Current: _____

An Employee Owned Company

Office Locations: Denver (HQ), Parker, Colorado Springs, Fort Collins, Glenwood Springs, and Summit County, Colorado

March 16, 2021

Western Hotel, LLC
Attn: Candace Whipple
716 Cooper Avenue
Glenwood Springs, Colorado 81601
candace@masonmorse.com

Project No. 21-7-273

Subject: Geotechnical Review for Foundation Design, Proposed Additions, Western Hotel,
716 Cooper Avenue, Glenwood Springs, Colorado

Candace:

As requested, we have reviewed geotechnical conditions in the area of the subject site for subsurface bearing conditions and preliminary foundation design recommendations. The findings of our review and understanding of the proposed improvements are presented in this report. The services were performed in accordance with our agreement for professional engineering services to Western Hotel, LLC dated March 12, 2021.

The proposed improvements to the existing hotel generally include a 3rd story addition and deepening the existing basement 2 feet. The back part of the existing building will be razed and replaced with a new building above crawlspace. The additional cut depth of the basement perimeter will be retained with new foundation walls separate from the existing building walls and a line of new interior columns will be added to carry floor and roof loadings.

The existing building and attachments essentially cover the entire property and drill rig access for exploratory drilling is not practical. Review of subsurface conditions in this area, specifically an exploratory boring drilled for City Electric at the east side of the Denver Hotel parking lot behind the Western Hotel, encountered about 15 feet of stiff, moist clay soil above dense river gravel. The clay soil is an alluvial fan deposit which is expected to extend a relatively uniform depth to below the Western Hotel. Based on this assumption, the clay soils probably extend to around 5 feet below the proposed basement cut depth and possibly around 10 to 12 feet below the proposed new crawlspace cut depth. Free water is not expected at shallow depth below the site and the soils are likely moist to very moist.

Based on the expected subsurface conditions at the site and the nature of the proposed construction, spread footings placed on the undisturbed natural clay soil designed for an allowable bearing pressure of 1,500 psf can be used for support of the proposed additions with a risk of post-construction settlement of possibly ½ to 1 inch. The settlement potential is due to variable loading between existing and new foundations and likely variations between perimeter and interior soils. The clay soils tend to compress when loaded and wetted which has probably contributed to past movement of the existing building. We should observe the soils exposed in new foundation excavations for bearing conditions. A low settlement risk foundation can be achieved by extending the bearing level down into the underlying dense gravel such as with pin

piles. New footings should be a minimum width of 18 inches for continuous walls and 2 feet for columns. Loose disturbed soils, existing fill and debris in footing areas should be removed and the bearing level extended down to the undisturbed natural soils. Exterior footings should be provided with adequate soil cover above their bearing elevations for frost protection. Continuous foundation walls should be heavily reinforced top and bottom to span local anomalies such as by assuming an unsupported length of at least 12 feet. Foundation walls acting as retaining structures should also be designed to resist a lateral earth pressure based on an equivalent fluid unit weight of at least 60 pcf for on-site soil as backfill. A sliding coefficient of 0.30 can be assumed at the bottom of footings to resist lateral loading. A perimeter foundation drain is normally provided to prevent temporary buildup of hydrostatic pressure behind the basement and crawlspace walls. It may be impractical to install an underdrain at the basement level which will increase the risk of future wetting and humidity problems the owner should be aware of and accept. A vapor barrier placed below the basement slab may help to control humidity rise from moisture below the slab. Structural fill placed within floor slab areas can consist of the on-site soils or imported granular material such as ¾-inch road base compacted to at least 95% of standard Proctor density at a moisture content near optimum. Backfill placed around the structure should be compacted and the surface graded to prevent ponding within at least 5 feet of the building. Landscape that requires regular heavy irrigation, such as sod, and sprinkler heads should not be located within 5 feet of the foundation.

The recommendations submitted in this letter are based on our review of the subsurface conditions typical of this area and do not include subsurface exploration to evaluate the subsurface conditions within the loaded depth of foundation influence. This study is based on the assumption that soils beneath the building have equal or better support than those encountered in this area. The risk of foundation movement may be greater than indicated in this report because of possible variations in the subsurface conditions. In order to reveal the nature and extent of variations in the subsurface conditions below the excavation, drilling would be required. It is possible the data obtained by subsurface exploration could change the recommendations contained in this letter. Our services do not include determining the presence, prevention or possibility of mold or other biological contaminants (MOBC) developing in the future. If the client is concerned about MOBC, then a professional in this special field of practice should be consulted.

If you have any questions or need further assistance, please call our office.

Sincerely,

Kumar & Associates, Inc.

Steven L. Pawlak, P.E.

SLP/kac

cc: Oddo Engineering (Bob Oddo Bob@oddogws.com)



An Employee Owned Company

Office Locations: Denver (HQ), Parker, Colorado Springs, Fort Collins, Glenwood Springs, and Summit County, Colorado

March 30, 2021

Western Hotel, LLC
Attn: Candace Whipple
716 Cooper Avenue
Glenwood Springs, Colorado 81601
candace@masonmorse.com

Project No. 21-7-273

Subject: Potential Geologic Hazards Review, Proposed Additions, Western Hotel,
716 Cooper Avenue, Glenwood Springs, Colorado

Candace:

As requested by Randy Henrie with Z-Group Architects, we have reviewed geologic conditions in the area for potential impacts to the project site. The findings of a subsurface conditions review at the site for foundation bearing were presented in a report dated March 16, 2021, Project Number 21-7-273.

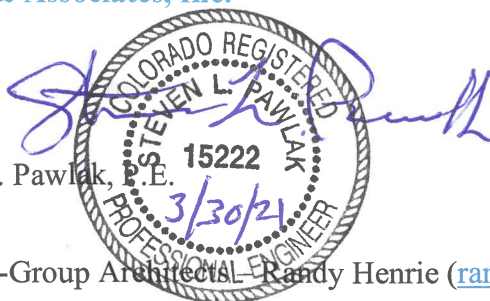
The subject property is mapped as being in the lower part of a moderate impacted, potential debris flow area (Lincoln-DeVore, 1978). The debris flow potential is from a series of coalescing ephemeral drainages of Basin E-2 which outlets from the east valley side about 600 to 700 feet east of the property. With proper grading design for the proposed addition to not adversely impact adjacent properties from potential storm runoff, in our opinion, mitigation of a potential debris flow event is not warranted.

The subsoils at the site are mapped as alluvial fan deposits with a moderate potential for hydro-compression (Lincoln-DeVore, 1978). Based on the geotechnical conditions review of subsurface conditions at the project site, the hydro-compression potential is low considering the deposit depth of around 15 feet. Foundation design recommendations previously provided should be followed to help reduce the risk of foundation settlement and building distress.

If you have any questions or need further assistance, please call our office.

Sincerely,

Kumar & Associates, Inc.


Steven L. Pawlak, P.E.
SLP/kac
cc: Z-Group Architects, Randy Henrie (randy@zgrouparchitects.com)



MINUTES

Glenwood Springs Historic Preservation Commission

Place: Meeting held remotely via Zoom

Date: March 1, 2021

5:15 p.m.

<u>Members Present</u>	<u>Members Absent</u>	<u>Others in Attendance</u>
Ron Carsten		Gretchen Ricehill
Edward Chusid		Randy Henrie
Debra Bosna		Candace Whipple
Haley Carmer		Seth Hmielowski
	Carolyn Cipperly	Bob Oddo
Marice Doll		
Patricia Stark		
Deborah Williams		

Call to Order

Chair Ron Carsten called the meeting to order at 5:15 PM.

Public Comment: None.

Announcements: None.

Minutes

The February 2021 minutes were approved as written.

Old Business

Public Hearing - Western Hotel-

Ron Carsten introduced the project informing the Commission that purpose of the hearing was to consider a landmark alteration certificate of the Western Hotel, 716 Cooper Ave, a building that is listed on the National Register of Historic Places.

Gretchen Ricehill provided a powerpoint presentation and summarized the project in accordance with the staff report which are attached to and made a part of these minutes. She reviewed landmark alteration criteria and findings. She recommended approval with 3 conditions:

1. The third-floor addition shall be stepped back from the primary, front façade by a minimum of fourteen feet.
2. Notify Community Development Department staff prior to demolishing the 1945-era rear addition and allow access for photo documentation.
3. Any chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of the building, if appropriate, shall be undertaken using the gentlest means possible.

Questions of Staff:

Marice Doll asked about the color of the third floor addition stating that it appeared mauve.

Gretchen referred discussion of color to the owner or applicant.

Debra Bosna asked about the Secretary of the Interior's standard #4 as it related to removal and replacement of the glass block transoms on the front elevation. Gretchen clarified that Randy Henrie or Candace Whipple wanted to discuss certain changes to the front elevation. Her staff report simply tried to caution the Commission that the front elevation is considered a historic part of the building.

Owner/Applicant Presentation:

Candace Whipple introduced her vision for the building renovation clarifying that the proposal is to add 11 units in the building and not 14 as was referenced in the staff report. Architects Randy Henrie and Seth Hmielowski provided a powerpoint summary of their proposed renovations.

- The most visible piece of the proposed 3rd floor addition was from the Pullman and provided photos showing the view from various locations.
- Discussed Cooper Street elevation. Decided that it should be kept as shown today. But ask that the glass block be removed and replaced with a fixed single pane window.
- Provided interior photos showing on going water damage to the building causing settling, cracking brick walls, tilting stairs, drainage issues.
- Detailed structural issues with a 20-25 foot section of the building adjacent to the north alley. This was a 1904-07 addition and sits on brick foundation. The original building is on a stone foundation. The building framing in this section is inconsistent – some sitting directly on dirt. Bob Oddo, structural engineer provided additional technical information about the proposed remedy to the issues which entails constructing a new foundation and floor system.
- Agreed that the proposed 3rd floor addition should be pushed back 14 feet from the front of the building.
- Discussed using corrugated metal siding installed horizontally in the new rear addition as they felt this orientation coordinated with the brick texture and mimicked the horizontal brick pattern.
- Exterior colors of the new additions are proposed to be light and dark gray in tone.

Questions of the Applicant:

Deborah Williams asked about parking. Gretchen informed the Commission that providing off street parking is not required. The property is located in the general improvement district where the property owners pay an extra mil in property taxes that is used to create public parking.

Debra Bosna asked for clarification if the existing cornice was being increased in height or changed. The architects clarified that they were not changing the cornice. The roof area in front of the new 3rd floor will be a roof deck for the apartment that faces Cooper. The existing parapet will serve as the code-required barrier.

Ron Carsten asked about the following:

- The finish wall materials of the proposed 25-foot section. Henrie clarified that corrugated metal siding is proposed.
- The overhang on the original building, north elevation, is shown as being removed in some plan sets. Mr. Henrie clarified that currently it is part of the roof framing that is in bad condition. The overhang will be replaced but will resemble the original. The overhang in the 25-foot section will be removed and not replaced.
- The location and materials of the windows in the new 25-foot section. Mr. Henrie and Mr. Hmielowski clarified that the windows will be shifted from their current location to be in alignment. The window frames are not original. All are proposed for replacement with metal clad for maintenance and longevity. The windows will have a thin profile to replicate the historic profile.

- Will the skylight be repurposed as it is one of the unusual features of this building? Mr. Henrie and Mr. Hmielowski commented that they needed to assess its condition to determine whether it can be salvaged. Relocating it over the new interior hallway will not meet fire code. It could be moved over individual apartment units or located over the alley egress stair and serve as a hatch opening to the roof.

Patsy Stark asked about removing the paint from the exterior brick. Mr. Henrie commented that they have not assessed whether this was possible, or the best way to remove the paint. Patsy commented that her husband stayed at the hotel and that she was grateful that the building will be restored.

Gretchen Ricehill asked that the Commission appoint Patsy Stark as a regular member as Commissioner Carolyn Cipperly had to recuse herself from this hearing. Debra Bosna moved to appoint Patsy Stark as a regular member. Seconded by Edward Chusid. Unanimously approved by voice vote.

Public Comments

Chair Ron Carsten opened the meeting to public comment.

Steve Thompson, owner of the neighboring Creamery Building, expressed concerns about the party wall, structural issues, tie-rods, the loss of some windows in his building due to construction of the proposed 3rd floor.

Sheri Scruby, owner of Book Grove, 801 Blake Avenue, appreciated the building being restored. She asked about the metal siding but preferred to see brick to resemble the historic building; she would discuss parking and the impact of the number of units later in the review process; she expressed concern about the appearance of the 3rd floor addition.

April Carver, owner of Hotel Denver, commented that the 3rd floor would be visible from the pedestrian bridge; expressed concern about the proposed new materials; commented that trash collection should be on the east side of the building rather than the north; and expressed concern about parking.

Applicant's Response

Randy Henrie responded to the comments by stating:

- The trash dumpster is located inside the footprint of the building. He will need to fully analyze the movement of a trash truck through the alley.
- Historic preservation standards do not want you to match the original materials when constructing new additions. There needs to be a clear difference between the new and historic.
- Window and party wall issue will need to be addressed through the building code.

Bob Oddo added that the Western's structural work should not affect the Creamery but that he would need to address the tie-rods that support the brick wall as they are shared between the two properties.

Ron Carsten asked for clarification regarding the window in the party wall. Mr. Henrie commented that generally openings in buildings within 5 feet of the property line are limited by building code requirements. On new construction windows are not allowed where buildings are located on the lot line but if there are existing windows in buildings located on the lot line, they need to be fire restricted.

Haley Carmer asked about visibility from the pedestrian bridge and a height comparison to buildings in the immediate vicinity.

Randy Henrie showed a photo of the Western taken from the pedestrian bridge. If the exterior wall color was similar to the surrounding colors it would blend into the background. Regarding height, the new third floor addition will not be as tall as the Hotel Denver, and it will be lower in height to the adjacent Creamery building due to the rising grade as you head south.

Hearing no further comment or questions, the Chair closed the public portion of the meeting.

Commission Deliberation

Ron Carsten appreciated the efforts to preserve and restore the building for a new use. He expressed concern with the proposed use of metal as a finish material but agreed that it needs to appear different than the historic building. He felt that it would be better to blend in with the area and de-emphasize the building mass. Even though one addition is at the rear of the building, it is highly visible from Blake Avenue. Additionally, he pointed out that the city is converting or improving many downtown alleys for pedestrian use. The qualities of material and mass have an impact on what is trying to be accomplished from a preservation perspective.

Haley Carmer agreed regarding the materials. She understood the necessity of replacing the foundation wall but felt that it needed to be of a similar color and material as the original.

Deborah Williams expressed appreciation that the building was being saved. She would like to see the colors coordinate and suggested using the historic yellow brick color in the new construction.

[Gretchen Ricehill noted for the record that Marice Doll had left the meeting but confirmed a meeting quorum.]

Haley Carmer requested that the Commission confirm the front façade was to remain as is. The issue of the glass block needed resolution. After discussion and to keep the project moving forward, the Commission agreed that the applicant and owner would come back before the Commission with a final materials and color board for review and approval. This would include materials of the third floor and rear additions. In addition to the materials/color board, the applicant/owner would provide a front elevation showing the single pane glass. It was noted that the new foundation wall material and color should replicate or match as closely as possible the original/existing foundation wall.

Motion:

Haley Carmer moved to approve the landmark alteration certificate with the finding and conditions listed on page 6 of the staff report with the added conditions that the applicant/owner provide the Commission with a color and material board for the rear and third floor addition; that the replaced foundation wall materials and color replicate the existing foundation wall; and the applicant/owner provide a mockup of the front elevation showing existing and proposed windows.

Patricia Stark seconded the motion. Unanimously approved.

Old Business

2021 Workplan– discussion

A draft copy of the workplan was distributed prior to the meeting. Ron Carsten indicated that there remained a few items at the end of the draft that still needed to be addressed and added to the plan.

However, he liked the month-to-month format. He recognized that the meeting was running long and encouraged everyone to review the plan prior to the April meeting.

Commission Comments

Gretchen announced that the April meeting would be Ron's last meeting as he is term limited. A new chair will need to be elected at that meeting. She and the Commissioners thanked Ron for his service and leadership.

Adjournment

The meeting adjourned at 7:17 pm.



Historic Preservation Commission Staff Report

Date: March 1, 2021

To: Historic Preservation Commission

From: Gretchen Ricehill, Asst. Director Community Development Dept.

Subject: Western Hotel – Landmark Alteration Certificate

REQUEST	Consideration of a Landmark Alteration Certificate for the Western Hotel- 716 Cooper Avenue
APPLICANT	Candace Whipple
OWNER	Western Hotel LLC
SURROUNDING LAND USES	North: Hotel, Offices South: Commercial, residential East: Residential, parking West: Commercial, residential

PROJECT SUMMARY

The Western Hotel was constructed in phases with the first story of the original brick portion likely constructed by 1888. The other phases were constructed as follows:

- Between 1904 & 1907 – middle, two-story addition
- Between 1907 & 1912 – second floor constructed over the original brick section
- Circa 1945 – rear two-story addition
- 1951- first floor of the original brick building remodeled to provide a more modern appearance

In 2016 the Western Hotel was entered into the National Register of Historic Places. The building is historically significant for its long association with providing area residents, visitors, and guests with accommodations of a restaurant, saloon, rooming house and working-class hotel. The period of significance spans the years 1888 to 1966. The building has been vacant since about 2013. The National Register nomination is attached for reference.

On December 7, 2020, the Historic Preservation Commission (HPC) met with Candace Whipple, the prospective owner of the Western Hotel and her design team and discussed possible exterior changes to the building to support its conversion to fourteen multifamily units. The Commission provided comment on the following proposed alterations:

- Adding a third floor
- Demolishing the rear concrete block addition and constructing a new addition
- Altering the location of certain windows on the north elevation
- Adding windows on the north elevation
- Constructing a new foundation wall along a portion of the north side of the building

Since that meeting, Ms. Whipple has purchased the building and has submitted revised/updated plans for consideration of a Landmark Alteration Certificate.

REVIEW PROCESS

According to Municipal Code section 070.050.040, where landmarked buildings are slated for exterior alterations, the owners are first required to obtain a landmark alteration certificate. The Commission may grant the certificate upon a finding that the proposed alterations would not detrimentally alter, destroy, or adversely affect any significant architectural feature that contributes to the landmark designation, and that the proposed alterations are visually compatible in terms of design, finish, material, scale, mass, and height. Further, the Commission must consider the extent to which the proposed alterations meet the Secretary of the Interior's Standards for Rehabilitation, copied below along with a brief analysis of the proposed alterations.

Secretary of the Interior's Standards for Rehabilitation

- 1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining exterior characteristics of the building, its site, and environment.**
- 2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.**

Historically, the upper floor of this building was a working-class hotel. The ground floor was a restaurant & saloon and was eventually used as a long-term residence. The proposal calls for converting the building to apartments. In doing so, the owner proposes adding a third floor, demolishing and reconstructing the rear 1945-era addition, and altering the location of some windows on the north elevation.

The greatest potential impact is the proposed third floor addition. As indicated in the submitted plans, the owner prefers to extend the new addition as shown below. However, during the December 7th meeting, the Commission recommended that it be stepped back such that it would not be visible from the sidewalk. Staff agrees with the Commission's assessment. The owner's preferred option changes the defining exterior characteristics of the building and would not meet the Secretary of the Interior's Standards.



2 PROPOSED: PREFERRED 3RD STORY, COOPER AVENUE
A-2 NTS

Therefore, staff recommends a condition that the third-floor addition be constructed as shown below – stepped back no less than 14 feet from the front face of the building.



The proposal also calls for demolishing and reconstructing a 1945-era, 2 story rear section of the building. The demolition is necessary due to severe deterioration, and other structural issues. During the December 7th meeting, the Commission felt that demolishing and reconstructing the rear addition would not remove, alter, or negatively impact significant or historic features of the building. The Commission recommended that the new design, and material and texture not mimic but rather blend with the existing building. As shown below, the proposed design and materials are contemporary. The design does not mimic the historic building, but floors are defined through material and color changes, and the windows maintain a traditional narrow, double hung appearance.

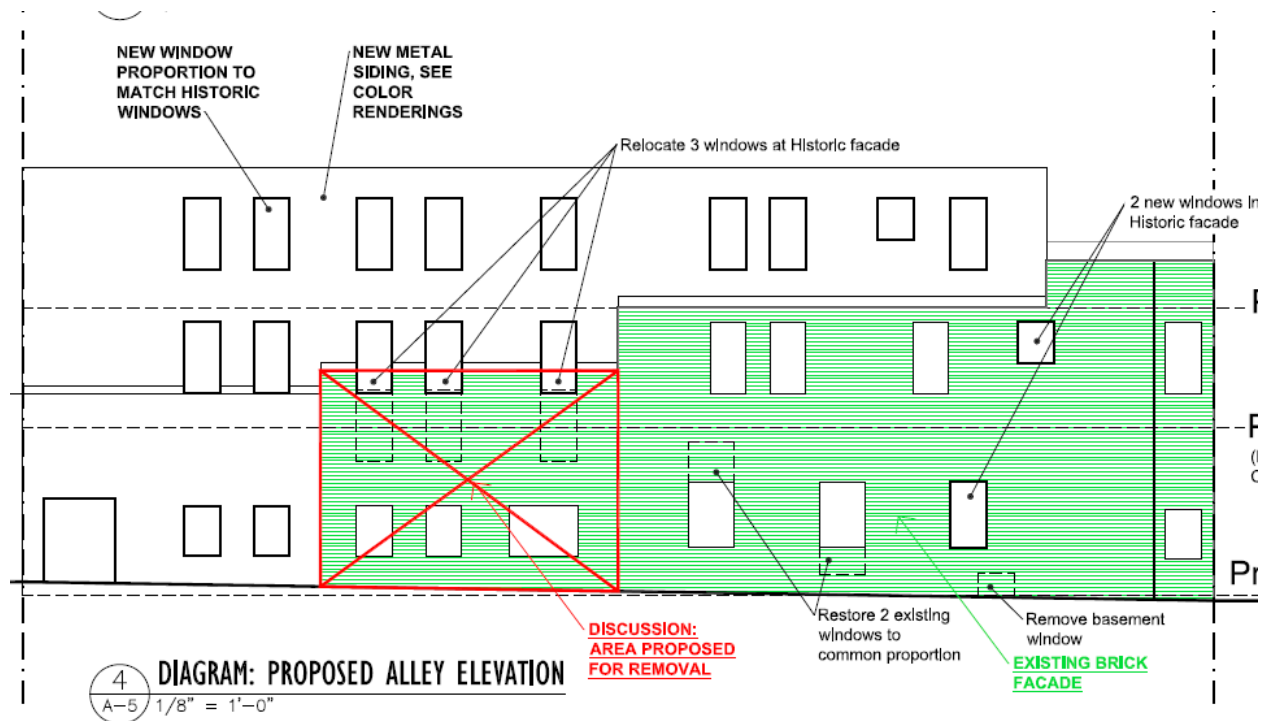
**RIBBED METAL SIDING,
CONTEMPORARY MATERIAL WITH
SENSE OF SCALE SIMILAR TO BRICK**



2 PROPOSED: ALLEY
A-4 NTS

Finally, the proposal calls for replacing and rearranging some of the windows along the north elevation. Like the rear addition, this north facade is not a character-defining elevation. The Commission did not express concern about adding and relocating windows but recommended

that the new windows match or be proportional to the size of the historic windows, and that their new location maintain a rhythm, rather than have a random appearance.



3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.

During the December 7th meeting, the owner and her design team discussed possible renovations to the ground floor front elevation, noting that in the early 1950s this façade was “modernized” and the clipped corner was removed. Some Commissioners felt that reconstructing the original first floor façade was a good idea, others pointed out that the existing façade is a historic part of the building. Some favored removing the glass block transoms and replacing with single glass. The owner plans to continue the discussion at the upcoming March 1st meeting. Staff cautions the Commission that the “modernized” storefront is a historic part of the building as it was constructed in 1951, well within the building’s period of significance (1888 to 1966). Minor renovations such as window upgrades may be considered but any major renovations to this storefront would not meet this Standard.

5. Distinctive features, finishes and construction techniques or examples of craftsmanship that characterize a property shall be preserved.
See discussions above.

6. **Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical or pictorial evidence.**

There are no apparent plans to replace deteriorated or missing historic features.

7. **Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.**

Staff is not aware of any plans to clean the exterior brick. This Standard has been added to a recommended condition of approval.

8. **Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.**

This standard is not applicable to the proposed project.

9. **New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.**

See discussion above.

10. **New additions and adjacent or related new construction shall be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.**

Plans call for adding a third floor on this building. If removed in the future, it will not impact the form and integrity of the original historic building.

REQUIRED ACTIONS

The HPC make take one of the following actions:

1. **Grant** the landmark alteration certificate upon a determination that the application meets the established criteria (listed above);
2. **Deny** the landmark alteration certificate upon a determination that the application does not meet the established criteria;
3. **Continue** the hearing to a future HPC meeting with a request for additional information necessary to make a decision.

ACTION ITEM SUMMARY

Action 1: Consideration of a Landmark Alteration Certificate for the Western Hotel located at 716 Cooper Avenue.

Staff Recommendation: Staff recommends that the Historic Preservation Commission approve the Landmark Alteration Certificate with findings and conditions on page 6 of this report.

Recommended Findings

1. The proposed alterations and additions do not detrimentally alter, destroy, or adversely affect any significant architectural feature that contributes to the landmark designation.
2. The proposed alterations and additions are visually compatible in terms of design, finish, material, scale, mass, and height.
3. The proposed alterations and additions comply with applicable Secretary of the Interior's Standards for Rehabilitation.

Recommended Conditions

1. The third-floor addition shall be stepped back from the primary, front façade by a minimum of fourteen feet.
2. Notify Community Development Department staff prior to demolishing the 1945-era rear addition and allow access for photo documentation.
3. Any chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of the building, if appropriate, shall be undertaken using the gentlest means possible.

Historic Preservation Commission

Landmark Alteration Certificate application

Western Hotel

The Western Hotel was constructed in phases

- 1888 – single story brick front elevation
- Between 1904 & 1907 – middle, two-story addition
- Between 1907 & 1912 – second floor constructed over the original brick section
- Circa 1945 – rear two-story addition
- 1951- first floor of the original brick building remodeled to provide a more modern appearance



National Register of Historic Places

- 2016 the Western Hotel was entered into the National Register of Historic Places.
- Historically significant for its long association with providing area residents, visitors, and guests with accommodations of a restaurant, saloon, rooming house and working-class hotel.
- The period of significance: 1888 to 1966.

Proposed Exterior Alterations

- Adding 3rd Floor



2
A-2
NTS
PROPOSED: PREFERRED 3RD STORY, COOPER AVENUE



Alternative option – 14 foot step back

- Demolishing rear 1945-era addition & Construction new 3 story addition



1
A-4
NTS
EXISTING IMAGE: ALLEY

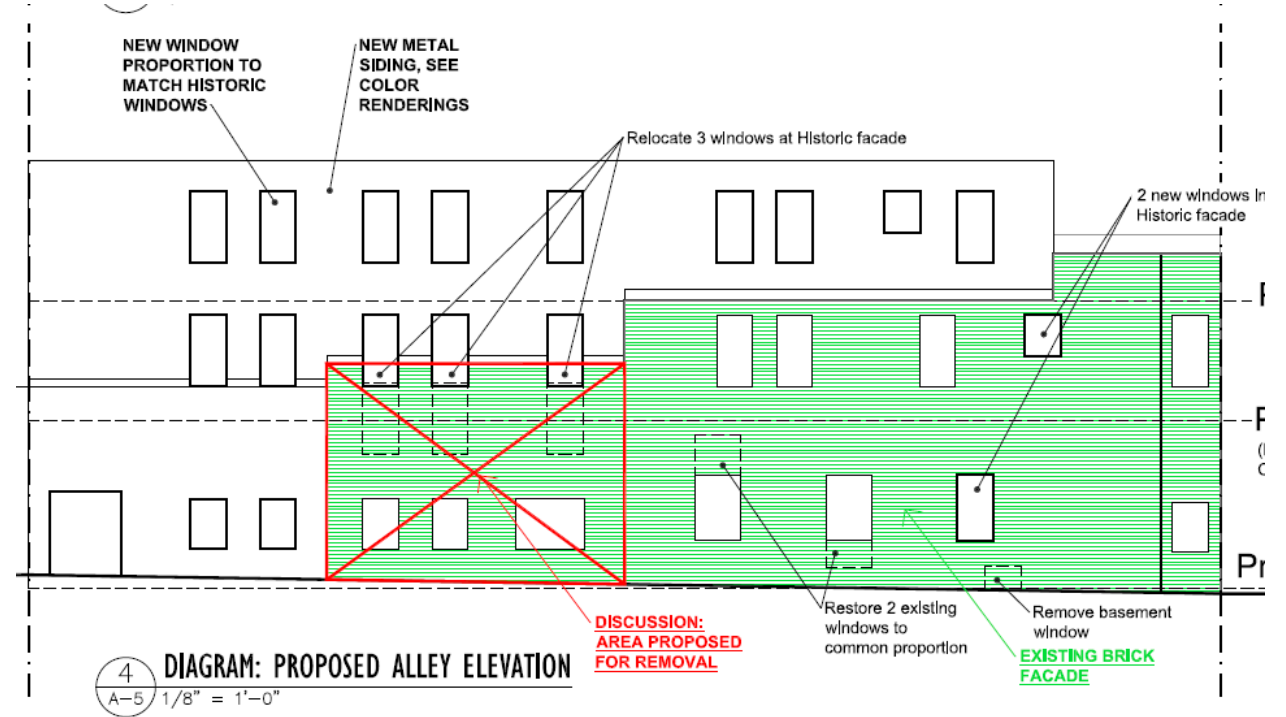


2
A-4
NTS
PROPOSED: ALLEY

RIBBED METAL SIDING,
CONTEMPORARY MATERIAL WITH
SENSE OF SCALE SIMILAR TO BRICK

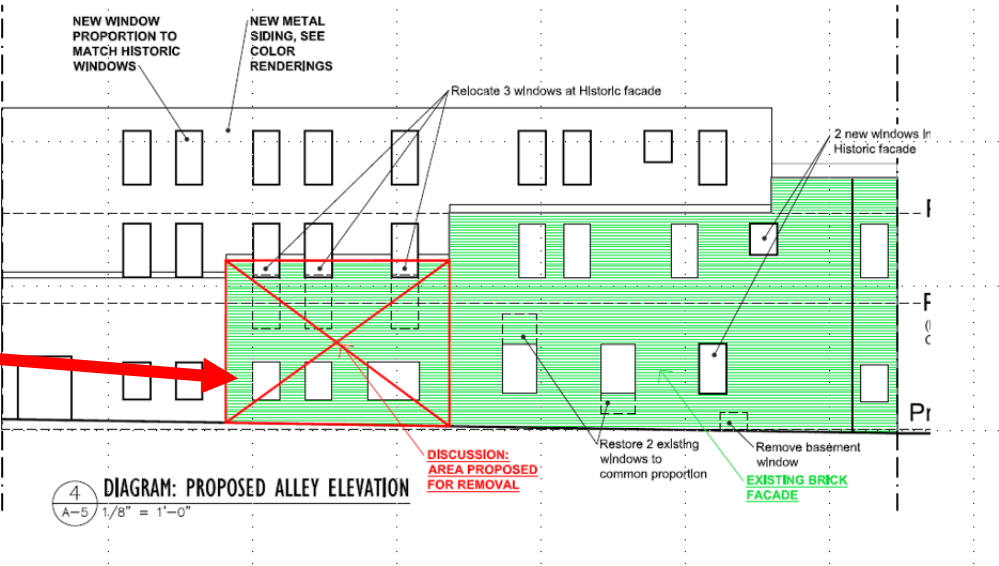
Proposed Exterior Alterations

- Adding & Altering certain window locations on the north elevation
- Constructing new foundation wall north elevation



Other Discussion Topics

Portion North Elevation proposed for removal



Ground floor alterations



Landmark Alteration Certificates

The Commission may grant the certificate upon a finding that the proposed alterations –

1. Would not detrimentally alter, destroy, or adversely affect any significant architectural feature that contributes to the landmark designation, and that the proposed alterations are visually compatible in terms of design, finish, material, scale, mass, and height.
2. The Commission must consider the extent to which the proposed alterations meet the Secretary of the Interior's Standards for Rehabilitation

Secretary of the Interior Standards for Rehabilitation

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining exterior characteristics of the building, its site, and environment.
2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive features, finishes and construction techniques or examples of craftsmanship that characterize a property shall be preserved.
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical or pictorial evidence.
7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
10. New additions and adjacent or related new construction shall be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Action 1: Consideration of a Landmark Alteration Certificate for the Western Hotel located at 716 Cooper Avenue.

Options:

1. **Grant** the landmark alteration certificate upon a determination that the application meets the established criteria (listed above);
2. **Deny** the landmark alteration certificate upon a determination that the application does not meet the established criteria;
3. **Continue** the hearing to a future HPC meeting with a request for additional information necessary to make a decision.

Staff Recommendation: Staff recommends that the Historic Preservation Commission [approve](#) the Landmark Alteration Certificate [with findings and conditions on page 6 of the staff report.](#)

Recommended Findings

1. The proposed alterations and additions do not detrimentally alter, destroy, or adversely affect any significant architectural feature that contributes to the landmark designation.
2. The proposed alterations and additions are visually compatible in terms of design, finish, material, scale, mass, and height.
3. The proposed alterations and additions comply with applicable Secretary of the Interior's Standards for Rehabilitation.

Recommended Conditions

1. The third-floor addition shall be stepped back from the primary, front façade by a minimum of fourteen feet.
2. Notify Community Development Department staff prior to demolishing the 1945-era rear addition and allow access for photo documentation.
3. Any chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of the building, if appropriate, shall be undertaken using the gentlest means possible.

**Engineering
Department**

Date: April 30, 2021

**Jessica Bowser
Asst. City
Engineer**

To: Community Development

Re: 19-21 Western Hotel

Please see the following engineering comments for the Western Hotel Document Review. Please provide a response to these comments when resubmitting.

General comments:

1. Drainage Report Comments:

- a. In general, staff agrees with the methodology and proposed improvements. Indicate/describe Design Points within the report and pre/post side plan in order to verify that drainage is reaching the same location (i.e. not being directed to a neighboring property or causing increased risk to neighboring/downstream properties).
- b. The sidewalk chase should be sized, not only for capacity, but also to ensure proper ability to maintain.
- c. The chase will require a license to encroach along with a maintenance plan/agreement.
- d. During a site visit on April 7th, we discussed the possibility of installing floor drains in the basement and where an allowable discharge could be made. After further discussion, you have the following options:
 - i. The Wastewater Department would allow a discharge to be tied into the sanitary sewer if a sand/oil separator were installed on site prior to discharge to the main.
 - ii. The Engineering Department would allow a discharge to be tied into the storm system if a method of dichlorination could be provided prior to reaching the discharge into the public ROW.

Plan Comments:

2. All pavement cuts and patching, meeting the City of Glenwood Springs Engineering Standards, should be indicated on the plans (demolition).
 - a. The two adjacent alleyways were slated to be re-paved in 2021. Depending on the timing of this work, it may make sense to re-pave the alleys all at once and coordinate with the developer on this as a cost-sharing effort.
 - b. The electric department believes adjusting the vault should be easy, but further coordination should be made to verify and discuss the pole and undergrounding of any telecom lines or replacement of the pole.

At the time of Construction Document Submittal:

1. All final/stamped reports shall be submitted.

Before Construction:

2. Any work within the Right of Way shall require appropriate ROW permitting through the City or County. With the ROW permit, the following documents should be submitted:

- a. 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.
 - 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.
3. The site will require a Grading Permit. With the grading permit, the following documents should be submitted:
- d. Final Stamped Drainage Report.
 - e. Final Stamped Civil Documents.
 - f. Final Geotechnical Report.
 - g. 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:

- 4. Before engineering completes a walk-through of the subject property
 - a. Draft As-Built plans should be submitted.
 - a. Applicable Stamped Certification Letters:
 - i. Any engineered retaining walls. Letter certifying that the walls were constructed per plan or that address any changes to the design during construction, stamped by a Colorado Licensed Professional Engineer.
 - i. Drainage improvements. Letter certifying that the drainage was constructed per plan or that addresses any site changed, stamped by a Colorado Licensed Professional Engineer.
 - b. Test results for all improvements in the ROW shall be submitted. These should include all testing/backfill associated with any walls that support public facilities.
- 5. 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.



Planning & Zoning Commission Staff Report

Date: May 25, 2021

To: Planning & Zoning Commission

From: Gretchen Ricehill, Asst. Director Community Development Dept.

Subject: Consideration of a variance from the Sign Code to allow for two signs in the RM-1 Residential Medium Density zoning district

REQUEST	Consideration of a variance from Article 070.040.110(g)(4)a4 and 070.040.110(i)(3) to allow the installation of two signs in the RM-1 Residential Medium Density zoning district
APPLICANT	DM Neuman Construction
OWNER	Archdiocese of Denver St. Stephen's Parish
ZONE	RM-1 Residential Medium Density
LOCATION:	414 S Hyland Dr Parcel number: 2185-161-00-074
SURROUNDING LAND USES	North: park South: religious East: hospital, medical office, religious West: commercial, hotel, office
LOT SIZE	4 acres

ACTION ITEM SUMMARY

Action 1: Consideration of a variance from Article 070.040.110(g)(4)a4 and 070.040.110(i)(3) to allow the installation of two signs in the RM-1 Residential Medium Density zoning district to exceed the maximum number and square footage allowance, and to illuminate one of the signs.

Staff Recommendation: Staff recommends that the Planning and Zoning Commission approve the variance request with findings on page 6 and 7 and conditions of page 7 of this report.

PROJECT SUMMARY

St. Stephen's school is located at the corner of S. Hyland Drive and Blake Avenue, in the RM-1 zoning district. According to the sign code (section 070.040.110(i)(3), nonresidential uses in residential zoning districts are allowed one attached or one freestanding sign; the maximum square footage is 10 square feet; the maximum height is 42 inches; and a freestanding sign is required to observe a five-foot setback. Additionally, in residential zoning districts, signs are not allowed to be illuminated (section 070.040.110(g)(4)a4).

DM Neuman Construction, on behalf of the Archdiocese of Denver and St. Stephen's school, submitted a variance request to allow the installation of two 21.25 square foot wall signs. The signs are proposed to be located on the west (front) elevation, facing the parking area, and on the east elevation, facing Blake Avenue. The west facing sign is proposed to be illuminated using halo lights. Below are building elevations showing the proposed signs:



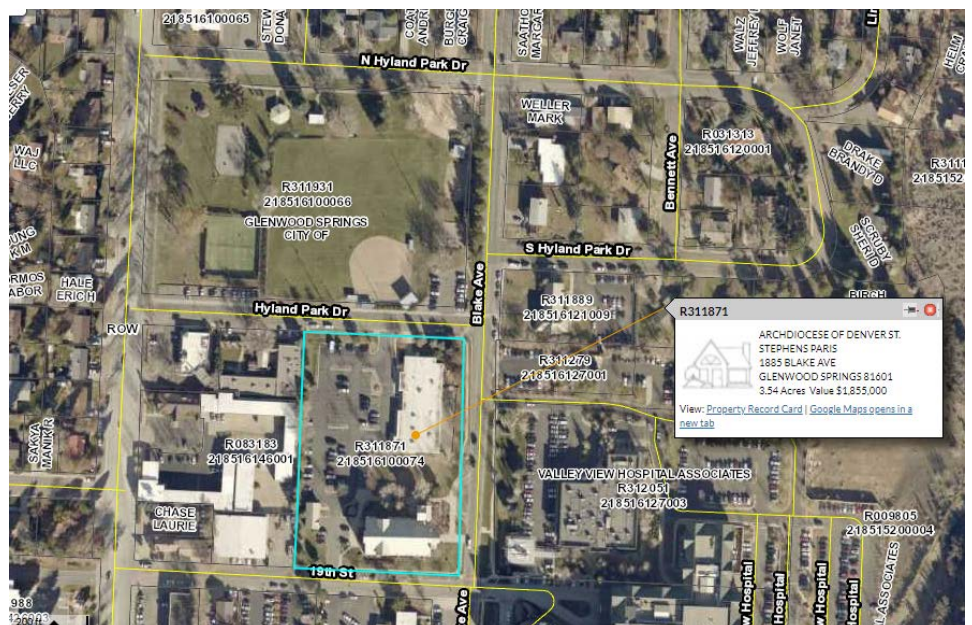
Consideration of variance applications are reviewed and decided upon by the Planning and Zoning Commission. Variance requests must meet all seven of the following criteria:

1. The subject property has an exceptional shape, topography, building configuration or other exceptional site condition that is not a general condition throughout the zone district;
2. The strict application of the Code standards for which a variance is sought would produce undue hardship;
3. The applicant did not create the hardship by his/her own actions;
4. The variance requested does not harm the public and does not impair the intent or purposes of this Code, goals, and policies, including the specific regulation for which the variance is sought;
5. The variance request demonstrates exceptional hardship not related to purposes of convenience or financial burden;
6. The variance request will not violate building or fire code requirements; and
7. The variance is the minimum variance that will afford relief of the subject standards of the Code.

Attached for the Commission's review is the applicant's narrative addressing each of the variance criteria; site plan; and sign details. Following is background information about the property and staff's analysis of the variance request.

Background

St. Stephen's school is located at the northeast corner of S. Hyland and Blake Avenue, on a 4 acre parcel which it shares with St. Stephen's church. In 1991, the school requested and received a variance allowing the construction of a 28 square foot freestanding sign located at the northeast corner of the lot, photo below. The sign code at the time contained similar



requirements/restrictions as it does currently: limiting size to 10 sf and up to 42 inches in height.



Around 2010 the school installed another freestanding sign adjacent to its S. Hyland driveway (photo below) which staff measured to be roughly 14.92 square feet in area and about 6'8" in height. The code at the time allowed one detached or wall sign, and one directional sign per vehicle entrance. Based on location, this sign qualified as "directional" however, the code limited these types of signs to 2 square feet, 42 inches in height, and a setback of 6 -feet from the property line. [Note: it was just in residential zoning districts where directional signs were limited to 2 square feet. In commercial zoning districts directional signs could be up to 4 square feet.]

In 2018, the city adopted a new land use code which, among other things, updated the sign code. The allowance for directional signs in residential districts was eliminated.

It appears that this sign was likely installed without a permit and records indicate that the owner did not apply for a variance from the size requirements.

Staff recommends as a condition of approving the requested variance, this sign be removed, or the applicant/owner be required to seek a separate variance, which if granted would allow it to remain in place.



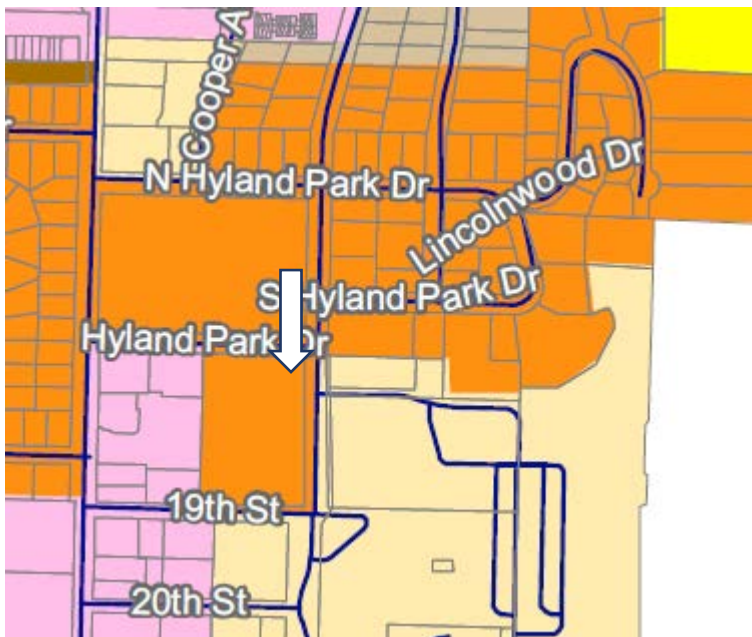
VARIANCE CRITERIA & STAFF ANALYSIS

The applicant addressed each of the variance criteria by completing a questionnaire which is included in the application materials. Below is a summary of the applicant's responses as well as staff's analysis of the proposed project and its compliance with the seven variance criteria.

1. The subject property has an exceptional shape, topography, building configuration or other exceptional site condition that is not a general condition throughout the zone district

The applicant pointed out that St. Stephen's school is in zoning district RM1, which borders two other zoning districts. To the west is the Commercial M1 district and to the east is the RT-residential transitional district. Additionally, there are no residential properties that border the school. This property is surrounded by medical facilities, religious institutions, commercial uses, and a city park. Staff found that the nearest residence is just over 200 feet to the northeast along Blake Avenue.

Staff also points out that one unique site condition is the fact that the school is situated on a 4.0-acre parcel which it shares with a church. Many of the other properties within the RM1 zoning district in the vicinity of the school have much smaller lots, averaging 14,254 square feet, or a median of 11,475 square feet.



2. The strict application of the Code standards for which a variance is sought would produce undue hardship

The applicant notes that because this property is nearly surrounded by commercial and institutional uses, limiting it to just 10 square feet of total signage is a hardship. The area's character is more in-keeping with a commercial district, so an increased signage allowance seems appropriate. Staff adds that the east and west elevations of the school are 171 feet long. The proposed signs are 21.25 square feet each and constitute less than 1 percent of each elevation. [Note: a 10 square foot sign on one of the same elevations constitutes 0.3% of the elevation as compared to the requested signage which is 0.8%].

3. The applicant did not create the hardship by his/her own actions

The applicant notes that St. Stephen's school and church have been at this location since the early 1970s. Staff adds that the 4-acre site has been in a residential zoning district since the 1950s when the city first established zoning districts. Additionally, as indicated earlier, the current character of the surrounding area is a mixture of uses including commercial, medical office, park, and institutional. The residential neighborhoods are several hundred feet away to the north and northeast. These residences would not be impacted visually by increased signage on the school building. The sign on the east building elevation will not be illuminated, and it will be positioned such that it directly faces a medical office building and the hospital's parking lots.

4. The variance requested does not harm the public and does not impair the intent or purposes of this Code, goals, and policies, including the specific regulation for which the variance is sought

The applicant opines that the intent of the regulation in question, in part, is to protect residences and residential neighborhoods from large scale commercial signs that are out of scale and character with the neighborhood. The applicant reiterates that the school is not located within a neighborhood but rather is surrounded by more commercial and institutional uses. If the variance is granted, the applicant stated that the proposed signs will not negatively impact area residents.

Staff adds that among other things, the city has adopted sign regulations -

- To minimize incompatibility between signs and their surroundings;
- To recognize distinct geographic districts within the city that possess unique characteristics of physical location, building design, land use patterns, and pedestrian and vehicle circulation; and
- To provide for signs within reasonable limitations, consistent with the goals and objectives of the community, to retain the special character and economic advantages that rest largely on the quality of the community's appearance.

Staff agrees that the nearest residences are located several hundred feet to the north and northeast of the school. The only sign that could pose an impact to residences and residential neighborhoods is located on the east elevation. However, the location of this sign directly faces a hospital parking area and medical office building. Staff finds that very few, if any residences will be able to view this sign from their properties.

Finally, the second proposed sign is located on the west elevation. Although it is proposed to be illuminated, staff does not believe that it will pose an impact as the nearest residences are estimated to be over 600 feet away. The proposed school sign would have to be viewed through several commercial buildings between those residences and the school.

5. The variance request demonstrates exceptional hardship not related to purposes of convenience or financial burden

The applicant indicated that the code limitation of 10 square feet of signage poses a hardship in that it limits the school's ability to identify itself. The building not only is used by students and teachers it is also used by the community during nights and weekends. Proper identification for a building of this size is essential.

6. The variance request will not violate building or fire code requirements

The requested variance will require submission of a sign permit application that will be reviewed for compliance with the building and fire code requirements.

7. The variance is the minimum variance that will afford relief of the subject standards of the Code.

The applicant notes that both the east and west elevation signs are minimal. They are simply wall mounted letters without logos or other designs. Only the west facing sign is proposed to be illuminated.

Staff agrees that the signs are minimal, amounting to less than 1 percent of the building elevations to which they are attached.

REVIEWING AGENCY COMMENTS

This sign variance request was not distributed to the other city departments for review and comment as no construction or utility connections were involved. As indicated above, if approved, the applicant/owner will be required to submit a sign permit application that will be reviewed by the building department for compliance with building and fire code requirements.

ACTION ITEMS AND STAFF RECOMMENDATIONS

The Planning and Zoning Commission may approve, approve with conditions, or deny the variance. The Commission may also continue the hearing with a request for specific information necessary to determine compliance with the Municipal Code and city goals and policies.

NOTE: The Planning and Zoning Commission **will not** vote on this item at the May 25th meeting. As has been the policy since meeting remotely, to accommodate public comment the Commission will **continue** this item to the June 22nd meeting. The action and recommendations below are for information only.

Action 1: Consideration of a variance from Article 070.040.110(g)(4)a4 and 070.040.110(i)(3) to allow the installation of two signs in the RM-1 Residential Medium Density zoning district to exceed the maximum number and square footage allowance, and to illuminate one of the signs.

Staff Recommendation: Staff recommends that the Planning and Zoning Commission **approve** the variance request **with findings on page 6 and 7 and conditions of page 7 of this report.**

Suggested Findings:

1. The subject property has an exceptional shape, topography, building configuration or other exceptional site condition that is not a general condition throughout the zone district;
2. The strict application of the Code standards for which a variance is sought would produce undue hardship;
3. The applicant did not create the hardship by his/her own actions;
4. The variance requested does not harm the public and does not impair the intent or purposes of this Code, goals, and policies, including the specific regulation for which the variance is sought;
5. The variance request demonstrates exceptional hardship not related to purposes of convenience or financial burden;

6. The variance request will not violate building or fire code requirements; and
7. The variance is the minimum variance that will afford relief of the subject standards of the Code.

Suggested Conditions:

1. The 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 Community Development Director.
2. Prior to installation, the applicant/owner shall submit a sign permit application for community Development Director review and approval. Any modifications to the approved signs may require further review before the Planning and Zoning Commission.
3. Illumination shall comply with the lighting requirements under 070.040110(g)(4).
4. All contractors must be licensed to work in the city of Glenwood Springs.
5. Prior to the issuance of a sign permit for either of signs which are the subject of this application, the directional sign located adjacent to the Hyland driveway shall be removed or the applicant/owner shall submit an application for a variance to legalize said sign.

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 a variance from Article 070.040.110(g)(4)a4 and 070.040.110(i)(3) to allow the installation of two signs in the RM-1 Residential Medium Density zoning district to exceed the maximum number and square footage allowance, and to illuminate one of the signs. I move to deny finding that –

1. The subject property does not have an exceptional shape, topography, building configuration or other exceptional site condition that is not a general condition throughout the zone district;
2. The strict application of the Code standards for which a variance is sought do not produce undue hardship;
3. The applicant created the hardship by his/her own actions;
4. The variance requested harms the public and impairs the intent or purposes of this Code, goals, and policies, including the specific regulation for which the variance is sought;
5. The variance request does not demonstrate exceptional hardship; and
6. The variance is not the minimum variance that will afford relief of the subject standards of the Code.



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		

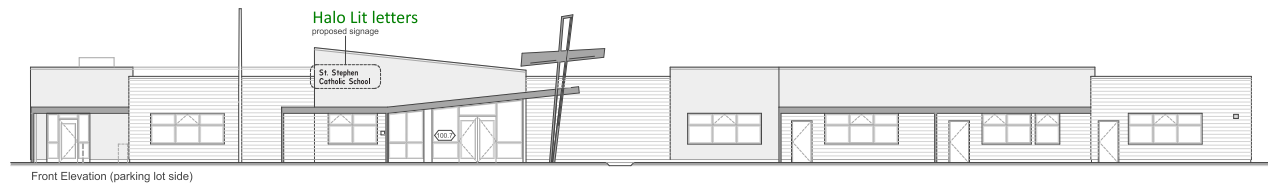
Applicant/Property Owner Information:			
Applicant		Owner	
DM Neuman Construction		Archdiocese of Denver - St. Stephen Parish	
Relationship to Owner		Owner	
Architect & General Contractor			
Applicant Address		Owner Address	
310 19th Street	Glenwood Springs, 81601	1300 S Steele Street	Denver, CO 80210-2526
Phone (970) 945-7502	Email Address rich@dmneuman.com	Phone	Email Address

Property Information:	
Address	Parcel Number
414 S. Hyland Park Drive	218516100074
Subdivision	Lot and Block Number
Zone District RM1 (Residential Medium Density)	Existing Land Use School/Church

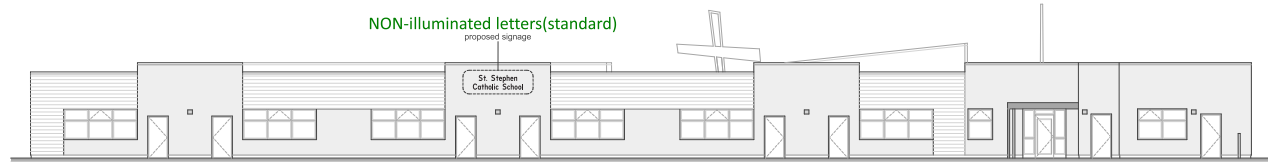
General Project Description:
Since the school is located within a residential zone, only one sign, no larger than 10 SF is allowed per the GWS Development Code. St. Stephen's would like to increase the area of signage to 25 SF at the buildings main entry and then be allowed a second non-lit sign for the elevation along Blake Ave (25 SF max)

Signatures:	
The owner or applicant must be present at the hearing. All public hearings must be properly noticed according to G.S.M.C. Section 070.010.030. Signatures of all owners of the property must appear before the application is accepted. Partnerships or corporations may have the authorized general partner or corporate officer sign the	Applicant
	Owner
	Date
	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 <i>Rev. Albert V. Chikwa</i>	Date <i>2/23/21</i>



Front Elevation (parking lot side)



Rear Elevation (Blake Ave. side)

Front Elevation (parking lot side)

*21.25 sq/ft as proposed

101.75 in

30.12 in

St. Stephen Catholic School

Fabricated Aluminum Letters



FABRICATED ILLUMINATED LETTERS

Painted Aluminum **HALO LIT** letters

12"(h)

Black, vertical brushed finish

3" deep

-reverse channel LED-lit letters

-removable can to allow for servicing of LED's

-LED color: White

LED package includes:
wiring diagram
UL listed with sign section labels, lead wires/cables & power supplies
standard leads are 3 wire 36" long cables
systems are 12VDC, Class 2 power supplies
UL label location inside of can

Rear Elevation (Blake Ave. side)

*21.25 sq/ft as proposed

101.69 in

30.12 in

St. Stephen Catholic School

Fabricated Aluminum Letters



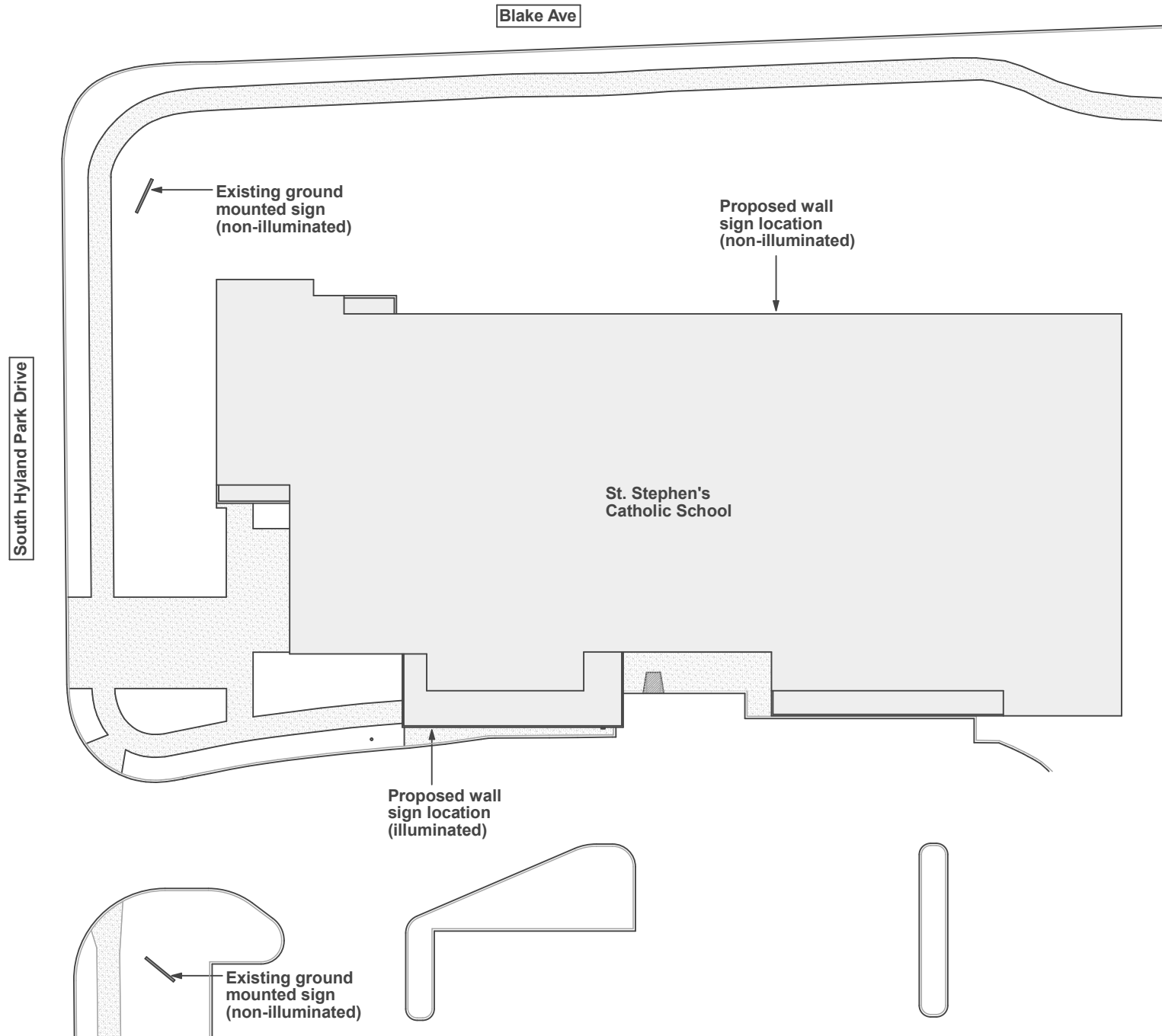
FABRICATED ALUMINUM LETTERS

Painted Aluminum letters

12"(h)

Black, vertical brushed finish

3" deep



Site Plan

Variance Criteria

Instructions

1. Complete this questionnaire after you have had your pre-application conference. Once completed, submit this questionnaire along with the other items on the checklist. Complete one questionnaire for each variance you are requesting. Use a separate sheet if necessary.
2. It is important to remember that the decision to approve or deny a variance is a discretionary action based on how well you meet all the variance criteria. This is your opportunity to describe in detail the reason why you need to deviate from the Municipal Code. If you are unable to provide justification of how your application meets each of the criteria below, you may want to consider whether a variance is truly warranted.

Variance type

Explain what Municipal Code requirement you are requesting a variance from and what it is that you are proposing that does not meet this requirement.

Article 070.040.110(i) Summary of Permanent Sign Standards

(3) Nonresidential Uses in Residential Zone Districts.

a. Number, Maximum. One attached or freestanding sign shall be allowed.

b. Sign Area, Maximum. Ten square feet.

Article 070.040.110(g) General Sign Regulations

(4) Illumination

a4. Illuminated signs shall be prohibited in residential zoning districts.

Variance Criteria

1. **Explain how your property has an exceptional shape, topography, building configuration or other exceptional site condition that is not a general condition throughout the zone district.**

St. Stephens is located between S. Hyland Park Drive and 19th Street, along Blake Avenue... in the Zone District RM1 (Residential Medium Density). The location of this property borders 2 other Zone Districts... the hospital district (I can't tell if this is Zone District RT or RL, the represented colors on the zone map are very similar) and M1 (mixed use corridor). There are actually no residential properties that border the school and church, this property is surrounded by medical facilities to the east and south, commercial properties to the west and a large park to the north. We feel as though a little flexibility in the design code would be appropriate, being that there are no residential properties directly bordering this property.

2. **Explain how the strict application of the Code standards for the variance you are seeking produces undue hardship.**

Code allows for 10 SF maximum of signage for properties in a residential zone. We feel that since this property is not directly connected to any residential properties or a part of any residential neighborhood, we should be allowed to follow the sign code requirements for commercial zones districts. When you look around this property, it feels more like a commercial zone, since all of the neighbors are either medical facilities, commercial facilities or a large park that all work as a buffer between this property and any residential properties.

3. Explain how you did not create the hardship by your own actions.

St. Stephen's Catholic School and Church is an existing facility that has been located at this property since the early 1970's. The school is currently going through an exterior renovation and would simply like to increase its exposure and identity to the community by adding signage to the building.

4. Explain how the requested variance does not harm the public and does not impair the intent or purposes of this Code, goals, and policies, including the specific regulation in question.

We would imagine that the intent of the sign code for residential areas (as it compares to commercial areas), is to protect the residences and residential neighborhoods from large scale signs that are out of proportion and character from your standard residential neighborhood... detracting from the quality of life, and residential feel of the area. We feel that since this property is not located in any residential neighborhood, and is more connected to commercial properties, that this application, if granted, will have no negative effect for the people and neighborhoods that the sign code is attempting protecting.

5. Explain how the variance request demonstrates exceptional hardship not related to purposes of convenience or financial burden.

Not allowing St. Stephen's to have signage requirements, comparable to other similar facilities, in similar locations, limits the school's ability to identify itself in the community. This is a facility that is not only used by students and teachers, but also by the community in the evenings and weekends. Having the proper signage, for a facility of this size, will allow for this facility to continue strengthening its identity in the community.

6. Explain how the variance request will not violate building or fire code requirements.

The building code or fire code has no additional requirements that are directly related to this variance application. All applicable codes in section 3107 and Appendix H of the IBC will be followed, as it relates to this project.

7. Explain how the variance is the minimum variance that will afford relief of the subject standards of the Code.

As indicated in previous responses, we feel that due to the specific location of this property, within its designated zone district, relates more to a commercial neighborhood

than a residential neighborhood... and should be allowed to identify itself as if it was zoned in a commercial zone. Both proposed signs (front and back) will be minimal in nature, simple wall mounted letters... no logos or designs beyond lettering. The sign above the front door will be illuminated while the sign that parallels Blake Ave will not be illuminated.



Planning and Zoning Commission Report

Date: May 25, 2021
To: Planning and Zoning Commission
From:
Subject: Consideration of Planning and Zoning Commission by-laws.

REQUEST	Review and update Planning & Zoning Commission By-laws
APPLICANT	NA
OWNER	NA
LOCATION	NA
ZONE	NA
SURROUNDING LAND USES	NA
LOT SIZE	NA

ACTION ITEMS

Consideration of Planning and Zoning Commission by-laws.

BACKGROUND

Attached are a copy of the Commission's current by-laws. The document needs to be updated to ensure that they accurately reflect current processes and procedures.

PROJECT SUMMARY

NA

REVIEW CRITERIA AND STAFF ANALYSIS

NA

REVIEWING AGENCY COMMENTS

NA

ACTION ITEMS & STAFF RECOMMENDATIONS

Staff requests that the Planning & Zoning Commission review the current by-laws and suggest updates or corrections as needed.

Suggested Findings:

NA

RULES, REGULATIONS AND PROCEDURES

GLENWOOD SPRINGS PLANNING AND ZONING COMMISSION

The Glenwood Springs Planning and Zoning Commission ("Commission") was created by ordinance pursuant to the authority provided in the Home Rule Charter (Section 7.1). Section 020.020.030 (L) sets forth the powers and duties of this Commission. The purpose of these Rules, Regulations and Procedures ("Rules") is to provide an orderly set of rules and procedures for the Commission to carry out the functions set forth in the Municipal Code.

I. MEETINGS.

- A. Time Limit. Meetings shall not continue past 11:00 p.m. No agenda item shall be taken up after 10:00 p.m., unless approved by a unanimous vote of the Commission. When the agenda is being prepared, the Community Development Director shall consult with the Chairperson to ensure that the agenda conforms to this rule.
- B. Regular Meetings. The Commission shall meet once a month on the Tuesday which is three weeks before the second City Council meeting of the following month. Meetings shall be held in the City Council Chambers unless the Commission deems it necessary to use other facilities. Meetings shall commence at 6:00 p.m. In the event that the proposed number of agenda items appears to require two meetings to complete such business, two meetings shall be scheduled at the discretion of the Community Development Director, upon consultation with the Chairperson and such other members of the Commission necessary to ensure a quorum at such additional meeting.
- C. Continuation of Regular Meeting. In the event that an agenda item scheduled for the regular meeting has not been taken up due to the provisions of I.(A) above, the Commission shall have the option of meeting on the following evening commencing at 6:00 p.m. or continuing such agenda item until a regular meeting or at a special meeting. Agenda items may be continued as addressed in the Glenwood Springs Municipal Code.
- D. Work Sessions. The Commission may meet once a month for a work session. Work sessions shall generally be held one week before the regular meeting date, unless another date has been designated by the staff based on room availability. All work sessions shall be held in the City Council Chambers unless the Commission deems it necessary to use other facilities. Work sessions shall commence at 6:30 p.m. and shall not extend past 8:30 p.m. unless approved by a unanimous vote of the Commission.

- E. Special Meetings. Special meetings are discouraged. A special meeting shall be held only in those circumstances in which there is a matter of pressing business which requires action by the Commission prior to the next regular meeting. Prior to calling a special meeting, the Chairperson shall consult with the Community Development Director and such other members of the Commission which are necessary to form a quorum. The decision to call a special meeting shall be at the sole discretion of the Chairperson. Such meeting shall be called upon twenty-four hours notice.
- F. Notice. In the event that a special meeting is called, all notices required by the Municipal Code shall be followed. In the event that a continued regular meeting is held, all notices published in compliance with the Municipal Code shall be deemed automatically continued until the date of the continued regular meeting.

II MEMBERSHIP/OFFICERS.

A. Election of Officers.

1. Chairperson. The Commission, at its regular meeting in February shall elect a Chairperson who shall serve in such capacity for a twelve month period. In the event a Chairperson vacates the Commission, for whatever reason, the Vice-Chairperson shall act in the role of Chairperson to serve out the Chairperson's term.
2. Vice-Chairperson. The Commission, at its regular meeting in February, shall elect a Vice-Chairperson who shall serve in such capacity for a twelve month period. In the event a Vice-Chairperson vacates the Commission, for whatever reason, the Commission shall elect a Vice-Chairperson at its next regular meeting.
3. Election of Chairperson in the event of absence of the Chairperson and Vice-Chairperson. In the event the Chairperson and Vice-Chairperson are both absent from any meeting, any members of the Commission present shall vote to elect a Chairperson to preside over such meeting.
4. Recording Secretary. The Recording Secretary shall be a non-elected position and shall be a member of the Community Development Department, or shall be designated by the Community Development Director.

- B. Duties of Officers. The duties and powers of the officers of the Commission shall be as follows:

1. Chairperson.
 - (a) Preside at all meeting of the Commission.
 - (b) Call special meetings in conformance with Rules I.(F).
 - (c) Sign all documents of the Commission.
 - (d) Oversee compliance with all rules set forth herein and Municipal Code provisions pertinent to the actions of the Commission.
2. Vice-Chairperson. During the absence, disability, or disqualification of the Chairperson, the Vice-Chairperson shall exercise or perform all duties and be subject to all the responsibility of the Chairperson.
3. Recording Secretary.
 - (a) Keep the minutes of all meetings of the Commission by recording such meetings by cassette tape.
 - (b) Prepare summaries of such meetings.
 - (c) Arrange for a verbatim transcription upon written request. A fee for the actual cost of such verbatim transcription may be charged.
 - (d) Prepare the agenda upon consultation with the Chairperson and Community Development Director.
 - (e) Act as the official custodian of all Commission records.
 - (f) Publish notices of appeals and City actions as required by the Municipal Code.

III QUORUM.

A quorum shall be met if at least four (4) members of the Commission are present for any meeting. The Commission shall not act on any matter unless there is at least a quorum of its members present.

IV **ALTERNATE.**

A Commissioner appointed as an alternate shall be authorized to participate in a meeting when substituting for an absent member. An alternate may attend any meeting of the Commission. An alternate shall not be authorized to participate in a meeting when not substituting for an absent member, except in cases where the alternate is speaking as a citizen on his own behalf and not as a representative of the Commission. Alternate members shall be required to participate in work sessions.

V. **DEADLINE FOR AGENDA.**

The deadline for filing applications or other items on an agenda shall be twenty-one (21) days prior to the public hearing, unless otherwise provided by the Municipal Code. Requests for continuances of any application for a particular agenda shall be filed with the Community Development Director no later than fifteen (15) days preceding the meeting so that the printed agenda will reflect the requested continuance. In the event a request for continuance is not made in a timely manner in strict compliance with these Rules, an application must be presented at the meeting.

VI **CORRESPONDENCE/APPLICATIONS.**

All correspondence or any application shall be addressed to the "Planning and Zoning Commission, Attention: Chairperson," and shall be filed with the Recording Secretary.

VII **PROCEDURE FOR PUBLIC HEARINGS.**

The following procedure shall normally be followed. It may be re-arranged by the Chairperson upon consultation with the Community Development Director, if necessary, for the expeditious conduct of business:

- A. Community Development Director, or designated representative, shall present the staff report and make recommendations.
- B. Commission members may ask questions regarding the staff presentation, report and recommendations.
- C. Applicant or applicant's representative shall make their presentation.
- D. Commission members may ask questions pertaining to the applicant's presentation.
- E. Comments shall be taken from the public.

- F. Applicant makes rebuttal of any points not previously covered. Public may respond to rebuttal only. The Chairperson shall limit the time for applicant and public to make such rebuttal.
- G. The public hearing is then closed. No further statements may be made by anyone who is not a Commissioner, subject to clarification questions directed to staff by the Commissioners (see "J" below).
- H. A Commissioner makes a motion on the application per the actions allowed in the Glenwood Springs Municipal Code.
- I. Discussion among Commissioners on the findings for the public hearing.
- J. Discussion among Commissioners on the motion. Commissioners may ask clarification questions of staff. No one from the public is allowed to make further statements or provide additional evidence.
- K. The Chairperson shall call for the vote when discussion ends.
- L. A vote is then taken.
- M. A majority vote is necessary to carry any motion.

VIII CONFLICT OF INTEREST.

Any member who shall feel that he or she has a conflict of interest on any matter that is on the agenda shall voluntarily excuse himself or herself, temporarily vacate the Commission seat, and refrain from discussing and voting on said matter. Commissioners who have business or financial interest that would stand to profit from a decision should absent themselves from the hearing.

IX RULES TO ENSURE FAIRNESS FOR PUBLIC HEARINGS.

The Commission intends to provide the following to anyone involved in a public hearing before the Commission:

- A. adequate notice;
- B. An impartial tribunal;
- C. an opportunity to present, hear and rebut evidence; and
- D. A decision based upon the law and upon evidence presented at the hearing.

In order to insure that these precepts are followed:

1. Commissioners shall never discuss any item with anyone who is to come before the Commission at a public hearing; however, the Commission is authorized to make a site visit with staff prior to the hearing. The site visit is subject to open meeting laws. In the event a site visit is taken, the Chairperson shall report on the record of what the Commission saw and did on the site visit.
2. Commissioners shall never comment on the pros and cons of an agenda item until all evidence and testimony have been presented and the public hearing is closed;
3. In the event many people wish to speak on a particular item, the Chairperson shall ration speaking time so that all may be heard in a timely manner;
4. Speakers who represent groups present at the hearing shall be given more time than individuals expressing their own views;
5. Individuals who persist in interrupting the proceedings shall be asked to leave the hearing room. A member of the Police Department shall be requested to remove anyone persisting in unruly or disruptive behavior;
6. Due to the tape recording of the proceedings, all Commissioners and speakers shall speak clearly and directly into the microphones to ensure a clear record; all speakers shall identify themselves and state their home or business address and the group they represent, if any.
7. Individuals wishing to be part of the record must be at the podium or at a microphone prior to speaking;
8. Written materials offered to the Commission shall be handed to the Recording Secretary. The materials shall then be circulated to the Commissioners;
9. No cross-examination of a witness or speaker shall be allowed. In the event a person wishes to ask a question of a witness or speaker, such question shall be addressed to the Chairperson, who may then address such witness or speaker with the question;
10. The strict rules of evidence shall not be followed;
11. No speaker shall be subject to harassment or embarrassment during the hearing;

12. The Chairperson shall determine whether offered testimony is material or relevant to the hearing;
13. The Commission shall give offered evidence whatever weight is deemed worthy by the Commission;
14. Commissioners shall base their vote only upon evidence presented during the hearing;
15. Commissioners serving as alternates who are not filling in for another absent Commissioner shall not ask questions, comment or participate in a public hearing; unless the alternate member clearly states they are speaking as a citizen and not as a representative of the Planning Commission.
16. Commissioners shall not vote on minutes of a meeting at which they were not present;
17. A Commissioner who has not participated in a hearing on an item that is continued, may not participate in discussion of the item at a future meeting unless the Commissioner has listened to the audio recording of the item from the original meeting and also has fully reviewed all written evidence presented at the previous meeting on that agenda item.
18. Commissioners and alternate members that wish to speak on items taken up by the Planning Commission, City Council or other City Boards and Commissions, shall identify himself/herself as a member of the Planning Commission and shall preface their remarks by stating they are speaking on their own behalf, not as a representative of the Planning Commission as a whole.

X. **AMENDMENT OF RULES.**

These rules may be amended from time to time upon the majority vote of the full Commission.

XI **AVAILABILITY OF RULES.**

The Recording Secretary shall see to it that anyone who requests a copy of these Rules shall have them provided at the cost of copying said Rules.