



AGENDA
CITY OF GLENWOOD SPRINGS
SPECIAL CITY COUNCIL MEETING
JULY 29, 2021
101 W. 8TH STREET
6:00 PM

The agenda is subject to *change, including the addition of items 24 hours in advance or the deletion of items at any time.*
The order and times of agenda items listed are approximate and intended as a guideline for the City Council.

TIME	ITEM	ZOOM INSTRUCTIONS	ACTION
	1.	You are invited to a Zoom webinar. When: Jul 29, 2021 06:00 PM Mountain Time (US and Canada) Topic: 2021/07/29 Special Council Meeting Please click the link below to join the webinar: https://us02web.zoom.us/j/88360018436 Or One tap mobile : US: +13462487799,,88360018436# or +16699006833,,88360018436# Or Telephone: Dial(for higher quality, dial a number based on your current location): US: +1 346 248 7799 or +1 669 900 6833 or +1 253 215 8782 or +1 312 626 6799 or +1 929 205 6099 or +1 301 715 8592 Webinar ID: 883 6001 8436 International numbers available: https://us02web.zoom.us/j/88360018436	

TIME	ITEM	SPECIAL CITY COUNCIL MEETING	ACTION
6:00	2.	Roll Call	
	3.	Pledge of Allegiance	

ACTIONS AND/OR PRESENTATIONS

4.	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).	Discussion and/or Action
5.	Ordinance 2021-08: Annexing Property to the City.	Discussion and/or Action
6.	Ordinance 2021-09: Zoning a Parcel of Land Annexed Into the City.	Discussion and/or Action
7.	Adjournment	



City Council
STAFF REPORT
City of Glenwood Springs
July 29, 2021

Agenda Item: 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).

Action Requested: **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.

Department: Economic and Community Development

Presented By: Trent Hyatt, Senior Planner

Background Info: The Planning and Zoning Commission (Commission) is the recommending body to City Council for all Annexation and Rezoning applications. The Commission first considered the proposal at their March 23, 2021 regular meeting where public comment was taken. Said meeting was continued to the next regular meeting on April 27, 2021 and then again to May 25, 2021. At each step of the review process, the Commission received additional information from the applicant and staff and also received comments from the public. All information/materials provided to the Commission and the minutes from each meeting are attached for your review.

Issues: For a complete analysis of various issues related to the proposal, please refer to the attached staff reports, staff memos, applicant responses, and public comments submitted to date. However, the list below is a summary of the topics addressed during the review process.

Issues Addressed

1. Traffic, circulation, and access;
2. Emergency egress/evacuation;
3. Density of the project;
4. Lack of open space proposed and/or available in west Glenwood;
5. City growth and development;
6. Building heights and related view impacts;
7. Impacts to schools;
8. Quality of life issues/impacts;
9. Parking;
10. Water availability and use; and
11. Residential unit types provided.

Planning and Zoning Commission Discussion/Recommendation

The Commission took the actions outlined below at their May 25, 2021 meeting.

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

Springs.

The Commission voted unanimously 4-0 to recommend **denial** of the Annexation finding it is not consistent with the *Glenwood Springs Comprehensive Plan's* (Comp Plan) goals of livability, small town character, and safety and that it has the potential to create adverse impacts to the health, safety, and welfare of the City and adjacent neighborhoods. The Commission provided the comments/recommendations below.

Considerations

1. The City needs to determine the makeup of our small town and its future in conjunction with an update of the comprehensive plan;
2. A shortage of housing units in the City does not necessarily mean we have the capacity to accommodate them nor do we know the specific housing type needed ;
3. The Comp Plan identifies annexation of the subject parcel as a high priority but requests for other properties have also been denied for similar concerns to those identified during this review;
4. The proposal does not address Comp Plans goal of our small town character, does not direct growth inward, does not provide for civic spaces, and is not infill and redevelopment;
5. Offsite transportation and pedestrian improvements are needed in this area regardless of the current development proposal;
6. Need to address life safety egress issues before the approval of such a large development;
7. Density of the proposal is too high and applicant should consider development of the project in phases;
8. Site should be developed in conjunction with the redevelopment of the Glenwood Mall site.
9. Proposal of this size should have a direct connection to Highway 6;
10. Remove false gable roof connections between townhome units;
11. Consider scaling down density and offsite improvements accordingly; and
12. Revise City's Comp Plan before annexation and/or additional large scale development.

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

The Commission voted unanimously 4-0 to recommend **denial** of the Rezoning finding it has adverse impacts related to traffic, evacuation/safety sight lines and potential expense to City. The Commission provided the comments/recommendations below.

Considerations

1. Consider reducing project density;
2. Provide story poles to identify building heights and remove lower gable on townhome units;
3. Remove on-street parking;
4. Require a minimum of 20 percent of the units are owner occupied housing that inclusionary housing exceed the required 10 percent minimum;
5. Complete evacuation planning and implementation adding significant density;
- 6; Provide space for a new fire station for the City;
7. Further consider expense to City of taking ownership of new road sections/rights-of-way;
8. Provided direct access to Highway 6;
9. Redevelop this parcel in conjunction with the Glenwood Mall site;
10. Further study traffic impacts;
11. Consider park land dedication for open space instead of a fee in lieu of;
12. Consider reducing surface parking via tuck under building parking; and
13. Solve evacuation/egress issues before adding congestion.

Applicant's Response

On July 9 and 12, the applicant submitted revisions to the proposal in an attempt to address some of the issues above. Most significant is the removal of the two easternmost apartment buildings along

Donegan Road and replacement thereof with 20 townhome units (for a total of 40) in four buildings. This reduces the total project unit count by 27, from 360 to 332. As a result, the total number of parking spaces required is reduced to 566 leaving an excess of 13 off street parking spaces. This is in addition to the on-street parking still proposed along Donegan and Storm King Roads.

Other Related Developments

Staff Recommendation:

Action Alternatives

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, "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 with the findings and conditions outlined below. Please note, the recommended conditions include significant changes related to the revisions to the proposal and by the applicant's potential purchase of the Glenwood Mall site.

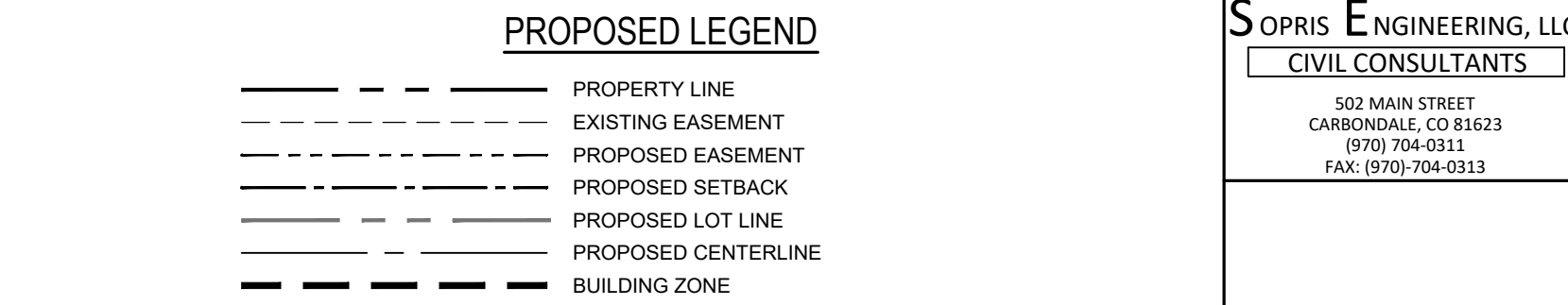
Recommended Findings:

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, related items such as uses, building heights, densities, minimum open space, parking, and/or landscaping. The exact locations site features may change upon site/architectural plan review. 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.
5. The applicant shall amend the annexation agreement to address the following:
 - a. The applicant shall provide a payment in the amount of \$40,000 to aid in the planning for and implementation of necessary emergency evacuation measures.
 - b. The applicant shall amend the development proposal as is necessary to include not less than one acre of land for the future construction of a new fire station for the Glenwood Springs Fire Department. Said land shall be dedicated to the City.
 - c. The applicant shall deed restrict a minimum of 20 percent of the residential units at 100 percent of area median income or 10 percent of the residential units at 90 percent of area median income. A minimum of 20 percent of the total residential units shall be resident occupied.
 - d. The applicant shall amend the development proposal as is necessary to include access to Highway 6 through the parcel to the south.
 - e. All offsite transportation and pedestrian related improvements to the Mel Ray, Storm King, and Donegan Roads rights-of-way.

f. The applicant shall amend the proposal as is necessary to include xeriscape drought resistant landscaping design.



Maximum Gross Residential Density (includes Live-Work Units):	30.0 DU/AC
Maximum Gross Non-Residential (Residential & Clubhouse Amenity Space Only):	14,000 GSF

- Multi-Family Dwelling
- Townhouse Dwelling
- Live-Work Dwelling²
- Residential amenities (workout facilities, business center, meeting spaces)
- Restaurant
- Administrative or Professional Office
- Park/Playground/Open Space
- Home Occupation

- Adult and child care facilities
- Adult entertainment establishments
- Maintenance and repair services, including automotive repair
- Marijuana establishments
- Commercial laundry and dry cleaning
- Recreational vehicle park
- Industrial Uses

Any use not listed as a permitted or prohibited use

1. The definitions set forth in the Glenwood Springs Municipal Code will apply to the above list of uses.
2. Live-work units may provide space for the following non-residential uses Home Occupation, and Administrative / Professional Offices. Other non-residential uses potentially considered within a Live-Work Dwellings will require a special review use permit.

Minimum Required: 20% of the Development Site Area

Lot Area	No minimum
Landscaped Area	20% of Development Site Area

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

Center Drive	10 feet from property line
Minimum Building Setback Internal to the Property	
Face of Garage	3 feet from drive way
Abutting Properties	30 feet from property line
Building to Building	20 feet from main building face

Donegan Road	30 feet from street right-of-way
Storm King Road	25 feet from street right-of-way

Abutting Properties 10 feet from lot line

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

Residential Buildings	
Zone A ¹	27 Feet
Zone B ²	43 Feet
Zone C ²	53 Feet
Interior Non-Residential Building (Clubhouse/Restaurant) ²	38 Feet
Freestanding Garages ²	25 Feet

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

Minimum Required Parking:	
<i>Residential</i>	
Dwelling: Live-Work	1.0 SP/DU
Dwelling: Townhouse	1.5 SP/DU
Dwelling: Multifamily	1.5 SP/DU
Guest Parking ¹	1.0 SP/5 DU

Restaurant	1 SP/200 SF
Office & Amenity	1 SP/1,000 SF

1. *Guest Parking applies to Dwelling: Townhouse and Multifamily Uses Only (Table 030.1: Table of Allowed Uses)*

Snow Storage Areas:

- A. Snow may be stored in landscape areas and parking areas provided that accumulated snow does not restrict access and circulation and is not stored in a manner to obscure sight lines at driveways, sidewalks or other access points to public or private rights-of-way or fire lanes.
- B. No minimum amount of additional snow storage area is required. Up to ten (10) percent of the required off-street parking spaces and one hundred (100) percent of those parking spaces in excess of those required under this PUD may be used as snow storage.
- C. Public rights-of-way shall not be used for snow storage.

Application of City of Glenwood Development Standards: Unless modified by this PUD, the Development Standards set forth in Article 070.040 of the Glenwood Springs Municipal Code, as amended from time to time, including, but not limited to, residential, non-residential, and mixed-use site and building design standards, as applicable, shall apply to this PUD.

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

DRAWN BY	JPP
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CHECKED BY	YTN	
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DATE: 03/12/2021

JOB NO.	30017
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GLENWOOD APARTMENTS
GLENWOOD SPRINGS, COLORADO

ANNEXATION AND ZONING SUBMISSION

[illegible]

TITLE	
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LOT 2 PUD PLAN

DRAWING NO.	
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C-1.2

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 RADIUS 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.

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

LAND USES:	
RESIDENTIAL (including Live-Work)	422,500 GSF +/-
CLUBHOUSE (Residential Office / Amenity)	12,000 GSF +/-
CLUBHOUSE (Restaurant / Pub)	2,000 GSF +/-
TOTAL GROSS SQUARE FOOTAGE=	436,500 GSF +/-

Proposed Dwelling Units (DU):	332 DU
Proposed Residential Density:	27.01 DU/AC
Proposed Lot Coverage:	117,865 GSF (21.3% of the Development Site Area)
Common Open Space Area Provided:	2.51 AC (20.4% of the Development Site Area)
Landscaped Area Provided:	2.50 AC (20% of the Development Site Area)

<i>Residential</i>	<u>Quantity</u>	<u>Rate</u>	<u>Required Spaces</u>
Dwelling: Live-Work	13 DU	1.0 SP/DU	13 Spaces
Dwelling: Townhouse	40 DU	1.5 SP/DU	60 Spaces
Dwelling: Multifamily	279 DU	1.5 SP/DU	419 Spaces
Guest Parking	319 DU	1.0 SP/5 DU	<u>64 Spaces</u>
<i>Subtotal</i>			<u>556 Spaces</u>

Restaurant	2,000 SF	2 SF/200 SF	10 Spaces
			10 Spaces
Subtotal			566 Spaces
		Total Required	566 Spaces

Notes:

1. Guest Parking applies to Dwelling: Townhouse and Multifamily Uses Only (Table 030.1 Table of Allowed Uses).

On-Site Parking	
Surface Parking Lot	445 Spaces
Center Street	14 Spaces
Freestanding Garages	16 Spaces
Integral Garages	104 Spaces
On-Site Parking Provided:	579 Spaces¹

1. On-site parking includes 14 accessible parking spaces.

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

SNOW STORAGE AREA:

SNOW STORAGE AREA:

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

Haley Carmer
hcarmer@garfieldhecht.com

July 12, 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
Supplemental Annexation and Zoning Submission

Dear Trent:

214 Center Drive, LLC (“Applicant”) previously submitted 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”). Applicant is proposing that, upon annexation, the developed portion of the Property be zoned Commercial (CO) and the vacant portion be zoned as a planned unit development (PUD). On July 9, 2021, Applicant submitted a revised PUD plan for the Property. This revised PUD plan eliminates the two apartment buildings adjacent to Donegan Road and replaces them with 20 townhome units across four townhome buildings. This brings the total townhome count to 40. The maximum height of the buildings adjacent to Donegan Road has also been reduced from 30 feet to 27 feet to be consistent with existing townhomes in the immediate vicinity.

Applicant anticipates that it will attempt to sell all 40 townhomes for individual ownership and not include them as part of the rental complex. Whether the townhomes will be rented in the future will be decided by future owners of each unit.

By replacing the apartment buildings with townhomes, the overall density of the project has been reduced by 28 units, for a total unit count of 332. Six parking spaces were removed at the northeast corner of the Property to add additional open space. That leaves 579 on-site parking spaces within the PUD portion of the Property. With the reduced density, only 566 spaces are required, meaning that the new development will more than satisfy all of its parking needs on-site. The revised PUD plan still shows new on-street parking on Donegan and Storm King, but those spaces are not needed to meet the development’s parking needs.

Please contact us if you need additional information or have questions regarding the revised PUD plan. We look forward to discussing this new plan and the Application generally with City Council at the July 29, 2021, public hearing.

Sincerely,
GARFIELD & HECHT, P.C.

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

Haley Carmer
Attorneys for 214 Center Drive, LLC

Enclosures

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.”

WITNESSETH:

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. 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. No school land dedication or fee in lieu thereof will be required for the Commercial (CO) portion of the Property unless and until the Property is redeveloped as residential.

(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) for private

recreation facilities to be constructed on the PUD portion of the Property; (ii) 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 unless and until the Property is redeveloped for residential purposes.

(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. 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. 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, attorney fees and similar reasonable administrative charges related to the annexation of the Property.

5. **Affordable Housing.** CDSG shall deed restrict a minimum of 20 percent of the residential for rent units at 100 percent of area median income or 10 percent of the residential for rent units at 90 percent of area median income. A minimum of 20 percent of the total residential units shall be resident occupied. The deed restricted unit mix shall be dispersed amongst the unit types and bedroom configurations.

CDSG shall construct a minimum of thirty-five (35) for sale units all of which shall be resident occupied. Eight (8) of said units shall be deed restricted as to sale price. CDSG and the City shall negotiate the terms of said deed restriction and the financial contribution of the City as a part of the affordable housing deed-restriction agreement referenced below.

6. The Parties shall enter into an affordable housing deed-restriction agreement to 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.

7. **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 (subject only to the provisions of Section 7, below. 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.

8. **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.

9. **Resource Conservation.** CDSG shall revise the PUD landscaping to provide drought resistant xeriscaping and design all improvements to provide leading edge and best management practices for conservation, fixtures, and practices for the development. In addition, the development shall not use natural gas unless CDSG can demonstrate to the satisfaction of the City that it is the only alternative.

10. **Off-Site Improvements and Other 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) Install 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) Install parallel parking and a detached 6-foot sidewalk on the south side of Donegan Road and extend the sidewalk and related improvements east to Soccer Field Road;
- (c) Stripe bike lanes on the east and west side of Storm King Road south of Center Drive.
- (d) Widen 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.
- (e) Install 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.
- (f) Install a five foot sidewalk to the west side of Melray Road between SH 6 & 24 and Donegan.
- (g) CDSG shall either amend the PUD as is necessary to include not less than one acre of land for the future construction of a new fire station for the Glenwood Springs Fire Department or provide such land at a location acceptable to the City. Said land shall be dedicated to the City.
- (h) CDSG shall provide \$40,000 to be used for emergency planning and 20% of the costs to construct emergency access and egress improvements.
- (i) Amend the development proposal as is necessary to include access to Highway 6 through the parcel to the south.
- (j) Amend the annexation map to include the annexation of Storm King to Donegan to Mel Ray and Mel Ray from Donegan to 6 & 24.
- (k) Reconstruction of the foregoing streets before acceptance by the City.

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.

11. **Phasing**. The Project will be phased as shown on Exhibit _____. Construction of Phase 2 cannot be commenced until there is an approved redevelopment plan for the West Glenwood Mall site to the south.

12. **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.

13. **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.

14. **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.

15. **Deannexation.** The provisions of this Agreement, as well as acceptable City zoning of the Property, are material considerations of Owner's agreement to annex the Property to the City. Therefore, in the event (a) the City fails to perform under the terms of this Agreement, or (b) Owner, CDSG, or both are unable to obtain, either before or after annexation proceedings are complete, Commercial (CO) and PUD zoning of the Property as described above and/or subdivision and/or development approval for development of the Property which they in their sole discretion find acceptable, Owner, CDSG, and the City stipulate and agree, pursuant to C.R.S. §31-12-501, that it shall be in the best interest of the City that the Property (or a portion of thereof) be de-annexed from the City. In such event, the City agrees that it shall initiate de-annexation proceedings, and to take all steps necessary to effect the de-annexation. The City further acknowledges and agrees that de-annexation is not prohibited by the City Charter or Municipal Code and ordinances, and that the City will not amend its ordinances to preclude a de-annexation permitted hereunder. The Parties' right to de-annex shall be in addition to any other rights available to them at law or under this Agreement. Upon the de-annexation of the Property (or portion thereof) from the municipal boundaries and specific jurisdiction of the City, the City agrees that it shall convey, assign, transfer and quitclaim to Owner or their successors and assigns, any and all water rights (the public dedication of which is more fully described by Section 6 hereof) previously dedicated by Owner hereunder to the City for the public use and benefit.

16. **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.

17. **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.

18. **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.

19. **Modifications.** This Agreement shall not be amended except by subsequent written agreement between the Parties hereto.

20. **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.

21. **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.

22. **Binding Effect.** This Agreement shall be binding upon and inure to the benefit of the Parties hereto and their respective heirs, successors, and assigns.

23. **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.

24. **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.

25. **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.

26. **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.

27. **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.

28. **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

29. **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

Jonathan Godes, Mayor

ATTEST:

Ryan Muse, 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 _____, as _____ of Glenwood Partnership, LLLP

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 _____ as _____ of Commercial Services Development
Group, LLC

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

Tom Jankovsky
District 1

John Martin, Chair
District 2

Mike Samson, Chair Pro Tem
District 3



July 19, 2021

City of Glenwood Springs
c/o Jenn Ooton, Assistant City Manager
101 West 8th Street
Glenwood Springs, CO 81601

Dear Ms. Ooton,

Thank you for submitting an Annexation Impact Report (dated July 2, 2021) for the 214 Center LLC annexation of a 15.8 acres parcel into the City. The proposed annexation is located in west Glenwood Springs north of the Glenwood Mall, south of Donegan Road, and east of Storm King Road.

The County's Future Land Use map designates the property Urban Growth Area, and the County Zoning is Commercial Limited. The Glenwood Springs 2011 Comprehensive Plan designates the property as a Secondary Commercial.

According to the Annexation Impact Report, the applicant 214 Center Drive LLC, is proposing a Planned Unit Development (PUD) that will include the construction of 360 residential units (a mix of apartments, townhomes, and live work units), along with 12,000 SF of restaurant and clubhouse.

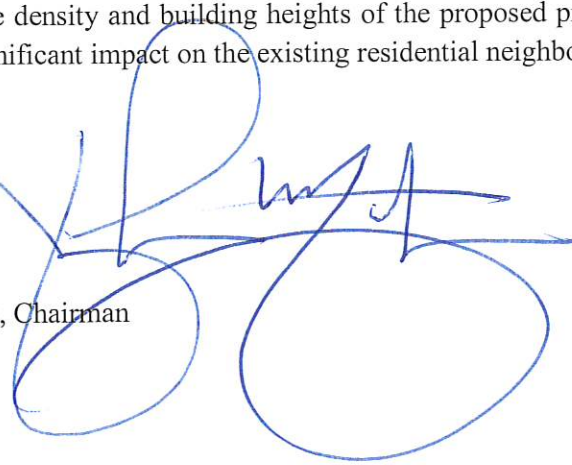
The Garfield County Board of County Commissioners held a public meeting on July 19, 2021, to discuss the annexation. Based on that discussion the Commissioners have the following comments/concerns to be shared with the Glenwood Springs City Council:

1. The proposed project will have considerable impacts on Mel Ray Road, Donegan Road and Storm King Roads. Portions of these roads are currently within the County. If the City annexes the subject property, the County portions of Mel Ray, Donegan and Storm King are to be annexed into the City.
2. The proposed project will increase traffic volumes at the intersections of SH 6 and Donegan Road, SH 6, and Mel Ray Road along with SH 6 and Storm King Road. Improvements to these CDOT intersections should be in place prior to introducing significant project-based traffic into the system.
3. Because the project will exacerbate congestion issues that arise during required evacuations/interstate closure, consideration should be given to the development and implementation of improved evacuation plans.

4. The density and building heights of the proposed project are incompatible with and will have a significant impact on the existing residential neighborhoods.

Sincerely,

John Martin, Chairman

A large, stylized handwritten signature in blue ink, likely belonging to John Martin, Chairman. The signature is written over the "Sincerely," and "John Martin, Chairman" text.

Dear City Manager and City Clerk:

I am writing to express my opposition to the annexation, rezoning and development of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz, and specifically the 12.285-acre PUD proposal (also known as 480 Donegan) currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley does need more affordable housing, but to allow such a large number of units on this property, at this time, before the Comprehensive Plan is complete and evacuation plans are in place, is **unconscionable**.

Safety:

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.” Fire Chief Tillotson claims that the West Glenwood Fire Department is undersized and obsolete, believing our concerns to be valid. The lack of emergency services in West Glenwood needs to be addressed before adding a significant increase to the population. The new reality is extreme fire danger.

West Glenwood residents got a taste of just how helpless we are last summer after the 111 Fire. Plans are necessary in the event of a natural disaster to counteract how people actually behave in the event of an emergency with no guidance. We, as a community, must start planning now. Our community, neighborhood by neighborhood, household by household, must begin now to organize adequate emergency responses. The physical layout of West Glenwood makes dependence on official services hopelessly inadequate.

Impact on Traffic:

COVID has drastically reduced traffic, therefore the traffic study done during these months, no matter the algorithm used to calculate the increase, cannot properly reflect the reality of this area. The addition of 1000+ vehicles to our streets will create a traffic nightmare of overwhelming proportions. Congestion near schools and safety concerns for our young children are inevitable.

Comprehensive Plan:

How is it possible “that the benefits of development are distributed evenly across society” when this building is the equivalent to 7 large complexes here in town?

Glenwood Greens, Machebeuf, Holiday House, Manor I, Manor II, 23rd Street, and Six Canyons are a total of 381 units. This is a proposal of 279 multi-family apartments, 40 townhomes for sale and 13 live-work units in one location! If sustainability is the key foundation to the plan, it’s clear that the social and environmental aspects of sustainability cannot be met through the proposal now under consideration.

Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out. It’s hopelessly inadequate to meet today’s needs, let alone tomorrows. We are fortunate having local resources for cutting edge technologies. We must enlist them. Development and design should demand working with the existing land features, infrastructure, demographic shifts and foreseeable challenges like climate effects on regional weather patterns and drought. Designing for energy efficiency, water conservation, defensibility against fire and flood, ease of maintenance on critical systems – while being minimally dependent on outside services, is possible in this day and age. It’s past time that we integrate land use

regulations that prioritizes safety and optimally dense communities.

In closing, the neighborhood opposition to these proposals is about a recognition that we have much to do before responsible development on any scale makes sense here, from a basic safety perspective. If there is one thing our world has learned during COVID it is that no matter how economically stable we are, how fiscally responsible we are, unprecedented changes create new demands on both basic infrastructure and community organization to protect ourselves from their most dire impacts. How much we plan for the future; we are nothing if we don't protect our people.

It is my opinion that a moratorium needs to be placed on all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment of how the annexation will impact water supply now and into the future, and (c) the Comprehensive Plan has been updated. Floyd Diemoz has served Glenwood Springs well over the decades, including contributions to public safety, efficiency and community well-being. Designing for the present and future needs of this West Glenwood neighborhood is a challenge worthy of his experience and talents. But this proposed development is not it, and this is not the time to stand on property rights over public safety. Both can be served, but only if both are embraced.

I urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

Sincerely yours,
Valorie L. Guanella Erion
Silt, CO 81652
mverion@sopris.net

P.S. I've used the form letter provided by the organized group opposing this development, but I wanted to add some of my own personal thoughts.

Instead of a massive housing development:

How about a cemetery? Another cemetery is needed in Glenwood Springs. You can make lots of money off of it! That's the goal these days it seems! I buried my mother in Littleton, Colorado 5 years ago, the amount I paid for her plot was astronomical, I'll share it with you if you want to contact me (mverion@sopris.net). I realize your fees would likely be less, but even so, this would be a BIG money maker for the city, while actually providing something the current citizens need, while preserving views, peace and quiet, and still providing refuge for wildlife.

How about a park? West Glenwood is sorely lacking in parks.

How about leaving it exactly as it is? A nice little horse pasture where wildlife in the area take refuge. A place where little kids can go on a walk with their parents to see horses grazing. What is wrong with maintaining a rural feel in West Glenwood? It's not broke, please don't fix it!

How about a conservation easement? Have you considered contacting Aspen Valley Land Trust to see if they can help with preserving this little piece of paradise for all residents of West Glenwood/Glenwood and Garfield County for perpetuity? The reason most people live here is to escape the big city. Why turn Glenwood Springs into a big city with all the accompanying problems? Everyone is talking about mental health these days. I sincerely believe that cramming everyone together in a tiny area just because you can is seriously detrimental to mental health. People need a little space, people need a little peace and quiet; both have been greatly diminished in Glenwood Springs and Garfield County these past few years. We need to say enough! Please say NO to this development and look for a more suitable and sustainable use for this very special parcel of land.

I am not a resident of Glenwood Springs but I am a resident of Garfield County and have been for nearly 30 years. I have worked for many years in Glenwood, my husband has worked for many years in Glenwood and still does. I shop in Glenwood at least a couple of days per week, our veterinarian is in Glenwood; however I do find myself finding excuses not to go to Glenwood more and more lately because it's such a stressful ordeal these days dealing with traffic, road closures, and inconsiderate, aggressive drivers. If this development is approved I will probably stop shopping in Glenwood and I know that doesn't really matter in the bigger picture but how many are like me? My husband is one who still can be trapped in traffic if a wildfire rages through the west end of town as it has many times before, so I do feel my opinion counts and appreciate your consideration of my point of view.

We live on Donegan Road, so our concerns about this proposed development are many--and by now you're familiar with them. So I'll be specific about a few things:

Our townhomes (Apple Glen) allow 1-2 cars per unit. Extra vehicles must park elsewhere, and there are many extra vehicles already. So people park on nearby streets in front of other homes. Imagine hundreds more such extra vehicles?

Seriously--water. These are times of drought. Please consider how the situation is likely to get progressively worse and we're already implementing cut-backs.

West Glenwood is not an "Urban" environment. It's small town-rural. There's no walkability here other than to Culver's, Tractor Supply and the car dealerships (people could walk across the street to buy a car, so they could drive across the bridge to the City Market!) Each of those new units will need at least 2 cars and there will be multiple trips a day. This is an Urban proposal. It's different at the Meadows—where there are shops and restaurants, but dropping a city-block development into our residential neighborhood will be a shock radiating to the entire town of Glenwood.

Rentals are needed but there are other rental developments happening in the vicinity. Meanwhile, markets have changed and it's nearly impossible for families to find homes to buy. Maybe we need to rethink and shift focus to include more units for purchasing? From a neighborhood perspective it's better for folks to have some pride of ownership—things stay safer and well taken care of. Hundreds of rental units will mean hundreds and hundreds of people not invested in our neighborhood long-term. And as property values continue to rise, these owner/developers of dense rental complexes will maintain ownership and control—they will benefit financially, not current and future citizens. We also need more units that citizens can own, so they can improve their lives.

Thank you for your service! Thank you for carefully considering all options carefully.

Please listen to your actual constituents who already live here. We should matter more than the folks who might inhabit the future units we're all imagining right now.

Please consider waiting for a greater-Glenwood Citizen's consensus about the nature (and density) of future developments.

Please wait.

Thank you,

Trary LaMee, West Glenwood Springs

I am writing this letter about the proposed annexation of 214 Center Drive. I am not against developing this site. I am against this specific development on this site, and I will list the reasons why below.

I know that most letters will include this but fire safety is the main concern for most of the population of West Glenwood Springs, as it should be with the severe drought of the last couple of years and the limited amount of ways to evacuate and adding more people and cars to this will only make that problem worse. Their needs to be a comprehensive fire study done. It needs to be completed and implemented before anything gets built on this site.

There needs to be a new West Glenwood Springs fire station built before anything gets built on this site. As Fire Chief Tillotson stated in the Planning and Zoning meeting the West Glenwood Springs fire station is currently obsolete. That is a scary thing to hear not only from a fire standpoint but for a medical emergency as well.

The impact on traffic will be massive and the small city streets that we use to access West Glenwood Springs will not be able to handle the increased traffic. The infrastructure will have to be majorly improved to be able to support something like this. I still do not believe that any of the traffic studies R2 has done to this point are accurate.

Also, at this point in time I do not believe the City of Glenwood Springs can provide enough water for this development. We had an emergency notification go out at 5 in the morning for residents of Glenwood Springs to cut water use because levels had fallen dangerously low. This is on top of all the restrictions we have been under this spring and summer. You expect me to believe the added residents wouldn't effect are water supply that already is having issues.

Also, the current residents of West Glenwood Springs only have Gregory Park which is one of the smallest city parks in town and we are going to add all these new units without providing current and new residents with any more open space or parklands. This little park won't be able to handle the increased demand from something of this size.

So to the specifics of the actual development proposal. It's too big! It's that simple, the buildings are way too tall from the apartment complexes to the townhomes. Their are way to many units. They don't have enough parking inside the development so the streets around it will become a parking lot along with the mall for all the vehicles from this proposed development. It does not fit Glenwood Springs small town feel. It feels more like Denver or any other major city on the front range, not our small mountain town.

I feel that if the City of Glenwood Springs keeps approving developments like the one proposed for 214 Center Drive and all the other ones around town, this city will be nothing but apartment complexes and hotels, and the people that work and own houses in Glenwood Springs would rather move then stay in a city like that. So I hope that you members of the city council take the advise of the people that live here, and the planning and zoning commissioners and vote this down in its current format. Their has to be something better that will benefit the city, the residents of Glenwood Springs, and the people who visit here. Not just some developer from back east.

Thank you for reading my concerns and opinions about the proposed annexation and development of 214 Center Drive.

Sincerely

Jeremy Gerbaz

West Glenwood Springs Homeowner.

I am writing to express my opposition to the annexation, rezoning and development of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz, and specifically the 12.285-acre PUD proposal (also known as 480 Donegan) currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley does need more affordable housing, but to allow such a large number of units on this property, at this time, before the Comprehensive Plan is complete and evacuation plans are in place, is unconscionable.

Safety:

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." Fire Chief Tillotson claims that the West Glenwood Fire Department is undersized and obsolete, believing our concerns to be valid. The lack of emergency services in West Glenwood needs to be addressed before adding a significant increase to the population. The new reality is extreme fire danger.

West Glenwood residents got a taste of just how helpless we are last summer after the 111 Fire. Plans are necessary in the event of a natural disaster to counteract how people actually behave in the event of an emergency with no guidance. We, as a community, must start planning now. Our community,

neighborhood by neighborhood, household by household, must begin now to organize adequate emergency responses. The physical layout of West Glenwood makes dependence on official services hopelessly inadequate.

Impact on Traffic:

COVID has drastically reduced traffic, therefore the traffic study done during these months, no matter the algorithm used to calculate the increase, cannot properly reflect the reality of this area. The addition of 1000+ vehicles to our streets will create a traffic nightmare of overwhelming proportions. Congestion near schools and safety concerns for our young children are inevitable.

Comprehensive Plan:

How is it possible “that the benefits of development are distributed evenly across society” when this building is the equivalent to 7 large complexes here in town? Glenwood Greens, Machebeuf, Holiday House, Manor I, Manor II, 23rd Street, and Six Canyons is 381 units in total. This is a proposal of 279 multi-family apartments, 40 townhomes for sale and 13 live-work units in one location! If sustainability is the key foundation to the plan, it’s clear that the social and environmental aspects of sustainability cannot be met through the proposal now under consideration.

Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out. It’s hopelessly inadequate to meet today’s needs, let alone tomorrows. We are fortunate having local resources for cutting edge technologies. We must enlist them. Development and design should demand working with the existing land features, infrastructure, demographic shifts and foreseeable challenges like climate effects on regional weather patterns and drought. Designing for energy efficiency, water conservation, defensibility against fire and flood, ease of maintenance on critical systems – while being minimally dependent on outside services, is possible in this day and age. It’s past time that we integrate land use regulations that prioritizes safety and optimally dense communities.

In closing, the neighborhood opposition to these proposals is about a recognition that we have much to do before responsible development on any scale makes sense here, from a basic safety perspective. If there is one thing our world has learned during COVID it is that no matter how economically stable we are, how fiscally responsible we are, unprecedented changes create new demands on both basic infrastructure and community organization to protect ourselves from their most dire impacts. How much we plan for the future, we are nothing if we don’t protect our people.

It is my opinion that a moratorium needs to be placed on all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment of how the annexation will impact water supply now and into the future, and (c) the Comprehensive Plan has been updated.

Floyd Diemoz has served Glenwood Springs well over the decades, including contributions to public safety, efficiency and community well-being. Designing for the present and future needs of this West Glenwood neighborhood is a challenge worthy of his experience and talents. But this proposed development is not it, and this is not the time to stand on property rights over public safety. Both can be served, but only if both are embraced.

I urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

Sincerely,

Annie Uyehara

Hi Shelly.

I just tried to send an email to you and it was lost in sending

So I'm going to keep this short.

I know you are "up" on the issues that led P and Z to reject this proposal. We agree with all of them. This is too big for our community. We don't want Glenwood to just be a bedroom community for up valley workers.

Lets develop a new comprehensive plan and maintain Glenwood as a nice mountain community tor raise a family.

Thank You

Jim and Anne Conway

I sincerely hope that City Council will pay attention to the Planning and Zoning Commission's advice to decline the development. They are, after all, City Council's advisory board and their decision should be taken very seriously.

So far I don't see that the following concerns have been addressed:

- emergency evacuation and emergency response impacts
- water supply shortage impacts
- quality-of-life impacts
- the impact 600-900 tenants will have on traffic congestion
- how dense this development is and how totally inappropriate for the existing neighborhood (nine times the number of units compared to the adjacent properties to the north of the pasture)

Until such time that these concerns have been addressed and solved there should be no more building/new development in Glenwood Springs - period.

Thank you.

Erin Wiencek

123 Creekside Court

Dear City Council and Manager,

I am writing to express my opposition to the annexation, rezoning and development of the 15.818-acre property at 214 Center Drive, and specifically the 12.285-acre PUD proposal (also known as 480 Donegan) currently under contract with R2 Partnership.

On this day, 27 years after the Storm King 14 lost their lives protecting Glenwood Springs, I find value in knowing that much was learned from that dreadful day. But how is it that locally after all this time and other threats of wildfire that we still have no well-known evacuation protocol in place within our tight mountain corridors? Road signs providing evacuation information in West Glenwood lie in the dirt for only those on foot to see. Under the shadow of Storm King Mountain at that. While I know the sign is a county issue, it is disheartening to see nonetheless.

Fire Chief Tillotson states the West Glenwood Fire Station is obsolete. That's a frightening statement when we reside in a "very high risk" area according to the Wildland Urban Interface Community Wildfire Protection Plan. Strategies such as the socio-ecological mitigation approach used by the Montecito Fire Protection District would help us better understand the special needs

of our community. Such action would provide citizens with hope that an organized effort will ensue in the event of the next natural disaster.

These efforts take much organization and time. Page 42 of the Comprehensive Plan (CP) states “in areas where multiple routes exist, consider separating access routes for responders and escape routes for citizens in pre-attack plans.” West Glenwood residents understand just how important this is after the experience of the 111 Fire last summer. These routes must be known before adding more people to an already vulnerable area. So, what are we waiting for?

Another question is how is it possible “that the benefits of development are distributed evenly across society” when this building is the equivalent to 7 large complexes here in town?

Glenwood Greens, Machebeuf, Holiday House, Manor I, Manor II, 23rd Street, and Six Canyon is 381 units in total. A proposal of 360 units in one location is far from an even distribution. And what about water? Governor Polis “has formally declared a drought emergency for western Colorado by Proclamation...as counties continue to face evolving impacts and water shortages from a multi-year, severe drought episode.”

According to a document given to a member of the West Glenwood Pasture neighborhood group, an engineer with Sopris Engineering states, “If I use the fraction of sewer EQRs as outlined in Glenwood Springs code, the total average GPD (gallons per day) for the site is somewhere around 80,000-85,000 GPD.” While this was created for the initial proposal of 418 units, we can still gather the enormity of the amount of water this development would consume. Page 84 of the CP mentions a comprehensive energy and environmental audit of the entire municipal water system. Was this ever done? A thorough assessment of how the annexation will impact water supply now and into the future should be completed before any decision is made.

Mr. Rosenberg of R2 Partnership is a smooth talker speaking of things like a “sense of community” and a “love affair” with this valley, but dedicating sidewalks in lieu of actual parkland for our community to gather and bond, for children to fly kites, for dogs to run, is not building a sense of community. In fact, the social equity piece is another problem with this development. Allowing a development with a pool and park that cannot be used by neighborhood children is wrong. A pocket park will never make up for the division that would create. Take one look at Map 2.1 in the CP and you can see the lack of Parks Open Space in West Glenwood. Our children deserve better.

I’d love to see West Glenwood revitalized, as I know many others would. But the mall should be part of this project so amenities and places to work are more in relation to the development, designing a truly walkable and livable space. And in my opinion, if a development such as this were to go through, an acre should be set aside for a new fire station. That’s the kind of move that builds a sense of community.

But that sense is in your hands now, city council members. P & Z commissioners have done their job by respectfully realizing the myriad of issues this proposal comes with. I plea with you to do the same. There may be a day where a development like this is a great fit for West Glenwood, but that time is not now. I urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

Sincerely,
Lacy King

Glenwood Springs City Manager and City Clerk
101 8th St
Glenwood Springs, CO 81601

Regarding the annexation and rezoning of the parcel known as the West Glenwood Pasture located behind the Mall and the proposed PUD

Please include this letter in the city council packet for July 29, 2021

July 15, 2021

I'm writing to request that Council affirm the judgment of the Planning and Zoning Board in its denial of both these proposals, chiefly on safety grounds.

As a person who has lived and operated a small business in West Glenwood for 18 years, I have experienced many of the difficulties resulting from frequent conflicts between overburdened infrastructure and the impacts of weather events, traffic and geographic constraints. While I know we do need more housing in the Valley as a whole, West Glenwood's location, its population spread along narrow, winding and often dead-ending roads, and lack of capacity for both smooth and rapid emergency evacuation or accessibility for emergency vehicles, leaves it far too vulnerable to what has been acknowledged to be extreme fire danger. Hence, it would be irresponsible to proceed with a development such as this.

We are in a new situation since the current Comprehensive Plan was approved. 10 years of worsening drought, new awareness of rapidly diminishing water supply regionally, and a transportation system that has not been able to ease the traffic congestion that recent growth has exacerbated, leave us exposed to hazards not addressed in that plan.

Also, we have learned, often the hard way, that people panicking in an emergency behave differently than planners and authorities expect. They refuse to take the most expedient way out of town if that means leaving vulnerable pets, kids and disabled neighbors behind. As a pet services provider in my business, I have first hand experience with this.

The existing Comp Plan stresses "small town character" as a common value. Some construe this as favoring single family houses, but geographically we don't have room for "sprawl." And while we need housing that is both affordable and "neighborly" there is no reason why those values should be incompatible with some increased density, employing design and building techniques which can also mitigate known dangers. Instead, the developer of this project showed drawings for a lovely little complex that would have fit in nicely in Ohio in the 1950s. Irrigated lawns (and regardless of water rights, if there's just not enough water, how can there be "enough"?) and no mention of power or water conservation measures, energy efficient systems, or buildings designed for defensibility against fire. This is the arid West, a decade into a severe – now extreme – drought. The expertise to design for actual and anticipated conditions exists. It just wasn't even thought worth a mention by the developer contracting for this project.

The '07 Fire Safety assessment suggested the establishment of "shelter in place" locations in W. Glenwood because of the fact that features of this community which make it extremely vulnerable also make adequate evacuation planning unrealistic. Nothing has been done toward this approach, either. I have taken measures to prepare to handle, on a short term basis, pets stranded in our neighborhood or

up Mitchell Creek, who would need a safe place to await transport to a longer-term shelter. Our building is relatively defensible from fire, and our regular operations require that we routinely have staff and equipment on hand for such a need. I do believe we need to work neighborhood by neighborhood to get people talking and making plans for mutual assistance. Infrastructure and emergency response capacity can only go so far. During the shut in phase of the pandemic, because we were “essential service” providers, we learned how many elderly and disabled people live here. They needed pet food delivered, help with other things – and now I have a greater appreciation for how many vulnerable neighbors we have. Climate change is the biggie – with some unknowns as to when and how great the impacts will fall, and on whom soonest. But fire is closer and more immediate. We all need to be preparing to help each other.

But given all these conditions, it really makes no sense to bring in dense housing complexes, especially as ill-suited to local and regional needs as this one, before we address the threats that endanger our neighbors at the current population level. Please do not approve the annexation or development plan for the acreage behind the Mall until the Comprehensive Plan can be revised, brought up to date and encompassing the necessary changes to ensure safety, sustainability and stability for our beloved community. Thank you.



Laurie Raymond
51899 Highway 6 #16
Glenwood Springs
970-945-8723

PLEASE INCLUDE THIS LETTER IN THE CITY COUNCIL PACKET FOR 29 JULY 2021

City Manager & City Clerk
101 8th Street
Glenwood Springs CO 81601

Re: Annexation of a 15.818-acre parcel into the municipal limits of the City of Glenwood Springs and Initial Zoning/Rezoning of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District.

I am writing to express my opposition to the annexation, rezoning and development of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz, and specifically the 12.285-acre PUD proposal (also known as 480 Donegan) currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley does need more affordable housing, but to allow 360 units on this property, at this time, before the Comprehensive Plan is complete and evacuation plans are in place, is unconscionable.

Safety:

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." Fire Chief Tillotson claims that the West Glenwood Fire Department is undersized and obsolete, believing our concerns to be valid. The lack of emergency services in West Glenwood needs to be addressed before adding a significant increase to the population. The new reality is extreme fire danger.

West Glenwood residents got a taste of just how helpless we are last summer after the 111 Fire. Plans are necessary in the event of a natural disaster to counteract how people actually behave in the event of an emergency with no guidance. We, as a community, must start planning now. Our community, neighborhood by neighborhood, household by household, must begin now to organize adequate emergency responses. The physical layout of West Glenwood makes dependence on official services hopelessly inadequate.

Impact on Traffic:

COVID has drastically reduced traffic, therefore the traffic study done during these months, no matter the algorithm used to calculate the increase, cannot properly reflect the reality of this area. The addition of 1000+ vehicles and a minimum of 2,200 trips per day to our streets will create a traffic nightmare of overwhelming proportions. Congestion near schools and safety concerns for our young children are inevitable.

Comprehensive Plan:

How is it possible "that the benefits of development are distributed evenly across society" when this building is the equivalent to 7 large complexes here in town? Glenwood Greens, Machebeuf, Holiday House, Manor I, Manor II, 23rd Street, and Six Canyons is 381 units in total. This is a proposal of 360 in one location! If sustainability is the key foundation to the plan, it's clear that

the social and environmental aspects of sustainability cannot be met through the proposal now under consideration.

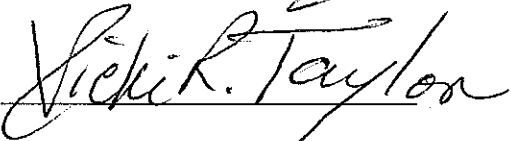
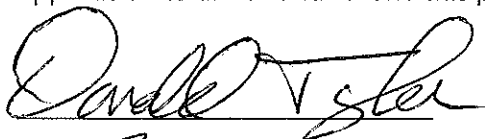
Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out. It's hopelessly inadequate to meet today's needs, let alone tomorrows. We are fortunate having local resources for cutting edge technologies. We must enlist them. Development and design should demand working with the existing land features, infrastructure, demographic shifts and foreseeable challenges like climate effects on regional weather patterns and drought. Designing for energy efficiency, water conservation, defensibility against fire and flood, ease of maintenance on critical systems – while being minimally dependent on outside services, is possible in this day and age. It's past time that we integrate land use regulations that prioritizes safety and optimally dense communities.

In closing, the neighborhood opposition to these proposals is about a recognition that we have much to do before responsible development on *any* scale makes sense here, from a basic safety perspective. If there is one thing our world has learned during COVID it is that no matter how economically stable we are, how fiscally responsible we are, unprecedented changes create new demands on both basic infrastructure and community organization to protect ourselves from their most dire impacts. How much we plan for the future, we are nothing if we don't protect our people.

It is my opinion that a moratorium needs to be placed on all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment of how the annexation will impact water supply now and into the future, and (c) the Comprehensive Plan has been updated.

Floyd Diemoz has served Glenwood Springs well over the decades, including contributions to public safety, efficiency and community well-being. Designing for the present and future needs of this West Glenwood neighborhood is a challenge worthy of his experience and talents. But this proposed development is not it, and this is not the time to stand on property rights over public safety. Both *can* be served, but only if both are embraced.

I urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.



0228 Mel Ray Road
Glenwood Springs, CO 81601

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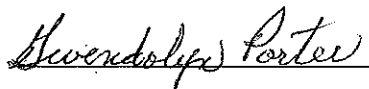
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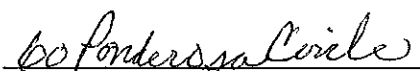
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Marsha Kesselring Marsha Kesselring

36 Donegan Rd

Glenwood Co 81601

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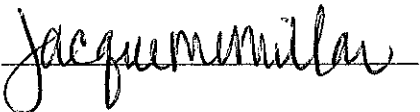
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102 Timber Creek Dr.
GWS.CO 81601

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Bruce McCullough *Renée McCullough*

1000 Mt Sopris Dr #1

GWS CO 81601

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101 8th Street
Glenwood Springs CO 81601

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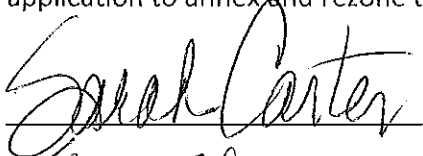
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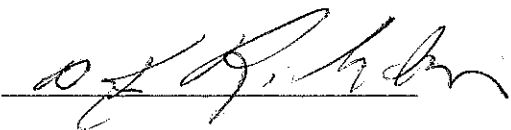
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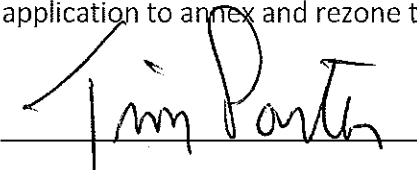
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120 Rock Ledge Dr
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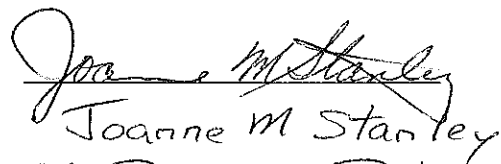
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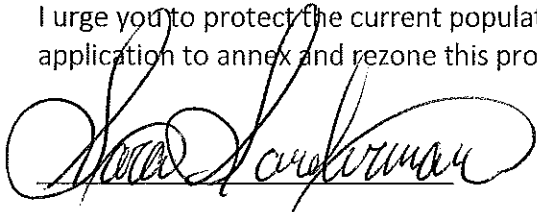
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Sara Sanderman
184 Orchard Dr
GWS, CO 81601

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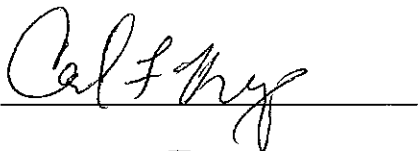
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A handwritten signature in cursive script, appearing to read "Cal Fry", written over a horizontal line.A handwritten signature in cursive script, appearing to read "Floyd Diemoz", written over a horizontal line.

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Leon & Rashel Garot

30 Mtn Shadow Drive

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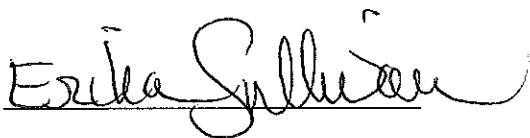
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1111 Hollybrook Ln.
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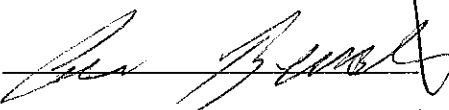
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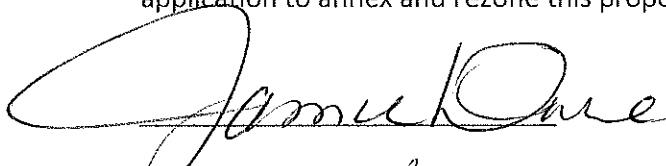
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19 Chaparral Cr.
GWS 81601

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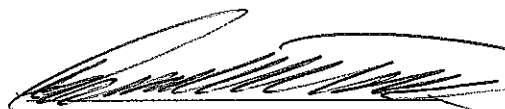
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0447 Juniper
GWS 81601

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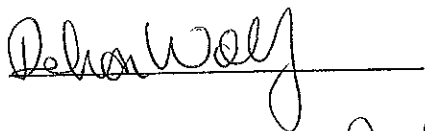
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270 Donegan Rd GWS, Co 91601

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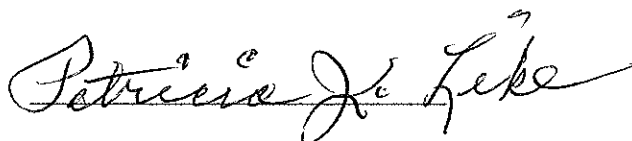
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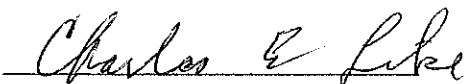
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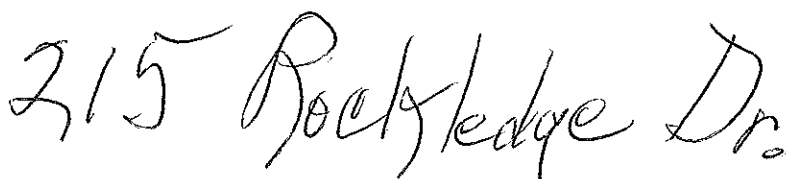
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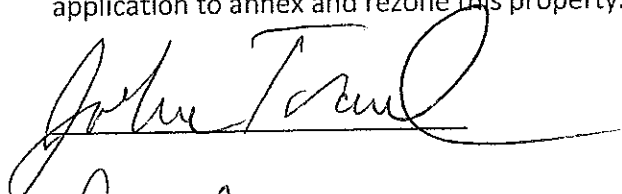
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January 12, 2021

"All Rights Reserved
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66 Ponagaw Dr.

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31 Ponderosa Dr.

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101 8th Street
Glenwood Springs CO 81601

Re: Annexation of a 15.818-acre parcel into the municipal limits of the City of Glenwood Springs and Initial Zoning/Rezoning of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District.

I am writing to express my opposition to the annexation, rezoning and development of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz, and specifically the 12.285-acre PUD proposal (also known as 480 Donegan) currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley does need more affordable housing, but to allow 360 units on this property, at this time, before the Comprehensive Plan is complete and evacuation plans are in place, is unconscionable.

Safety:

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." Fire Chief Tillotson claims that the West Glenwood Fire Department is undersized and obsolete, believing our concerns to be valid. The lack of emergency services in West Glenwood needs to be addressed before adding a significant increase to the population. The new reality is extreme fire danger.

West Glenwood residents got a taste of just how helpless we are last summer after the 111 Fire. Plans are necessary in the event of a natural disaster to counteract how people actually behave in the event of an emergency with no guidance. We, as a community, must start planning now. Our community, neighborhood by neighborhood, household by household, must begin now to organize adequate emergency responses. The physical layout of West Glenwood makes dependence on official services hopelessly inadequate.

Impact on Traffic:

COVID has drastically reduced traffic, therefore the traffic study done during these months, no matter the algorithm used to calculate the increase, cannot properly reflect the reality of this area. The addition of 1000+ vehicles and a minimum of 2,200 trips per day to our streets will create a traffic nightmare of overwhelming proportions. Congestion near schools and safety concerns for our young children are inevitable.

Comprehensive Plan:

How is it possible "that the benefits of development are distributed evenly across society" when this building is the equivalent to 7 large complexes here in town? Glenwood Greens, Machebeuf, Holiday House, Manor I, Manor II, 23rd Street, and Six Canyons is 381 units in total. This is a proposal of 360 in one location! If sustainability is the key foundation to the plan, it's clear that

the social and environmental aspects of sustainability cannot be met through the proposal now under consideration.

Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out. It's hopelessly inadequate to meet today's needs, let alone tomorrows. We are fortunate having local resources for cutting edge technologies. We must enlist them. Development and design should demand working with the existing land features, infrastructure, demographic shifts and foreseeable challenges like climate effects on regional weather patterns and drought. Designing for energy efficiency, water conservation, defensibility against fire and flood, ease of maintenance on critical systems – while being minimally dependent on outside services, is possible in this day and age. It's past time that we integrate land use regulations that prioritizes safety and optimally dense communities.

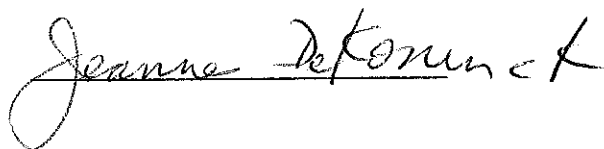
In closing, the neighborhood opposition to these proposals is about a recognition that we have much to do before responsible development on *any* scale makes sense here, from a basic safety perspective. If there is one thing our world has learned during COVID it is that no matter how economically stable we are, how fiscally responsible we are, unprecedented changes create new demands on both basic infrastructure and community organization to protect ourselves from their most dire impacts. How much we plan for the future, we are nothing if we don't protect our people.

It is my opinion that a moratorium needs to be placed on all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment of how the annexation will impact water supply now and into the future, and (c) the Comprehensive Plan has been updated.

Floyd Diemoz has served Glenwood Springs well over the decades, including contributions to public safety, efficiency and community well-being. Designing for the present and future needs of this West Glenwood neighborhood is a challenge worthy of his experience and talents. But this proposed development is not it, and this is not the time to stand on property rights over public safety. Both *can* be served, but only if both are embraced.

I urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

Dennis W. DeKoninck

Jeanna DeKoninck

PETITION: KEEP GLENWOOD SAFE – STOP THE OVERDEVELOPMENT

The undersigned residents urge Glenwood Springs City Council to stop the overdevelopment of Glenwood Springs and to advocate for smart growth practices. Glenwood Springs is being destroyed by the addition of large multi-family developments and endangering the safety of **ALL** of its residents. In the last three years 800 multi-family units have been built or approved and all but 29 of those are for rental.

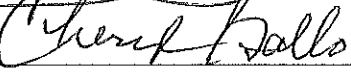
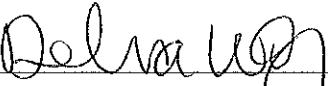
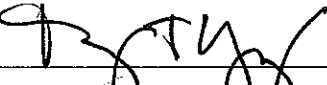
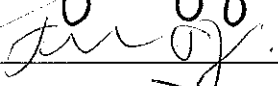
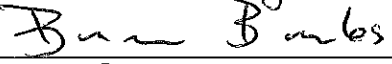
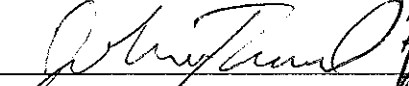
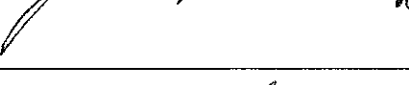
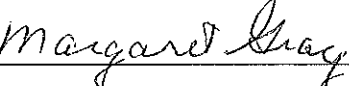
We ask that you reject the current petition for annexation and the subsequent development by R2 Partnership of Cincinnati to build 360 units on the 12.285-acre plot of land behind the West Glenwood Mall. If this is approved it will add 1100 rental tenants (a population increase of 10% in one small plot of land) and their vehicles. We urge you to see that West Glenwood is incapable of handling a development of this density with major concerns over safe evacuation when another fire, flood or rockslide occurs as well as inadequate infrastructure, density five times the size of the adjacent community, traffic congestion, pollution and over-priced rentals. During the last two wildfires our roads were gridlocked and lives could easily have been lost.

PRINT FULL NAME	PRINT STREET ADDRESS	SIGNATURE
Jacque McMillan	102 TimberCreek Dr GWS	Jacque McMillan
Benee McCullough	1000 Mt Sopris Dr #1 GWS CO 81601	Benee McCullough
Don Taylor	0228 Mel Ray Rd	Don Taylor
Tye/Maureen Richardson	3135 134 Rd. Glen. Spgs. CO	Tye/Maureen Richardson
Vicki R. Taylor	0228 Glen. Spgs. Co. Mel Ray Road	Vicki R. Taylor
Mike Kinser	51 Ponderosa Drive GWS, CO	Mike R. Kinser
Lee Bowles	0688 County Rd 132 GWS, Co	Lee Bowles
Susie Straus	0111 Creekside Glenwood, Co	Susie Straus
Timothy Jordan Porter	34 Gambon 81601	Tim Porter
Scott A Black	76 Mountain Shadows Dr.	Scott Black
Tina Schrader	27 Mountain Shadow GWS Co	Tina Schrader
Kirk Wynne	102 Creekside Ct Glenwood Springs, Co 81601	Kirk Wynne
Dawn Randolph	261 Mitchell Creek Rd GWS, CO 81601	Dawn Randolph

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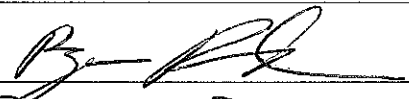
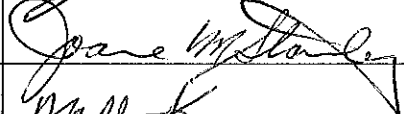
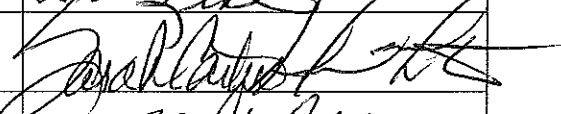
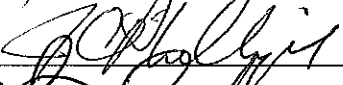
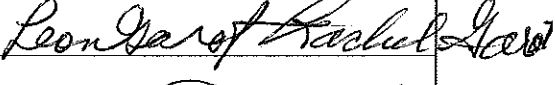
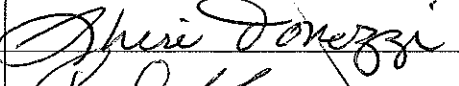
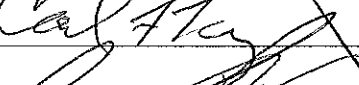
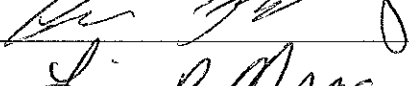
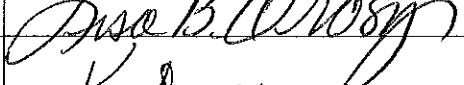
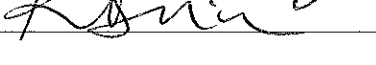
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PRINT FULL NAME	PRINT STREET ADDRESS	SIGNATURE
David Dixon	631 Mel Ray	
Joan Adler	525 W. 12 th St. ^{GWS}	
Eric Seifert	459 Mountain Shallows Dr	
Deann Williams	0447 Juniper ^{GWS}	
Erika Sullivan	1111 Hollybrook Ln ^{GWS}	
Cheryl Gallo	1111 Hollybrook Ln ^{GWS}	
Debra Wolf	270 Donegal Rd ^{GWS}	
Tracy Trulove	135 Pfarmigen Dr.	
Fran Orosz	51 Chaparral Circle	
Bruce Bowles	0688 Cty Rd 132	
John Trand	66 Punagan Dr.	
Matthew Bowler	2833 County Road 117	
Margaret Gray	31 Ponderosa Dr.	

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PRINT FULL NAME	PRINT STREET ADDRESS	SIGNATURE
Ryan Randolph	261 Mitchell Creek Rd GWS, CO 81601	
Joanne M Stanley	36 Donegan Rd GWS, CO 81601	
WALTER KROM	120 ROCK LEDGE DR, GWS, CO 81601	
Pat & Charles Leake	215 Rockledge Rockledge Dr. GWS, CO 81601	
David & Sarah Carter	847 Stoneridge Court 81601	
J.C. Phillips	184 Orchard Dr.	
Sara Sanderman	184 Orchard Dr, GWS 81601	
Leon & Rache/Garot	30 Mtn Shadows Dr.	
Sheri Tonozzi & Carl Tharp	0125 Ptarmigan DR	
Carl Tharp	0125 Ptarmigan Dr	
Anna Bernstein	101 Chaparral Cir	
Lisa Orosz	0051 Chaparral Cir.	
Karen Dixon	651 Mel Ray	

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[illegible]

Hello,

I have attached an Excel document of signatures from a Change.org petition. Please include the signatures in the 480 Donegan/R2 Partners packet for the July 29th meeting. Let me know if you prefer them another way. I appreciate your time.

Best,

Lacy King

Name	City	State	Postal Code	Country	Signed On
Lacy King				US	9/4/2020
Annie Stephens	Glenwood Springs	CO	81601	US	9/4/2020
David King	Glenwood Springs	CO	81601	US	9/4/2020
Cheryl Gallo	Elk Grove	CA	95624	US	9/4/2020
Hailley Rodriguez	San Antonio		78224	US	9/4/2020
Caylee Ebersole	Cedar City		84721	US	9/4/2020
Aaron Sunday	Tulsa		74106	US	9/4/2020
sofia izzi	Methuen		1844	US	9/4/2020
Ava Hayes	Los Angeles		90008	US	9/4/2020
Kaylani Ta	Elk Grove		95757	US	9/4/2020
Khi P	New Orleans		70119	US	9/4/2020
Ava Munoz	Port Orchard		98367	US	9/4/2020
Oliver Abbonizio	Wayne		19087	US	9/4/2020
Norm Wilmes	Yuba City		95991	US	9/4/2020
Jeffrey Hubbard	Walkersville		21793	US	9/4/2020
SKYE !!!	Stephens City		22655	US	9/4/2020
Vani Vosburgh	Gulfport		33707	US	9/4/2020
Ariana Demuth	Madison		53711	US	9/4/2020
Shalaya Assim	ALLENTOWN		18102	US	9/4/2020
Vinh Mai	West Chester	OH	45069	US	9/4/2020
Bobbie Meriwether	Glenwood Springs	CO	81601	US	9/4/2020
Rebecca Spagnolo	Glenwood Springs	CO	81601	US	9/4/2020
Jerry Trowbridge	Oxnard	CA	93035	US	9/4/2020
dan villemaire	rifle	CO	81650	US	9/4/2020
Jill Kepler-Fritter	Littleton	CO	80122	US	9/4/2020
Erika Sullivan	Glenwood Springs	CO	81601	US	9/5/2020
Todd Hurst	Glenwood Springs	CO	81601	US	9/5/2020
Lorenzo Andrade	Carbondale	CO	81623	US	9/5/2020
Daniel Woolley	Glenwood Springs	CO	81601	US	9/5/2020
Matt Brubaker m	Glenwood springs	CO	81601	US	9/5/2020
Shannon Derby	Glenwood Springs	CO	81601	US	9/5/2020
Melissa Goodstein	Carbondale	CO	81623	US	9/5/2020
Cameron Wright	Snowmass	CO	81654	US	9/5/2020
Kathie Wigger	Glenwood Springs	CO	81601	US	9/5/2020
Breanna Millspaugh	Glenwood springs	CO	81601	US	9/5/2020
Stephanie Lemkau	Glenwood Springs	CO	80	US	9/5/2020
Katy Murphy	Glenwood Springs	CO	81601	US	9/6/2020
Kausha Allison	Aspen	CO	81611	US	9/6/2020
Erik Mazur	Glenwood Springs	CO	81601	US	9/6/2020
Shelby Malehorn	Glenwood Springs	CO	81601	US	9/6/2020
Amanda Jennings	Glenwood springs	CO	81601	US	9/6/2020
Christy Spencer	Glenwood Springs	CO	81601	US	9/6/2020
Christy Pearson	Tipton	IN	46072	US	9/6/2020
Linda Spray	Wheat Ridge	CO	80034	US	9/6/2020
Joe Mollica	Glenwood Springs	CO	81601	US	9/6/2020
Ann Hoban	Glenwood Springs		81601	US	9/6/2020
Zeph Williams	Glenwood Springs	CO	81601	US	9/6/2020
Ashley Mauldin	New Castle	CO	81647	US	9/6/2020
Dustin Allison	Silt	CO	81652	US	9/6/2020
Joan Troth	Glenwood Springs	CO	81601	US	9/6/2020
Beth Hultquist	Rifle	CO	81650	US	9/6/2020
Vanessa Vazquez	Glenwood Springs	CO	81602	US	9/6/2020
Susan Schmitz	Glenwood Springs	CO	81601	US	9/6/2020
Krissy Clary	Aurora	CO	80010	US	9/6/2020

kenny hamburg	Glenwood Springs	CO	81623 US	9/6/2020
Keiko Woodyard	Glenwood springs	CO	81601 US	9/6/2020
Jerica Lopez	Glenwood Springs	CO	81601 US	9/6/2020
Sara Sanderman	Glenwood Springs	CO	81601 US	9/6/2020
Christine Morrison	Carbondale	CO	81623 US	9/6/2020
Scott Scifres	New castle	CO	81647 US	9/6/2020
Jeanette Anderson	Scottsdale	AZ	85250 US	9/6/2020
Nicole Heisig	Silt	CO	81652 US	9/6/2020
Karolina Rykowska	Glenwood Springs	CO	81601 US	9/6/2020
Katie Lewis	Denver	CO	80202 US	9/6/2020
Heather Hill	Glenwood Springs	CO	81602 US	9/6/2020
Sindy Holliday	Elwood	IN	46036 US	9/6/2020
C Witt	Edwardsburg	MI	49112 US	9/6/2020
Jared Lombardo	Glenwood Springs	CO	81601 US	9/6/2020
Kai Pierce	Covington		70433 US	9/6/2020
Jennica Deely	Pittsburgh	PA	15203 US	9/6/2020
Beth Lee	Bainbridge		50023-1416 US	9/6/2020
caleb dineen			US	9/6/2020
Shirley McCain	Greensboro		27401 US	9/6/2020
Cate Meyer	Chicago		60614 US	9/6/2020
shae meh	Cedar Rapids		52402 US	9/6/2020
Jazmin Esparza	Alvin		77511 US	9/6/2020
Otis Downs	Lake Placid		33852 US	9/6/2020
Axel Stein			US	9/6/2020
Amanda Leahy	Philadelphia		19119 US	9/6/2020
Mario Berry	Atlanta		30314 US	9/6/2020
rachael hoffeld norsworthy	Baton Rouge		70817 US	9/6/2020
Cecilia Snow	Matamoras		18336 US	9/6/2020
Chloé Seaman	New York		10021 US	9/6/2020
Kokichi Ouma	Severn		21144 US	9/6/2020
Nina Kruse	Fairfield		6824 US	9/6/2020
Jo Bershenyi	Glenwood Springs	CO	81601 US	9/6/2020
Gamerboi Nate			US	9/6/2020
Joey Effren	Indian Land		29707 US	9/6/2020
Kelsey James	Spring City		37381 US	9/6/2020
Matthew Gray	Mississauga	L5G 2R9	US	9/6/2020
Vivian Krause	Atlanta		30350 US	9/6/2020
Kam Warner	Manassas		20112 US	9/6/2020
Cheryl Taylor	Charleston		29412 US	9/6/2020
Hailey GJ	Franklin		13775 US	9/6/2020
Donna Gallegos	Clovis		88101 US	9/6/2020
Jaslin Aviles	Foothill Ranch		92610 US	9/6/2020
Cat Ide	Mesa		85202 US	9/6/2020
brilee mangan	Warner Robins		31088 US	9/6/2020
Amberleigh Gregor	Avondale Estates		30002 US	9/6/2020
Rivaldo Vargas-Ramirez	Lexington		68850 US	9/6/2020
Ellen Favaloro	Paulina		70763 US	9/6/2020
Racheal Freemyer	Pine Island		10969 US	9/6/2020
reileigh abbott	Fayetteville		28314 US	9/6/2020
Rikki Martin	Las Vegas		89178 US	9/6/2020
Krystina Montoya	Porterville		93257 US	9/6/2020
Patrice Green	Crewe		23930 US	9/6/2020
Ranferi Parras	Orlando		32839 US	9/6/2020
Grace Piazza	Manlius		13104 US	9/6/2020
Kylee Todin	Battle Creek		49017 US	9/6/2020

Rose Melerine	Baton Rouge		70892 US	9/6/2020
Ryan Lewallen	Goshen		46528 US	9/6/2020
Debra Herman	South Park		15129 US	9/6/2020
Meaghan Eldridge	Taylor		48180 US	9/6/2020
Yanisa Marrero	West Palm Beach		33409 US	9/6/2020
Jonathan Henderson	Trion		30753 US	9/6/2020
Madelyn Pepple	Boonsboro		21713 US	9/6/2020
Britney Boozer	Cleveland		44109 US	9/6/2020
Elaine Chammy	Murfreesboro		37129 US	9/6/2020
Elizabeth English	Bronx		10461 US	9/6/2020
Alexandria Lara	Brownsville		78521 US	9/6/2020
Ethan Yost	Colorado Springs		80918 US	9/6/2020
Ashleigh Kelly	Manhattan		66502 US	9/6/2020
Emily Tran	Fremont		68025 US	9/6/2020
Madria Everson	Southfield		48076 US	9/6/2020
Selena Garrett	Belle Plaine		US	9/6/2020
Maxwell Kernus	Alexandria		22308 US	9/6/2020
Madison Lucille	Portage		49024 US	9/6/2020
Riley S	Fremont		43420 US	9/6/2020
Ella DeRose	Grand Island		14072 US	9/6/2020
Carol Hoke	Rosman		28772 US	9/6/2020
Trixi Lindley	Pleasant Garden		27313 US	9/6/2020
Adrian Alvarado	Glendora		91741 US	9/6/2020
Iliana sanchez	Hereford		79045 US	9/6/2020
Rodney Hillman	Minden		71055 US	9/6/2020
k hughes	Englewood		80111 US	9/6/2020
miranda houston	Cocoa		32927 US	9/6/2020
Rawan Moheddin	Manor		78653 US	9/6/2020
Serena Jefferson	Austell		30106 US	9/6/2020
Ezra Taylor	Ferndale		48220 US	9/6/2020
dang Nguyen	Opelousas		70570 US	9/6/2020
Tristan Grabis	Point Pleasant		8225 US	9/6/2020
Aleshia L	Los Angeles		90047 US	9/6/2020
Lucie Miller	Philadelphia		19144 US	9/6/2020
Elizabeth Reyna	Laredo		78045 US	9/6/2020
Shawn Lamie	Hampton		3842 US	9/6/2020
Victoria Hall	Travelers Rest		29690 US	9/6/2020
Annemarie Jackson	Upper Darby		19082 US	9/6/2020
Alexandra Lynch	Anaheim		92806 US	9/6/2020
Eric Kleis	Mandeville		70471 US	9/6/2020
Ashleigh Kelly	Manhattan		66502 US	9/6/2020
Dakota Johnson	Enid		73703 US	9/6/2020
Texas Prairie	houston		77028 US	9/6/2020
Lindsey Thomas	Oklahoma City		73120 US	9/6/2020
samual davis	metropolis		62069 US	9/6/2020
Joan Mellies			US	9/6/2020
Deidre Rippy	Glenwood Springs	CO	81601 US	9/6/2020
Kelly Ehlers	Glenwood Springs	CO	81601 US	9/6/2020
Kristen Keefer	Glenwood Springs	CO	81601 US	9/6/2020
Barbara Tanaka	Aspen	CO	81611 US	9/6/2020
Amber Shock	Elwood	IN	46036 US	9/6/2020
Amber Stoddard	Estes Park	CO	80517 US	9/6/2020
Bayley Shock			US	9/6/2020
Megan Pluger	Glenwood Springs	CO	81601 US	9/6/2020
Karen Chairez	El Paso		79936 US	9/6/2020

Holly V	Henderson		89052 US	9/6/2020
R. M.	Sulphur		70663 US	9/6/2020
Velma Martin	Los Angeles		90013 US	9/6/2020
ithzel rodriguez	Rodeo		94806 US	9/6/2020
Minsui Tang	Saratoga		95070 US	9/6/2020
Windy Stmarie	Burbank		91505 US	9/6/2020
Jill Cooper	Phoenix		85020 US	9/6/2020
James Tenney	Brandon		39047 US	9/6/2020
Shauntea Black	Lewistown		17044 US	9/6/2020
Rosamaria Cartagena	Los Angeles		90011 US	9/6/2020
Katherine Bauer	New Holland		17557 US	9/6/2020
Karmon Chupka	Ruskin		33570 US	9/6/2020
L B	Bountiful		84010 US	9/6/2020
Layla Alves	Mckinleyville		95519 US	9/6/2020
Debby Willette	Greencastle		46135 US	9/6/2020
Aliyah Hart	Richmond		77407 US	9/6/2020
Shani Loja	Bronx		10462 US	9/6/2020
Isabella Rodriguez	Philadelphia		19124 US	9/6/2020
Hoes Mad	Mckinney		US	9/6/2020
Gen Z Tiktok	Crystal Lake		60014 US	9/6/2020
Elise I	White Plains		10603 US	9/6/2020
JON INWOOD	Brooklyn	NY	11230 US	9/6/2020
Sophia Hernandez	Albuquerque		87105 US	9/6/2020
Adri C	Chatsworth		91311 US	9/6/2020
Caitlyn Helm	Minneapolis		55419 US	9/6/2020
Victoria Munoz	Colton		92324 US	9/6/2020
Grace Hoffman	Minneapolis		55430 US	9/6/2020
Maroly Jaime	Federal Way		98023 US	9/6/2020
Sydney Buchanan	San Diego		92111 US	9/6/2020
Riley Smith	Hampton		23669 US	9/6/2020
Renee Duemer	Scottsdale		85250 US	9/6/2020
Nicole Rodgers	Philadelphia		19151 US	9/6/2020
J H	Euless		76040 US	9/6/2020
Thomas Simione	Fairfax		22030 US	9/6/2020
Cindy Aiken	Sachse		75048 US	9/6/2020
Jodi Reese	Minneapolis		55345 US	9/6/2020
Lourdes Caballero	San Antonio		78237 US	9/6/2020
Abi Sensmeier	San Marcos		92078 US	9/6/2020
Kay Carter	Louisa		41230 US	9/6/2020
Cora Jusino	Schenectady		12304 US	9/6/2020
Jazlyn H	Asheville		US	9/6/2020
Faith Leblanc	Hot Springs National Park		71913 US	9/6/2020
Emma Kulik	Amherst		14226 US	9/6/2020
mya martinez	Houston		77090 US	9/6/2020
Maria Butler	Lincoln		68516 US	9/6/2020
Jamie Thomas	Quinton		23141 US	9/6/2020
fannie lindsey	miami		33169 US	9/6/2020
Colette Walker	Onalaska		55987 US	9/6/2020
Ryan Golbus	Basalt	CO	81621 US	9/6/2020
Anastasia Brubaker	Glenwood springs	CO	81601 US	9/6/2020
Florie Miller	Glenwood Springs	CO	81601 US	9/6/2020
Lisa Warder	Glenwood Springs	CO	81601 US	9/6/2020
Stephen Bershenyi	Glenwood Springs	CO	81601 US	9/6/2020
Juanita Lazaro	Glenwood Springs	CO	81601 US	9/6/2020
Amanda Emerson	Carbondale	CO	81601 US	9/6/2020

Trary Maddalone	Glenwood Springs	CO	81601 US	9/6/2020
Vijita Evans	GLENWOOD SPRINGS	CO	81601 US	9/6/2020
Maura Carlson	Glenwood Springs	CO	81601 US	9/6/2020
Cara Schmidt	Aspen	CO	81611 US	9/6/2020
linda drake	glenwood springs	CO	81601 US	9/6/2020
Wren Brotzman	New Castle	CO	81647 US	9/6/2020
Rachael Windh	Carbondale	CO	81623 US	9/6/2020
Jean Smith	Glenwood	CO	81601 US	9/6/2020
Jillene Rector			US	9/6/2020
Lauren Senico	Cape May		8204 US	9/6/2020
Tenaya Urban	Aspen	CO	81611 US	9/6/2020
Wyatt Richard	Orem		84058 US	9/6/2020
Sapphire Rose	Temecula		92592 US	9/6/2020
Rommel Lachapelle	Stamford		6902 US	9/6/2020
shshs shsh	Orlando		32835 US	9/6/2020
Eduardo Arzate	Riverside		92503 US	9/6/2020
Avigayil Fischman-Charry	Hyattsville		20781 US	9/6/2020
Zayan Ishaque	Hayward		94544 US	9/6/2020
Jaclynn Hall	White Plains		10603 US	9/6/2020
Karter Williams	Tucson		85743 US	9/6/2020
Jasvin Joy	Indianapolis		46214 US	9/6/2020
Camila Cordova	Moreno Valley		92557 US	9/6/2020
siobhan gregory	St Paul		55106 US	9/6/2020
Nat Garcia	Fresno		93727 US	9/6/2020
Laura Mathews	Providence		2901 US	9/6/2020
Kaleb Arellano	Pueblo		81001 US	9/6/2020
Lily Bachofen	Linden		7036 US	9/6/2020
Mandy Liu	Bensalem		19020 US	9/6/2020
Shannon Leitner	Edwardsville		62025 US	9/6/2020
Patricia Rankin	Concord		94520 US	9/6/2020
Layzette Berry	Las Vegas		89104 US	9/6/2020
dayene avesca	Seattle		98146 US	9/6/2020
Clara Tae	Los Angeles		90014 US	9/6/2020
Dadney Martinez	Miami		33138 US	9/6/2020
Inayah Mohammed	Glenview		60025 US	9/6/2020
Anaya Teves	Reno		89521 US	9/6/2020
Mavis Lantam	Yonkers		10701 US	9/6/2020
Daniel Feeley	Las Vegas		89107 US	9/6/2020
Simona Friedman	Fair Lawn		7410 US	9/6/2020
Bridget Fair	Madison		53704 US	9/6/2020
Regina Kourafas	Marietta		30067 US	9/6/2020
Gabriela Nunez	Phoenix		85016 US	9/6/2020
Robin Maltz	Linden		7036 US	9/6/2020
Sarah Sheehan	Victoria		77901 US	9/6/2020
Sloan Patterson	Portland		97233 US	9/6/2020
Lisa Orosz	Glenwood Springs	CO	81601 US	9/6/2020
Henry Grooms	St Anthony		55418 US	9/6/2020
Walter Krzak	Cary		60013 US	9/6/2020
Leighlani Lowes	San Diego		92101-1332 US	9/6/2020
Sarah Orosz	Glenwood Springs		81601 US	9/6/2020
Angel Bernal	Santa Ana		92707 US	9/6/2020
stephanie de la rosa	oakley		94561 US	9/6/2020
Gerard Krebs	Denver	CO	80212 US	9/6/2020
Destyni Gardner	Manchester		52057 US	9/6/2020
Jean Huyser	New Castle	CO	81647 US	9/6/2020

Christina Harris			US	9/6/2020
Tina Schrader	Glenwood Springs	CO	81601 US	9/6/2020
Trae phillips	Grand Junction	CO	81501 US	9/6/2020
Deniz A	Anaheim		92801 US	9/6/2020
Edmund Donkor	Cincinnati		27514 US	9/6/2020
Tanner Ormes	Palm Coast		32164 US	9/6/2020
faith pinkard	Houston		77036 US	9/6/2020
Joseph Tom	Millbrae		94030 US	9/6/2020
Maria Gonzalez	Charlotte		28213 US	9/6/2020
Sarah Christ	Bloomington		47403 US	9/6/2020
Ella Fretz	Midlothian		23113 US	9/6/2020
Evren Alan	Santa Fe		87501 US	9/6/2020
Sophia Brass	Niagara Falls		14304 US	9/6/2020
Jarely Naranjo	Pueblo		81001 US	9/6/2020
Marcine McBride	West Babylon	NY	11704 US	9/6/2020
Anna Awbreg	Tyler		75707 US	9/6/2020
Robert Martinez	American canyon		94503 US	9/6/2020
Clarissa C	Marlborough		1752 US	9/6/2020
Emnet Lemma	Las Vegas		89183 US	9/6/2020
Jennifer Hernandez	Stockton		95205 US	9/6/2020
meichal / kel patton	Concord		94520 US	9/6/2020
Jessica ANA	Miami		33172 US	9/6/2020
Rita Grace Atmajian	Edmonds		98026 US	9/6/2020
Dan Wilson	Middletown		6457 US	9/6/2020
Robin Hagelberg	Butler		7405 US	9/6/2020
Kadiatu Johnson	Alexandria		22304 US	9/6/2020
Debra Kekaulua	Kapaa		96746 US	9/6/2020
Christopher Woodhouse	Avon		46132 US	9/6/2020
Charlsey Ward	Glenwood Springs	CO	81601 US	9/7/2020
brenda alexander			US	9/7/2020
Kerry Carmody	Tucson	AZ	85747 US	9/7/2020
Megan Forrest	Colorado Springs	CO	81601 US	9/7/2020
Jeremy Gerbaz	Glenwood Springs	CO	81601 US	9/7/2020
Joe Johnson	Allenville		61951 US	9/7/2020
Daniel Gilbert	Glenwood Springs	CO	81601 US	9/7/2020
James Phillips	Glenwood Springs	CO	81601 US	9/7/2020
Emily Weir	Colorado Springs	CO	80906 US	9/7/2020
Cassandra Alsop	Glenwood Springs	CO	81601 US	9/7/2020
Sandra Haber	Glenwood Springs	CO	81601 US	9/7/2020
Tiffany Brickell	Glenwood Springs		81601 US	9/7/2020
Leslie Stasinos	Denver	CO	81601 US	9/7/2020
Sheri Tonozzi	Glenwood Springs	CO	81621 US	9/7/2020
Natasha Derby	Glenwood springs	CO	81601 US	9/7/2020
Stephanie Eldred	Glenwood Springs	CO	81601 US	9/7/2020
Charlie Bierbaum	Glenwood Springs	CO	81601 US	9/7/2020
Kim Conte	Glenwood Springs	CO	81601 US	9/7/2020
Megan Toliver	Walla Walla	WA	99362 US	9/7/2020
Patti Neuroth	Glenwood Springs	CO	81601 US	9/7/2020
Lyndsay Grimes	Rochester		14626 US	9/7/2020
Kayleen Robinson	Miami		33102 US	9/7/2020
Rob Minarik	Pearl River		10965 US	9/7/2020
Ace Moen	St. Louis		63116 US	9/7/2020
Kera Hammour	Orange		92869 US	9/7/2020
Melanie Ochoa	Houston		78229 US	9/7/2020
Maribel Marulanda	New York		11106 US	9/7/2020

Nicole Gray	Inglewood		90302 US	9/7/2020
Toopy Bino	Silver Spring		20903 US	9/7/2020
Selena Moonwalker	Orange Park		32065 US	9/7/2020
Debbie Earley	Felton		19943 US	9/7/2020
Molly Hamilton	Glenwood Springs	CO	81601 US	9/7/2020
Charity Chambers	Cleveland		37311 US	9/7/2020
Samyrah Wilson	Philadelphia		19144 US	9/7/2020
Claudia Gouveia	RECIFE		51030360 US	9/7/2020
Ashley O'Brien	Easton	MD	21601 US	9/7/2020
Hazel Chavez	Milpitas		95035 US	9/7/2020
Carlos Montes	Hanford		93230 US	9/7/2020
stormy gray wallace	Fayetteville		30215 US	9/7/2020
Sydney Burdette	Purcellville		20132 US	9/7/2020
Jaiden Shippy	Westbury		11590 US	9/7/2020
Allison Mack	Roslindale		2131 US	9/7/2020
Jack Washburn	LaPlace		70068 US	9/7/2020
Earthy Earthkeepers	Austin		78729 US	9/7/2020
Daniel Coxson	Olney	MD	20832 US	9/7/2020
hannah anderson	Fayetteville		25840 US	9/7/2020
Bess Wynn	Glenwood Springs	CO	81601 US	9/7/2020
Rose Hurley	Carbondale	CO	81601 US	9/7/2020
Reed Nelson	Glenwood springs	CO	81601 US	9/7/2020
David Mooney	Glenwood Springs		81601 US	9/7/2020
Anna Bernstein	Glenwood Springs	CO	81601 US	9/7/2020
Tasha Bintliff	New Castle	CO	81647 US	9/7/2020
gregg velasquez	Glenwood Springs	CO	81601 US	9/7/2020
Abbie Kroesen	Glenwood Springs	CO	81601 US	9/7/2020
Shannon Provost	Glenwood Springs	CO	81601 US	9/7/2020
Daniel Gallacher	Missoula	MT	59802 US	9/7/2020
Antonio Cisneros	Anaheim		92833 US	9/7/2020
Patrick W. Mulligan	Mims		32754 US	9/7/2020
Lindsey Knapp	New Windsor		12553 US	9/7/2020
Christy Godeski	Glenwood Springs	CO	81601 US	9/7/2020
Jocelyn Dulaney	Alexandria		22308 US	9/7/2020
Jenny Z	Cape Coral		33909 US	9/7/2020
Steven Morris	Sharps Chapel		37866-1897 US	9/7/2020
Tim Maurer	Anaheim		92808 US	9/7/2020
Emily Contreras	Walla Walla		99362 US	9/7/2020
Alexandra Mckenzie	Dallas		75225 US	9/7/2020
Franco Carlo		NY	US	9/7/2020
Giovanny Fontela	Miami		33165 US	9/7/2020
Jessica Rall	Las Vegas		89144 US	9/7/2020
Solveig Wolter	Juneau		99801 US	9/7/2020
Rukia Phan	Redding		20908 US	9/7/2020
Emprez Molina	San Diego		92119 US	9/7/2020
Emma Cooper	Lebanon		37087 US	9/7/2020
gail vaughn	lake station		46405 US	9/7/2020
andie l	Inglewood		90304 US	9/7/2020
Lydia Jurcic	Beaver		15009 US	9/7/2020
Jasmine Tapia	Sparta		54656 US	9/7/2020
rosemary torossian	Sherman Oaks		91423 US	9/7/2020
D. A. Belvin	Virginia Beach		23455 US	9/7/2020
Jaida Sieu	Alameda		94502 US	9/7/2020
Isabel Maculo	Fort Collins		80526 US	9/7/2020
Kincade White	Edmond		73034 US	9/7/2020

lily cubias	Lexington		27292 US	9/7/2020
navarah roman	Cleveland		44105 US	9/7/2020
Amber Linan	Denver		80214 US	9/7/2020
Hailey Morgan	Dallas		75227 US	9/7/2020
Perry Hefferren-Harkless	New York		10027 US	9/7/2020
Patricia Harrison	Harvey	LA	70058 US	9/7/2020
sarae turner	Broadview		60155 US	9/7/2020
Toucanno 3737			US	9/7/2020
Terry Joannes	Glenwood Springs	CO	81601 US	9/7/2020
Stephanie Thomas	Oak Park	IL	60302 US	9/7/2020
Sarah Hess	Glenwood Springs	CO	81601 US	9/7/2020
Cicely Kohler	Basalt	CO	81621 US	9/7/2020
Cassie Scherer Crull	Marysville	MI	48040 US	9/7/2020
Sheila Markowitz	Glenwood Springs	CO	81601 US	9/7/2020
Jennifer Smith	Glenwood Springs	CO	81602 US	9/7/2020
Erin Haggerty	Glenwood Springs	CO	81601 US	9/7/2020
Douglas Swenning	Conifer	CO	80433 US	9/8/2020
Cade Herman	Oak Ridge	NJ	7438 US	9/8/2020
AyeishA Taylor	Snowmass Village	CO	81615 US	9/8/2020
Kimberly Nischke	Lakemoor	IL	60051 US	9/8/2020
Jacquie Hall	Riverside	CA	92503 US	9/8/2020
Kim Cassady	New Castle	CO	81647 US	9/8/2020
Sharon Troyer	Glenwood Springs	CO	81601 US	9/8/2020
Ed Troyer	Glenwood Springs	CO	81602 US	9/8/2020
Tobie Powell	Glenwood springs		81601 US	9/8/2020
Rachel Orosz	Glenwood Springs		81601 US	9/8/2020
Carl Tharp	Basalt	CO	81621 US	9/8/2020
James Hipp	Carbondale	CO	81623 US	9/8/2020
Gina Dideon	Glenwood Springs	CO	81601 US	9/9/2020
Christa Wagner	Cheyenne	WY	82002 US	9/9/2020
Brandon Bates	Silt	CO	81520 US	9/9/2020
Marlyn Garcia	Glenwood Springs		81601 US	9/9/2020
Annie Wise	Parachute	CO	81635 US	9/9/2020
Elizabeth Restauri	Littleton	CO	80122 US	9/9/2020
Dawn French	Carbondale	CO	81601 US	9/9/2020
Chris Kennedy	Glenwood Springs	CO	81601 US	9/9/2020
Ruth Sears	Glenwood Springs	CO	81601 US	9/9/2020
Valorie Erion	Rifle	CO	81650 US	9/10/2020
Diane Argo	Denver	CO	80211 US	9/10/2020
Tera Boaeuf	Carbondale	CO	81623 US	9/11/2020
Mike Kinser	Glenwood Springs	CO	81601 US	9/14/2020
Malia Steward	Broomfield	CO	80023 US	9/14/2020
Jeff steward	Broomfield	CO	80023 US	9/15/2020
Stephen Miller	Rifle	CO	81650 US	9/15/2020
Olga Elena Medrano	Glenwood springs	CO	81601 US	9/27/2020
Brianna Johnson	New Bern		28562 US	9/30/2020
cassidy navarrette	Lake Havasu City		86406 US	9/30/2020
Aron The Beaner	Menifee		92584 US	9/30/2020
Connie Davis	Tulsa		74103 US	9/30/2020
Yesenia Chavez	Soledad		93960 US	9/30/2020
Louise May	New York City		10013 US	9/30/2020
Olivia Woods	Eau Claire		54701 US	9/30/2020
Jonathan Arzuaga	Marlborough		1752 US	9/30/2020
Chyna Cunningham	Union City		94587 US	9/30/2020
Xavier Maxcey	Shrewsbury		1545 US	9/30/2020

Angelo Alfano	Saint Louis		63128 US	9/30/2020
Lena Huereca	Charles Town		25414 US	9/30/2020
Daniella Mora	Albuquerque		87109 US	10/1/2020
Shanti Gruber	Glenwood Springs	CO	81601 US	10/9/2020
Jacque McMillan	Glenwood Springs	CO	81623 US	10/9/2020
james conway	Carbondale	CO	81623 US	10/13/2020
Desiree Archuleta	Glenwood springs		81601 US	10/16/2020
Jenni Fautsko	Glenwood Springs	CO	81601 US	10/16/2020
Vickie Walker	New Castle	CO	81647 US	10/22/2020
no name		MA	14850 US	10/25/2020
Marilyn Dorman	West Glenwood Springs	CO	81601 US	10/26/2020
Raymond Berrios			US	11/3/2020
Emily Watson	Ridgewood		11385 US	11/5/2020
Fumi Chen	Reno		89521 US	11/20/2020
Christopher Stimson	Akron		44313 US	12/7/2020
Anna Laidler	East Stroudsburg		18301 US	12/8/2020
Veronica Dziadyk	Livingston		7039 US	12/8/2020
Jennifer Morley	Rifle	CO	81650 US	12/9/2020
Pam Ruban	A		30513 US	12/10/2020
Dana Hunt	Blue Ridge		30513 US	12/11/2020
Elaina Decker	Mount Laurel		8054 US	12/15/2020
Matthew Klein			US	12/17/2020
Shelly Sherwood	Morganton		30560 US	12/17/2020
Barb Keller	Glenwood Springs	CO	81601 US	12/22/2020
Keith Parks	Reno		89506 US	3/16/2021
Jennifer Zwickl	Glenwood Springs	CO	81601 US	3/23/2021
Ellen Zwickl	Zagreb		US	3/24/2021
Pavel Petrov	Orlando		32829 US	4/18/2021
Lisa Strand	Carbondale		81623 US	4/19/2021
Michael Hoban	Carbondale	CO	81623 US	4/23/2021
Tom Herbst	Grayslake	IL	60030 US	4/27/2021
Alan Gentry	Glenwood Springs	CO	81601 US	4/30/2021
Christopher Williams	Sanford		27330 US	5/1/2021
Hillary Jablonski	Kingston		60145 US	5/3/2021
Christine Porter	Carbondale	CO	81623 US	5/4/2021
Flora Weldon	Bronx	NY	10468 US	5/5/2021
Michael Kieliszewski	Utica		48317 US	5/5/2021
Joanna Greci	Summerville		29483 US	5/5/2021
Christopher Tom	Pleasantville		10570 US	5/5/2021
Richard McConnell	Olympia Fields		60461 US	5/5/2021
wendy peddicord	Watsonville		95076 US	5/6/2021
Justin Truong	San Francisco		94112 US	5/6/2021
Tora Spencer	Las Vegas		89117 US	5/6/2021
Toya Britton	Norco		92860 US	5/6/2021
Joshua Standiford	Lake Zurich		60047 US	5/6/2021
Tyler Wleklik	Middlesex		8846 US	5/6/2021
Corey Meyers	Lakeland		33809 US	5/6/2021
Isabell Price	Columbia		29223 US	5/6/2021
Not Saying	Miami		33127 US	5/6/2021
Ben Pritchard	Milwaukee		53202 US	5/6/2021
Phyllis Wittet	Glenwood Springs	CO	81601 US	5/7/2021
Sarah Gamboa	Glenwood Springs	CO	81601 US	5/7/2021
Danny Spohn	Glenwood Springs	CO	81601 US	5/7/2021
Lynette Brickell	Glenwood Springs	CO	81601 US	5/7/2021
Melinda Baum	Glenwood Springs	CO	81601 US	5/7/2021

Lisa Niehaus	Glenwood Springs	CO	81601 US	5/7/2021
Shanti Gruber	Glenwood Springs	CO	81601 US	5/7/2021
Lorra Nichols	Carbondale	CO	81601 US	5/7/2021
Amanda Schar	Denver	CO	81601 US	5/7/2021
Amanda Andrews	Seattle	WA	98118 US	5/7/2021
Randy Stephens	Seattle	WA	98111 US	5/7/2021
Sharon Williams	Rifle	CO	81650 US	5/7/2021
Dessa Cairns	Rifle	CO	81650 US	5/7/2021
Julia D Gallagher	Glenwood Springs	CO	81601 US	5/7/2021
lindsay Cherry	Carbondale	CO	81623 US	5/7/2021
Stevi Wittet	Carbondale	CO	81623 US	5/7/2021
Laura Gomez	Glenwood Springs	CO	81601 US	5/7/2021
Annie Uyehara	Glenwood Springs	CO	81601 US	5/7/2021
Carl Uyehara	Carbondale	CO	81623 US	5/7/2021
Jamie Darien	Glenwood Springs	CO	81601 US	5/7/2021
Kim Arnold	New Castle	CO	81647 US	5/7/2021
Shelby Vernell	Minneapolis	MN	554321 US	5/7/2021
Kimberly McGraw	Glenwood springs	CO	81623 US	5/7/2021
Nancy Duffy	Glenwood Springs	CO	81601 US	5/7/2021
Kelly Mitchell	Flowery Branch		30542 US	5/7/2021
Jon Harman	Glenwood Springs	CO	81601 US	5/7/2021
Lee Bowles	Glenwood Spgs	CO	81601 US	5/7/2021
Dawn Randolph	Glenwood Springs	CO	81601 US	5/7/2021
Arianna Stoos	Walworth		14568 US	5/7/2021
Lacy King	Glenwood Springs	CO	81601 US	5/7/2021
Hermaeous Mora	Fort George G Meade		20755 US	5/7/2021
Brae Johnson	Glenwood Springs		81601 US	5/7/2021
Shannon Derby	Glenwood Springs	CO	81601 US	5/7/2021
Jennifer Haywood Mwamba	Rifle	CO	81659 US	5/7/2021
Jean Chambard	West St Paul	MN	55118 US	5/7/2021
Natasha Derby	Denver	CO	80238 US	5/7/2021
Reed Nelson	Glenwood springs	CO	81601 US	5/7/2021
Helia Jahani	Irvine		92603 US	5/7/2021
oscar escobar	Omaha		68104 US	5/7/2021
Tyler Tarpey			US	5/7/2021
Lauren Milholm	New Castle	CO	81647 US	5/7/2021
Bryan Derby	Glenwood Springs	CO	81601 US	5/7/2021
William Bremauntz	San Diego	CA	92067 US	5/7/2021
Roberto Olivas	Glenwood Springs	CO	81601 US	5/7/2021
Natalie Wilson	Denver	CO	80219 US	5/7/2021
Rebekah Blodgett	Glenwood Springs	CO	81601 US	5/7/2021
Trina Haines			US	5/7/2021
Renee McCullough	Glenwood Springs	CO	81601 US	5/7/2021
Kara English	Fort Collins	CO	80524 US	5/7/2021
Buck Adams	Glenwood Springs	CO	81601 US	5/7/2021
Charlie noone	Denver	CO	81601 US	5/7/2021
David Toro-Segarra	Las Vegas	NV	89113 US	5/7/2021
Christopher Davis	Roy	UT	84066 US	5/7/2021
Nancy Dubin	New York		10022 US	5/7/2021
Robyn Starr	Carbondale	CO	81623 US	5/7/2021
Sonia Walter	Glenwood Springs	CO	81601 US	5/7/2021
Henry Broich	Lancaster		17601 US	5/7/2021
Jessica Wurtsmith	New Castle	CO	81647 US	5/7/2021
Donna Robb	Glenwood	CO	81601 US	5/7/2021
Trary LaMee	Glenwood Springs	CO	81601 US	5/7/2021

Lindsay Button	Glenwood Springs	CO	81601 US	5/7/2021
Jennifer Vyhldal	Carbondale	CO	81623 US	5/7/2021
ollie a			US	5/7/2021
Janet Stacy	Glenwood springs	CO	81601 US	5/7/2021
Daena Wrolsen	Saugerties		12477 US	5/7/2021
Stephanie Horseman	Salisbury		21801 US	5/7/2021
Amanda Hulsman	Cincinnati		45247 US	5/7/2021
Marcia Bever	Palo Alto		94301 US	5/7/2021
Utsukta Giri	Louisville		40222 US	5/7/2021
Amy Moore	Glenwood Springs	CO	81601 US	5/7/2021
Fran Orosz	Glenwood Springs	CO	81601 US	5/7/2021
Ashleigh Mann	Riverside		8075 US	5/7/2021
Heather Gilbreath	Murfreesboro		37129 US	5/7/2021
Logan Lage	Rifle	CO	81650 US	5/7/2021
james meacham	Hudson		34669 US	5/7/2021
Troy Forbes	Aspen	CO	81611 US	5/7/2021
Charlie colan	Haddon Heights		8035 US	5/7/2021
Gloria Farmer	Colorado Springs	CO	80915 US	5/7/2021
Jennifer Wolff	Westminster		80031 US	5/7/2021
Emily Lambert	Glenwood Springs	CO	81601 US	5/7/2021
Joe Lederman	East Setauket		11733 US	5/7/2021
Deborah Willette	Greencastle		46135 US	5/7/2021
Lynda Brent	Glenwood Springs	CO	81601 US	5/7/2021
jeri sherick	Glenwood Springs	CO	81601 US	5/7/2021
Victor Ehre	Los Angeles		90045 US	5/7/2021
Carla Westerman	Glenwood Springs	CO	81601 US	5/7/2021
Aymie Cornelison	Baldwin		54002 US	5/7/2021
Janet Collins	Rifle	CO	81650 US	5/7/2021
Edwin Fontanez	Carbondale	CO	81623 US	5/7/2021
Joseph Bergl	Grand Junction	CO	81506 US	5/7/2021
Kathy Yost	New Castle	CO	81647 US	5/7/2021
Nancy Brown	Glenwood Springs	CO	81601 US	5/7/2021
Patricia Bolin Helling	Aspen	CO	81611 US	5/7/2021
Andrea L Sours	Parachute	CO	81635 US	5/7/2021
Jen Isenhardt	Glenwood Springs	CO	80231 US	5/7/2021
Beth Dwyer	New Castle	CO	81647 US	5/7/2021
Hilary Getty	Denver	CO	80210 US	5/7/2021
Eileen Koch	Chicago	IL	60602 US	5/7/2021
Robert Darien	Glenwood Springs	CO	81601 US	5/7/2021
Kuree Perez	Aspen	CO	81611 US	5/7/2021
Jennifer Johnson	Glenwood springs	CO	81601 US	5/7/2021
jose portillo	Playa Del Carmen		77710 Mexico	5/7/2021
Christopher Britt	Grand Junction	CO	81501 US	5/7/2021
Travis Lucero	New Castle	CO	81647 US	5/7/2021
Don Cutright	Carbondale	CO	81623 US	5/7/2021
Suzy Maison	Denver	CO	80204 US	5/7/2021
Jennifer Shanks	Glenwood Springs	CO	81601 US	5/7/2021
Jasmin Hanson	Glenwood Springs	CO	81601 US	5/7/2021
Charles Clemente	Staten Island		10312 US	5/7/2021
Margi Barsamian	Edmonds		98026 US	5/7/2021
Katie Narvaez	New Castle	CO	81647 US	5/7/2021
This must Become reality	Monmouth Beach		7750 US	5/7/2021
Ann Griffin	Glenwood Springs	CO	81601 US	5/7/2021
Melissa Heithaus	Mckinney		75070 US	5/7/2021
Taylor Markiecki	Rifle	CO	81650 US	5/7/2021

Cassie Avila	San Antonio		78207 US	5/7/2021
Terrie Drake	Glenwood Springs	CO	81601 US	5/7/2021
Genevieve Avila-Chavez	San Antonio		78249 US	5/7/2021
Erin Zalinski	Glenwood Springs	CO	81601 US	5/7/2021
Sharalee Rew	Denver	CO	80228 US	5/7/2021
Sarah Saathoff	Leadville	CO	80461 US	5/7/2021
Cheryl Sos	Denver	CO	80222 US	5/7/2021
Robbi Omeara	Glenwood Springs	CO	81601 US	5/7/2021
Michael Gonzales	Bell Gardens		90201 US	5/7/2021
Susan Ulloa	Crestline		92325 US	5/7/2021
Adriana Castro	Glenwood Springs	CO	81601 US	5/7/2021
Kenzie C	Buffalo		14225 US	5/7/2021
Janet Marineau	Bristol		6010 US	5/7/2021
Tanit Colin	Lewisville		75067 US	5/7/2021
Sis Koukol	Racine		53402 US	5/7/2021
Rita Torossian	Laguna Hills		92653 US	5/7/2021
Jacqueline Nolan	London		N6k4h8 US	5/7/2021
Cecilia Martinez	New York		10021 US	5/7/2021
Tammy Reynolds	New Castle	CO	81647 US	5/7/2021
Richard Whaley	Eureka		95503 US	5/7/2021
Elizabeth Phillips	Glenwood Springs	CO	81601 US	5/7/2021
Lisa Rosa-Re	Alpharetta		30009 US	5/7/2021
Walt Krom	Glenwood Springs	CO	81601 US	5/7/2021
Mark Alsdorf	Queretaro		76116 Mexico	5/7/2021
John Welsh	Kettering, Northamptonshire		NN16 9ST US	5/7/2021
Georgiana Davies	Havre de grace		21078 US	5/7/2021
Melanie A	Thurmont		21788 US	5/7/2021
Matthew Zabel	Parker		80134 US	5/7/2021
Kiley Lane	Palo		52324 US	5/7/2021
Jan Krische	Glenwood Springs	CO	81601 US	5/7/2021
Karen Gentry	141 Donegan Road	CO	81601 US	5/7/2021
Natalia Vann	Washington		20002 US	5/7/2021
Jesse Vaughters	Manchester		17345 US	5/7/2021
Robin Hunt	Chinle		86503 US	5/7/2021
William egger	Minneapolis	MN	55408 US	5/7/2021
Perry Gx	Tustin		92780 US	5/7/2021
Selene Lopez	Greensboro		27409 US	5/7/2021
Sonia Lagerstrom	Austin		78754 US	5/7/2021
Kelly Vargas	Miami		33169 US	5/7/2021
Robin Platt-Homa	Greeley		80634 US	5/7/2021
Sylvia Lincoln	Glenwood Springs	CO	81601 US	5/7/2021
Heidi Vosbeck	Aspen	CO	81611 US	5/7/2021
Savanah Elliott	Carbondale	CO	98105 US	5/7/2021
Bobbie Lyons	Ballwin		63021 US	5/7/2021
Vivian Eve	Park Avenue		60148 US	5/7/2021
Bethany Ostrowski	Glenwood Springs	CO	81601 US	5/7/2021
Joey Williams	Glenwood Springs	CO	81601 US	5/7/2021
Debbie Davis	Glenwood Springs		81601 US	5/7/2021
Haileigh Brown	Lincoln		68516 US	5/7/2021
Nicole Tupitza	Edinboro		16444 US	5/7/2021
Samantha Thrower	Glenwood Springs	CO	81601 US	5/7/2021
Whyllie Frazier	Denver	CO	80231 US	5/7/2021
Ruth Barnes	Glenwood Springs	CO	81601 US	5/7/2021
Wren Brotzman	Glenwood Springs	CO	81601 US	5/7/2021
James Nolan	Klamath	CA	95548 US	5/7/2021

Mariska Carson	Glenwood springs	CO	81601 US	5/7/2021
Beth Nicol	Dallas	TX	75234 US	5/7/2021
Sandy P	Sunnyvale		94089 US	5/7/2021
ralphie beam	Cumberland		21502 US	5/7/2021
Tianna Davis	Silt	CO	81652 US	5/7/2021
John Barr			US	5/7/2021
Victoria Pichardo	Bloomington		92316 US	5/7/2021
Vera Withers	Rockville		20852 US	5/7/2021
Angelica Curry	New Castle	CO	81647 US	5/7/2021
Jeanne Hoban	Cottonwood	CA	96022 US	5/7/2021
Chicoine Brandon	Naples	FL	81601 US	5/8/2021
Dimitrii Friedrich Schlotter	Denver	CO	80206 US	5/8/2021
Brandon Hansen	Salt Lake City	UT	84118 US	5/8/2021
Lynne Cassidy	New Castle	CO	81647 US	5/8/2021
Kendra Kaufman	Carbondale	CO	81623 US	5/8/2021
Lynnette Barrera	Coulterville	CA	95311 US	5/8/2021
Daniel O'Brien	MILTON		12547 US	5/8/2021
Victoria Herring	Waxhaw		28173 US	5/8/2021
Jennifer Harris	New Castle	CO	81647 US	5/8/2021
Rachel Orosz	Glenwood Springs	CO	81601 US	5/8/2021
Shaina Barefoot	Dunn		28334 US	5/8/2021
Meg Lamb	Glenwood Springs	CO	81601 US	5/8/2021
Kelly Romero	Rifle	CO	81650 US	5/8/2021
meghan davidson	McLeansville		27301 US	5/8/2021
Joan Silvertooth	Carbondale	CO	81623 US	5/8/2021
Marc LATRIQUE	Jackson Heights		11372 US	5/8/2021
Kaleb Blechle			US	5/8/2021
Emailylee Espinoza	Ogden	UT	84401 US	5/8/2021
Suzanne Schramm	Bluff City		37618 US	5/8/2021
Mark Maison	Denver	CO	80210 US	5/8/2021
Jack Rasmussen	Lawrence		66049 US	5/8/2021
Molly Kairn	New Castle	CO	81647 US	5/8/2021
Andrew Titcomb	Richmond		77406 US	5/8/2021
Vereniz Melling	Grand Junction	CO	81504 US	5/8/2021
Rhonda Gunderman	Colton	CA	92324 US	5/8/2021
Laurie Chase	Glenwood Springs	CO	81601 US	5/8/2021
Nsncy Brooks	Carbondale	CO	81623 US	5/8/2021
Armando Castillo	Los Angeles		90037 US	5/8/2021
Ella Love	Marshfield		2050 US	5/8/2021
megan brown	Meridian		83646 US	5/8/2021
Krys Moquin	SILT	CO	81652 US	5/8/2021
Darrell Gibson	Hoboken		7030 US	5/8/2021
Karen Barbee	Glenwood Springs	CO	81601 US	5/8/2021
jan hansen	Omaha		68106 US	5/8/2021
marsha kesselring	GlenwoodSprings	CO	81601 US	5/8/2021
Rosa Payan	Glenwood Springs	CO	81601 US	5/8/2021
Terra Squibb	Rifle	CO	81650 US	5/8/2021
Dyan Abrums	Calgary	T2N	US	5/8/2021
Debra Wolf	Glenwood springs	CO	81601 US	5/8/2021
David Stephens	Silt	CO	81652 US	5/8/2021
Dude Perfect	Carlsbad		92080 US	5/8/2021
Dante Medori	Jenkintown		19046 US	5/8/2021
Patrick Gallacher	Glenwood Springs	CO	81601 US	5/8/2021
Jenna Viscuso	Hayward		94541 US	5/8/2021
Yasmine Horton	Bessemer		35020 US	5/8/2021

Johnathan Paliwoda	Glenwood springs	CO	81601 US	5/8/2021
Janna Sorensen	New Castle	CO	81647 US	5/8/2021
Wilson Coleman	Glenwood Springs	CO	81601 US	5/8/2021
Margie Trebesh	Glenwood Springs	CO	81601 US	5/8/2021
Roy Sanchez	Spring		77388 US	5/8/2021
audrey munoz	Riverside		92507 US	5/9/2021
David Paguay	Queens		11368 US	5/9/2021
Jean Gonzales	Parker	CO	80134 US	5/9/2021
Carie Gentile			US	5/9/2021
Shaelynn Castanaga-Acerra			US	5/9/2021
Rosauni Morel	Scranton		18508 US	5/9/2021
Anna Brantley	Bend		97701 US	5/9/2021
Lisa Weder	Las Vegas	NV	89148 US	5/9/2021
kenneth winkler	springfield		61127 US	5/9/2021
Anthony Gallagher	Great Barrington		1230 US	5/9/2021
Sally King	Glenwood Springs	CO	81601 US	5/9/2021
Kenna Cunningham	Bend		97702 US	5/9/2021
Heather Clark	Spokane		99223 US	5/9/2021
avery coon	Azle	TX	76020 US	5/9/2021
Michelle Tonozzi	Saint Paul	MN	55116 US	5/9/2021
Rubi Delatorre	Yakima		98901 US	5/9/2021
Ashlee Reynolds	Glenwood Springs	CO	81601 US	5/9/2021
Ann Moll	Carbondale	CO	81623 US	5/9/2021
Troy McGowan	New Orleans		70131 US	5/9/2021
Wynter Corte	Carbondale	CO	81623 US	5/9/2021
CE S	Marietta		30066 US	5/9/2021
Lakia Kath	Madison		53719 US	5/9/2021
Oneal McConnell	Cleveland		37311 US	5/9/2021
Linda Gabossi	Denver	CO	80204 US	5/9/2021
Emily Feimer	Murrieta		92562 US	5/9/2021
Kristen Manifold	Dublin		43017 US	5/9/2021
Tracey Yajko	New Castle	CO	81647 US	5/9/2021
Phelony Woodard	Springfield		65802 US	5/9/2021
Alyzabeth Mancilla	Houston		77081 US	5/9/2021
Marco mazzoli	Miami		33127 US	5/10/2021
Janet Peterson	Troy		48084 US	5/10/2021
Sebastian Cardoza	San Jose		95127 US	5/10/2021
dilly dilly	Pompano Beach		33071 US	5/10/2021
Kevin Ellington	Peoria	IL	61604 US	5/10/2021
Lila Miller	Stroudsburg		18360 US	5/10/2021
michael Ashley	Hull		2045 US	5/10/2021
Melanie Vargas	San Jose		95127 US	5/10/2021
Sara E	Henrico		23228 US	5/10/2021
Antonio Venturini	Sacramento		95825 US	5/10/2021
Aster Hoffmann	Poway		92064 US	5/10/2021
emily garrison	Tallahassee		32303 US	5/10/2021
Lisette Landaverde	Venice		90292 US	5/10/2021
Abby Keys	Euless		76039 US	5/10/2021
Bryan Schard	Carbondale	CO	816201 US	5/10/2021
MJ Dholi	Des Moines		85027 US	5/10/2021
Mariah Sargent	Brigham City		84302 US	5/10/2021
Meghan Hinchler	Kalamazoo		49001 US	5/10/2021
Jana Malallah	New York		10118 US	5/10/2021
Tonya Clenney	Glenwood Springs	CO	81601 US	5/10/2021
Jessica Rabiola	Indianapolis		46239 US	5/10/2021

Suri Nunez	Fort Lauderdale		33319 US	5/10/2021
Christopher Peters	Knoxville		37922 US	5/10/2021
Aaron Bieniek	North Royalton		44133 US	5/10/2021
Mel Roger	Grand Rapids		49505 US	5/10/2021
Breanne Gabossi	Glenwood springs	CO	81601 US	5/10/2021
Mackayley Rossman	Denver	CO	80219 US	5/10/2021
Holly Hester	Fort Collins		80521 US	5/10/2021
dallas carlos	kailua kona		96740 US	5/10/2021
Lisa Wuerker	Denver	CO	80233 US	5/10/2021
David Judd	Denver	CO	80219 US	5/10/2021
briana garcia	El Paso		79928 US	5/10/2021
JOSEPH scarcella	Miami		33126 US	5/10/2021
Laurie Spakanik	Carbondale	CO	81601 US	5/10/2021
Theresa Truelove	Glenwood Springs	CO	81601 US	5/10/2021
Michael Martynek	Glendale Heights		60139 US	5/10/2021
Cole Petri	DeMotte		46310 US	5/10/2021
Kody Gabossi	Glenwood springs	CO	81601 US	5/10/2021
Hector Gutierrez	Miami		33176 US	5/10/2021
jamie cotters	Hermitage		16148 US	5/10/2021
Ruth Bentkowski	Fort Worth		76118 US	5/10/2021
Michelle Zwickl	Glenwood Springs	CO	81601 US	5/10/2021
Dennis Zwickl	Glenwood Springs	CO	81601 US	5/10/2021
Lauren Hoffmann	Carbondale	CO	81623 US	5/10/2021
Jayvee Austria	Honolulu		96815 US	5/10/2021
Sheila Schiesser	Bradenton	FL	34207 US	5/10/2021
Melissa Razo	Bellingham		98225 US	5/10/2021
Jazmine Camacho	New Castle	CO	81647 US	5/10/2021
makayla garcia	Sparta		38583 US	5/10/2021
Mats Rosen	Glenwood Springs	CO	81601 US	5/10/2021
Breanna Pham	Renton		98058 US	5/10/2021
Shawn Pallagi	Noblesville		46062 US	5/11/2021
Nathan Mccrory	Kosciusko		39090 US	5/11/2021
Valerie Leonard	monroe	NJ	8831 US	5/11/2021
Aysia Hall	Hartford		57033 US	5/11/2021
Brandi Vinger	Denver	CO	81623 US	5/11/2021
Rick Zatarain	Glenwood Springs	CO	81601 US	5/11/2021
Mario Candelaria	Brooklyn		11223 US	5/11/2021
Maysah Abudayyeh	Staten Island		10314 US	5/11/2021
Charles Mays	Glenwood Springs	CO	81601 US	5/11/2021
Jason Mitchell	Jacksonville		28540 US	5/11/2021
jade biddings	Baltimore		21212 US	5/11/2021
In Need of real change	Grafton		US	5/11/2021
Bannon Price	Ashdown		71822 US	5/11/2021
Brittany Harvey	Chesterton		46304 US	5/11/2021
Michele Weeks	Lodi		95240 US	5/11/2021
Kamryn A.	Honolulu		96818 US	5/11/2021
Arianny Matos	Newark		7103 US	5/11/2021
Juxtyn Lopez	Guaynabo		US	5/11/2021
Zoey Worthy	Cherry Hill		8003 US	5/11/2021
Dawn Rane	Chicago		60613 US	5/11/2021
Joseph Evasew	Bradenton		34205 US	5/11/2021
Brittany Neadow	Calgary	T3G	US	5/11/2021
Nichole Cooper	Wilmington		19805 US	5/11/2021
Sally Melia	Glenwood springs	CO	81601 US	5/11/2021
Donna Marye	Glenwood Springs	CO	81601 US	5/11/2021

Amanda Rivera	Glenwood Springs	CO	81601 US	5/11/2021
Jane Szucs	Saint Petersburg	FL	33707 US	5/11/2021
James Kucera	Glenwood Springs	CO	81601 US	5/11/2021
Erica Bowman	Glenwood Springs	CO	81601 US	5/11/2021
Jessica Vo	Westminster		92683 US	5/11/2021
Victor Le	Arcadia		91106 US	5/11/2021
Erin Bradshaw	Glenwood Springs	CO	81601 US	5/11/2021
Kay Triplette	Salt Lake City		84115 US	5/11/2021
Elizabeth Fregoso	Chicago		60618 US	5/11/2021
Matt Peck	Cortland		13045 US	5/11/2021
Brad Vierheller	Carbondale	CO	81623 US	5/11/2021
Marguerite Flett	Glenwood Springs	CO	81601 US	5/11/2021
Paula Bell	Alabaster		35007 US	5/11/2021
Kris Hernandez	Keyport		7735 US	5/11/2021
Darrell Stanley	Glenwood Springs	CO	81601 US	5/11/2021
Elaine Fischer	Roanoke	VA	24018-2625 US	5/12/2021
Terri Gardynecki	Cumming		30028-5329 US	5/12/2021
MaryAnne Roberts	Stuttgart		72160 US	5/12/2021
Cesar Villalobos	Los Angeles		90042 US	5/12/2021
Kearstin Cameron	Carbondale	CO	81601 US	5/12/2021
Maureen Fox	Dallas	TX	75204 US	5/12/2021
Oswaldo Deviez	New York	NY	10016 US	5/12/2021
Marie Quarcini	Elwood		60421 US	5/12/2021
Six D	Monongahela		15063 US	5/12/2021
Malia Steward	Broomfield	CO	80023 US	5/12/2021
Kayla York	Hartwell		30643 US	5/12/2021
Vincent Puga	El Paso		79928 US	5/12/2021
Orianny Martinez	Katy		77494 US	5/12/2021
Paul baker	Pinellas Park		33781 US	5/12/2021
olivia dupepe	Covington		70433 US	5/12/2021
Alexa Wickey	Indianapolis		46226 US	5/12/2021
Dennis Drake	Glenwood Springs	CO	81601 US	5/12/2021
Joy Jepsen	Glenwood Springs	CO	81601 US	5/12/2021
Luke Murphy	Glenwood Springs	CO	81601 US	5/12/2021
Libby McNeill	Glenwood Springs	CO	81601 US	5/12/2021
Barb Thompson	Glenwood Springs	CO	81601 US	5/12/2021
Michelle Vogel	Glenwood Springs	CO	81601 US	5/12/2021
Keith Speranza	Glenwood Springs	CO	81601 US	5/12/2021
Ashley Clark	Basalt	CO	81601 US	5/12/2021
Jarrett Cole	Kutztown Pa		19530 US	5/12/2021
jack Mike	Newton		28658 US	5/12/2021
william baird	West Palm Beach		33412 US	5/13/2021
Ross Dodwell	Wake Forest	NC	27587 US	5/13/2021
Kelly Black	Glenwood Springs	CO	81602 US	5/13/2021
Niels Jepsen	Glenwood Springs	CO	81601 US	5/13/2021
Vickie Harris	New Castle	CO	81647 US	5/13/2021
Amanda Emerson	Glenwood Springs	CO	81601 US	5/13/2021
Trudy Jagger	Lakewood	CO	80232 US	5/13/2021
mae brooke	Daphne		36526 US	5/13/2021
Mari Columbie	Pompano Beach		33068 US	5/13/2021
Mike Hills	Aspen	CO	81611 US	5/13/2021
Russell Brown	Glenwood Springs	CO	81601 US	5/13/2021
Kimberlie Chenoweth	New Castle	CO	81647 US	5/13/2021
Alex Wanat	Olney		20832 US	5/13/2021
Nancy Thornton	Molena	GA	30258 US	5/13/2021

Christine Reilly	Glenwood Springs	CO	81601 US	5/13/2021
Carlyn Naegle	Sandy		84070 US	5/13/2021
Roberta Villemaire	Glenwood Springs	CO	81601 US	5/13/2021
Carter Thrift	Jacksonville		32210 US	5/13/2021
angelina tomaino	San Antonio		78258 US	5/13/2021
Tayla V	Thornton		80241 US	5/13/2021
Rosalind Prince	Baltimore		21218 US	5/13/2021
Shay Partin	Mansfield		44905 US	5/13/2021
Olivia Garreffa	Stafford Springs		6076 US	5/13/2021
Mark Bean	Carbondale	CO	81623 US	5/13/2021
Madeleine Lortz	Laurel		20723 US	5/13/2021
Carol Raffo	Belmar		7719 US	5/13/2021
Nancy Genova	Glenwood Springs	CO	81601 US	5/13/2021
Caryl Bittenbender	Puyallup	WA	98372 US	5/13/2021
Mark Smith	Portland	OR	97217 US	5/13/2021
Mindy White	Glenwood Springs	CO	81601 US	5/13/2021
Rebecca Kramer	Glenwood springs	CO	81601 US	5/13/2021
Ivey Johnson	Miami		33176 US	5/13/2021
Carol Smith	Henderson		89044 US	5/13/2021
Anonymous .	Rye		10580 US	5/13/2021
Jennifer Parsons	Springfield		65810 US	5/13/2021
Eliana Riciputi	Glenwood Springs	CO	81601 US	5/14/2021
Carol Opeka	Golden	CO	80401 US	5/14/2021
Garrett Engstrom	Old Town		4468 US	5/14/2021
Cayden King	Bakersfield		93312 US	5/14/2021
Clara Cruz	Shrewsbury		1545 US	5/14/2021
shannon friedman	Lemon Grove		91945 US	5/14/2021
Connor Mcvey	O Fallon		63368 US	5/14/2021
Justin Demontigny	Raleigh		27610 US	5/14/2021
Ave Blanc	Grants Pass		97527 US	5/14/2021
Hannah Burrows	Rancho Santa Margarita		US	5/14/2021
David Huang	Arcadia		91007 US	5/14/2021
Hannah Stevenson	Grosse Pointe		48236 US	5/14/2021
Kevin Hamilton	Kalispell	MT	59901 US	5/14/2021
Candice Lyford	Vincent		35178 US	5/14/2021
Frederick Brooks	Oklahoma City		73115 US	5/14/2021
Shannon Wright	Frankfort		92656 US	5/14/2021
Christon Tucker	Courtland		35618 US	5/14/2021
Linda Stoltzfus	St. George	UT	84770 US	5/14/2021
Han Hogen	Boston		2108 US	5/14/2021
Emma Perozo	Miami Springs		33166 US	5/14/2021
Sawyer Holland	Greenwood		29649 US	5/14/2021
Allie Santoro	Lawrence Township		8648 US	5/14/2021
Abraham Avila	Canoga Park		91304 US	5/14/2021
Isqotsxoyan Scott	Hoopa		95546 US	5/14/2021
Stephanie Lopez	Immokalee		34142 US	5/14/2021
Sofee Galloway	Tucson		85704 US	5/14/2021
William Lu	Arcadia		91006 US	5/14/2021
Jesse Ha	Arcadia		91007 US	5/14/2021
Kyle Sherman	Rensselaer		12144 US	5/14/2021
Janniel Arias	Little Falls		7424 US	5/14/2021
Anne Dakin	Glenwood Springs	CO	81601 US	5/14/2021
Mark Gibson says NO!!!!	Glenwood Springs	CO	81601 US	5/14/2021
Ivan Liggett	Stuart		34997 US	5/14/2021
Ann Conney	Consett		DH8 7BQ US	5/14/2021

Julie Wiebe	Winnipeg		R2M0j4 US	5/15/2021
Vidya Despain	West Jordan		84081 US	5/15/2021
Trinity Malone	Sacramento		95833 US	5/15/2021
Andrea Seifert	Glenwood springs	CO	81601 US	5/15/2021
Angelica Urquidez	Los Angeles		90059 US	5/15/2021
Zam Hander	Sandusky		44870 US	5/15/2021
Chelsea Victoria	san jose		95008 US	5/15/2021
Anahi Silva	Pharr		78577 US	5/15/2021
Mimo Natsuo	Hilliard		43026 US	5/15/2021
Heather Pollnow	Jensen Beach		34957 US	5/15/2021
Maria Miranda	Brooklyn		11222 US	5/15/2021
xiao ping Liu	Arcadia		91006 US	5/15/2021
Mark Hong	Arcadia		91016 US	5/15/2021
Sidney Mcwilliams	Harrogate		37752 US	5/15/2021
Pauline Hui	Arcadia		91006 US	5/15/2021
Julieann Shapiro	Bradenton		34211 US	5/16/2021
Michelle Lai	Sunnyvale		94087 US	5/16/2021
Jorge Millán Santos	Chesapeake		23323 US	5/16/2021
Joanne Stanley	Glenwood Springs	CO	81601 US	5/16/2021
Elaine Becker	Roanoke		24018 US	5/16/2021
Alexis Novitski	Mesa		85212 US	5/16/2021
Ashley Ayala	Humble		77346 US	5/16/2021
Adam Thomas	Palm Harbor		34683 US	5/16/2021
Angela Cheng	Alhambra		91801 US	5/16/2021
Robert Evans	Erie	PA	16507 US	5/16/2021
Kylie Rameau	Westminster		1473 US	5/16/2021
Yien Fang Ma	Arcadia		91007 US	5/16/2021
no name no name			US	5/16/2021
Jazzy B	Lincoln		2865 US	5/16/2021
Genie Kelley	Bend	OR	97703 US	5/16/2021
Erica Sims	Georgetown		40324 US	5/16/2021
Caitlin Juba	Milford		1757 US	5/16/2021
hongmei li	Monrovia		91016 US	5/16/2021
Sherry Chen	Arcadia		91006 US	5/16/2021
Riley Witter	Portland		97214 US	5/16/2021
Alex Hariis	Des Moines		50316 US	5/16/2021
Trisha Christensen	Joliet		60436 US	5/16/2021
Erin Wiencek	Payson	UT	84651 US	5/16/2021
alijah mcshan	Chattanooga		37405 US	5/16/2021
May Cheung	Los Angeles		90001 US	5/16/2021
Vicangelina Macias	El Monte		91732 US	5/17/2021
katja Cooper	Kensington		94707 US	5/17/2021
Jane Wang	Arcadia		91007 US	5/17/2021
Sally Yang	Arcadia		91007 US	5/17/2021
Frida Rivera	Houston		77035 US	5/17/2021
Blanka Ordaz	Chicago	IL	60623 US	5/17/2021
Angel Cheung	Arcadia		91007 US	5/17/2021
Katrina Bartels	Chicago		60642 US	5/17/2021
Amy Ku	Pasadena		91101 US	5/17/2021
Phil Melville	Tampa		33611 US	5/17/2021
ttt Lll	Bronx		10456 US	5/17/2021
William Lo	Los Angeles		90062 US	5/17/2021
Coco Covarrubias	Arcadia		91006 US	5/17/2021
Carol Fu	Arcadia		91007 US	5/17/2021
Luke Wallace	Smithfield		2917 US	5/17/2021

MING WONG	Phoenix		85037 US	5/17/2021
Lang Yen	Irvine		92614 US	5/18/2021
Hana Lai	Los Angeles		91007 US	5/18/2021
Vance Gabossi	Glenwood Springs	CO	81601 US	5/18/2021
David Eng	Arcadia		91007 US	5/18/2021
Michael Gross	Glenwood Springs	CO	81601 US	5/19/2021
grant gross	Glenwood Springs	CO	81601 US	5/19/2021
Whitney Gross	Glenwood Springs	CO	81601 US	5/20/2021
Greg Jeung	No Name	CO	81601 US	5/21/2021
Joan McGavock	Glenwood springs	CO	81601 US	5/21/2021
Vicki Sutton	Carbondale	CO	81623 US	5/21/2021
Jennifer Smith	Glenwood Springs	CO	81601 US	5/21/2021
Joan Troth	Glenwood Springs	CO	81601 US	5/21/2021
Sheryl Steiner	Glenwood Springs	CO	81601 US	5/21/2021
Isaac Lopez	Glenwood Springs	CO	81601 US	5/21/2021
sharon haller	Glenwood Springs	CO	81601 US	5/22/2021
Bebe Merceron	Brooklyn		11205 US	5/22/2021
William Derryberry	Oviedo		32765 US	5/23/2021
Anthony Celauro	Syosset		11791 US	5/23/2021
Encarnacion Salas	Fort Lauderdale		33321 US	5/23/2021
Luke Barry	Austin		78713 US	5/23/2021
Joshua Grady	Hendersonville		37075 US	5/23/2021
Aloe Vera	Silver Spring		20902 US	5/23/2021
Peytin Lamp	Bridgeport		26330 US	5/24/2021
Krista Ward	Glenwood springs	CO	81691 US	5/24/2021
ryan thomas	Chicago		60614 US	5/24/2021
Ailyn Seanz	Breckenridge		80424 US	5/24/2021
Jackson Snow	Burleson		76028 US	5/24/2021
Gemma Scheble	Chicago		60639 US	5/24/2021
JiYoung Kim	San Marcos		92069 US	5/24/2021
Arlene Bassett	Kapolei		96707 US	5/24/2021
Hayden Horton	Barnwell		29812 US	5/24/2021
Kenneth Mcdaniel	Ava		65608 US	5/24/2021
Tami Licquia	FISHERS		46038 US	5/25/2021
Patrice Wallace	Santa Cruz	CA	95060 US	5/25/2021
Emily Tucker	Bend		97702 US	5/25/2021
Kathleen Winchester	Arvada		80003 US	5/25/2021
Frank Garcia	Fort Lauderdale		33317 US	5/26/2021
Ahmed Ali	Jersey City		7304 US	5/26/2021
Lexi Fay	Olympia		98501 US	5/26/2021
徐 蔚	Columbia		65201 US	5/26/2021
Erin Reed	Livingston	NJ	7039 US	5/26/2021
Raymond Valentin	Union city		7087 US	5/26/2021
Tahembi Simmons	Los Angeles		90020 US	5/26/2021
Hayden Taylor	Watauga		76148 US	5/26/2021
Violet Frazier	Dallas		75228 US	5/26/2021
Juliette Nelson	Glenwood Springs	CO	81601 US	5/27/2021
Laurie Osier	Glenwood Springs	CO	81601 US	5/31/2021
Carla Thompson	Bardonia		10954 US	6/1/2021
Sherish Akula	Fremont		94536 US	6/2/2021
Ryan Prather	Edgewater		32141 US	6/4/2021
Jennifer Quinn	Brevard		28712 US	6/9/2021
Jack Colacino	Caldwell		7006 US	6/10/2021
Maron Finley	Bastrop		78602 US	6/14/2021
Jack Colacino			US	6/14/2021

Reynolds Virginia Reynolds	Carbondale	CO	81623 US	6/16/2021
Eleanor Kenyon	Hays	KS	67601 US	6/16/2021
Barb Embry	Glenwood Springs	CO	81601 US	6/16/2021
Rachel Boyer	Glenwood Springs	CO	81601 US	6/16/2021
Lora Keller	Cedar Rapids	IA	52404 US	6/16/2021
Mark Howard	Carbondale	CO	81623 US	6/16/2021
Casey Walter	Denver	CO	80205 US	6/17/2021
Christina Sullivan	Glenwood Springs	CO	81601 US	6/17/2021
Jamie Devine	Thornton	CO	80241 US	6/17/2021
Danielle Reschke	Carbondale	CO	81623 US	6/17/2021
Rilla Snyder	Glenwood Springs	CO	81601 US	6/18/2021
Carrie Douglas	New Castle	CO	81647 US	6/18/2021
John Kramer	Marshfield		2050 US	6/22/2021
Jennifer Borges	Riverside		92503 US	6/28/2021
P Welch	Carbondale	CO	81623 US	6/30/2021
Denise Aldridge	Garner	NC	27529 US	6/30/2021
Travis & Carolyn Komidar	Holley	NY	14470 US	6/30/2021
Sarah Walling	Castleton On Hudson	NY	12033 US	6/30/2021
Paul Blackburn	Elizabethtown	KY	42701 US	6/30/2021
doria wosk	miami	FL	33116-3356 US	6/30/2021
Nancy Niemeir	Tucson	AZ	85711 US	6/30/2021
Roger Kulp	Albuquerque	NM	87112 US	7/1/2021
Mary Ann Viveros	Mayfield Hts.	OH	44124 US	7/1/2021
Richard Reece	Waynesboro	GA	30830-7023 US	7/1/2021
jayasuriya premalal	4101 Feldkirchen An Der Donau	AS	4101 US	7/1/2021
James Timothy Davis	Washington	DC	20011 US	7/1/2021
Kristen Parker	Greenville		29607 US	7/2/2021
Cynthia Trevino	Jupiter		33458 US	7/6/2021
George Lantz	Valrico		33596 US	7/7/2021
Mónica Hernández	Bastrop		78602 US	7/9/2021
Kelly Bender	Glenwood Springs	CO	81601 US	7/14/2021
Cathy Packler	South San Francisco	CA	94080 US	7/14/2021
Aaryn Willcuts	Glenwood springs	CO	81601 US	7/14/2021
TAMMY REYNOLDS	NEW CASTLE	CO	81647 US	7/14/2021
Clara Chi	Rifle	CO	81650 US	7/14/2021
Kara McNeil	Aspen	CO	81611 US	7/14/2021
Dylan Owens	Santa Fe	NM	87505 US	7/14/2021
Deborah Herrell	Glenwood Springs	CO	81601 US	7/14/2021
Rachael Goldberg	Fairhope	AL	36532 US	7/14/2021
Joseph Gamble	Glenwood Springs	CO	US	7/14/2021
Brian Walker	Glenwood springs	CO	81601 US	7/14/2021
Bonnie Embry	Aspen	CO	81601 US	7/14/2021
Kim Reneau	Glenwood Springs	CO	81601 US	7/14/2021
SUZY BARBEE	Glenwood Springs	CO	81601 US	7/14/2021
Andrew Ostrowski	Glenwood Springs	CO	81601 US	7/14/2021
Gretel Newman-Sugrue	Palmerston		New Zealand	7/14/2021
Denise Stewart	Glenwood Springs	CO	81601 US	7/14/2021
David Childress	Glenwood Springs	CO	81601 US	7/14/2021
Julie Boughton	Oak Park	IL	60304 US	7/14/2021
Edward Mavridis	Glenwood springs	CO	81623 US	7/14/2021
Keith Galloway	Fairhope	AL	36532 US	7/14/2021
Taylen Cameron	Glenwood Springs	CO	81601 US	7/14/2021
Lindsey Constance	Salt Lake City	UT	84109 US	7/14/2021
Dianne Nelson	Glenwood Springs	CO	81601 US	7/14/2021
Michelle Kenney	New Castle	CO	81647 US	7/14/2021

Kenneth Lieth	Rifle	CO	81650 US	7/14/2021
Lisa Jamsen	Tampa	FL	33610 US	7/14/2021
Carlos Ulloa	Aspen	CO	81601 US	7/14/2021
Miles Rattet	Glenwood Springs	CO	81601 US	7/14/2021
Dustin Weller	Glenwood Springs		81601 US	7/14/2021
Yolanda Vallejo	Aspen	CO	81611 US	7/14/2021
Deborah Williams	Glenwood Springs	CO	81601 US	7/15/2021
Jenny Cutright	Glenwood Springs	CO	81601 US	7/15/2021
Melinda Miller	Denver	CO	80211 US	7/15/2021
Kimberly Hopkins	Glenwood Springs	CO	81601 US	7/15/2021
Amerie Guevara	Cochran		31014 US	7/15/2021
Tajeer Robinson	Maplewood		7040 US	7/15/2021
Theo Kurokawa	Southfield		48075 US	7/15/2021
Jaimie Sawyer	Queen Creek		85142 US	7/15/2021
Julia Alamilla	Bakersfield		93311 US	7/15/2021
Siyum Tefera	Columbus		43213 US	7/15/2021
Aaliyah Woods	Rancho Cucamonga		91730 US	7/15/2021
Steve Sundermann	Glenwood Springs	CO	81601 US	7/15/2021
Loyd Scott Wormell	Glenwood Springs	CO	81601 US	7/15/2021
Siris Baker-Koontz	Denver	CO	80234 US	7/15/2021
Colleen Raponi	Pavilion	NY	14525 US	7/15/2021
Luana Olson	Aspen	CO	81611 US	7/15/2021
Susan A Hollinger	Fairhope	AL	36532 US	7/16/2021
Marylee McIntyre	Joshua Tree	CA	92252 US	7/16/2021
Linda Jamsen	Grand Junction	CO	81506 US	7/16/2021
William Denney	Bluefield	WV	24701 US	7/16/2021
Emily Finch	Glenwood Springs	CO	81601 US	7/16/2021
Tiffany Sauve	New Castle	CO	81647 US	7/17/2021
Kaitlyn Jaspersen	Omaha	NE	68135 US	7/17/2021
Jacqueline OBrien	Glenwood Springs	CO	81601 US	7/18/2021
Angel Mosqueda	Commerce city		80022 US	7/18/2021
Chris Krouse	Mullica Hill		8062 US	7/18/2021
Luke Reker	AURORA		44202 US	7/18/2021
Agim Demirovski	Staten island	NY	10310 US	7/18/2021
Olivia Wilhite	Saint Peters		63376 US	7/18/2021
Ricardo Lopez	El cajon		92020 US	7/18/2021
Jennifer Jicha	Reno		89508 US	7/18/2021
Jessica Welch	Leitchfield		42718 US	7/18/2021
Stephen Lykins	Duluth		30096 US	7/18/2021
Dan Staples	Braintree		2184 US	7/18/2021
Kaleb Brown	OFallon		62269 US	7/18/2021
GERRILYN RYAN	Waltham		2451 US	7/18/2021

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.

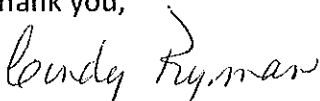
Because Glenwood is looking to increase its sewer and water rates a total of over 100% in the next 10 years, I feel that adding 1000+ residents is a slap in the face to the citizens who have been saddled with providing the services. We are looking at potential water issues from the fire

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

In Regards to the West Glenwood Pasture development I would like to list some major concerns.

I honestly wonder how many people need to be packed into this valley. The traffic is already horrific. Any bump in the flow causes major backup.

This is supposed to be a place for tourism so I wonder how building more and more housing compliments coming here for vacation. We use to be the hub for entertainment and yes we have the pools and Adventure park, but no movie theatre (we use to have 2), no bowling alley, nothing for the locals to have activities for families. I would rather see some kind of retail in that pasture.

Most concerning is we have no evacuation plan for fires. I have property on the Mitchell Creek Road and have lived thru all the fires, but the last two fires we knew we had no way to escape. West Glenwood can't move and no one will get serious till we actually have a disaster and burn up. Last Fire I got the code for The Storm King Ranch gate as I knew if I had to evacuate the only way out was up, whether that would be the safest route or not.

Also the traffic at the school is horrendously backed up on all surrounding roads at drop off and pickup. We just CANNOT handle more traffic out here. The roads are parked up all around the school with teacher's cars which prohibits being able to see pulling out onto Donegan during school hours. Where are these additional people going to park? We know what they allotted for parking is not going to work as every family has several cars and sometimes work vehicles.

This is a huge area for walkers, walkers with their dogs, children and even the school walks the kids up the Mitchell Creek road occasionally. Donegan and surrounding roads have no sidewalks. It's already dangerous ensuring your not getting close when driving by the hikers, sometimes on both sides of the road. Cars drive too fast out here. Having that many more people on the road will guarantee we have some kind of accident.

Lastly we have lack of law enforcement. I have called the sheriff's office many times asking them to patrol the roads and rarely see them. We have many sketchy things going on in West Glenwood, but closer to home for me is the Mitchell creek Road. I see cars all thru the night going up and down a dead end road. Several pullouts up there are trashed with condoms, drug paraphernalia, and loads of beer bottles and additional trash. More people is going to add to this problem.

This is personal, but it's just quality of life. My husband was born and raised here and I have been here for over 40 years. We realize change is inevitable, but what Glenwood has become is a stressful place with the amount of people and building and such a joke as nothing is affordable housing. Our children born and raised here have been out priced to afford a house of their own. It used to have a small town atmosphere that is just getting lost with the almighty dollar. We still have some peace in W Glenwood and as our signs say still a place for open space. I beg the council to have some kind of vision for the town and people that live here.

Respectfully,

Lee Bowles

From: NANCY BROOKS <nancybrooks179@comcast.net>
Sent: Friday, March 19, 2021 12:12 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Proposed apartment development on Donegan Road

Gretchen Ricehill
City Planning
Glenwood Springs, Colorado

Dear Gretchen,

Since my last letter concerning the proposed large apartment complex on Floyd Diemoz' land in West Glenwood, there have been two fires that have involved huge traffic issues where residents have attempted to exit to I-70. Two of my friends were trapped for five hours. If there were another fire after these apartments were built there would be hundreds more cars attempting the exit and possible lives lost. The other bad traffic situation involves both the Charter School and the Middle School. Morning and afternoon both school buses and small children are driving and walking along a road with no sidewalks, with once again hundreds of cars from the apartments.

Glenwood cannot be expected to provide housing for Aspen, Gypsum, New Castle, etc. As they say "Build it and they will come!" Floyd and John Diemoz are wonderful contractors and could either sell the property or build single story patio homes which are greatly needed here. We have several friends who have moved away because they could not find those here. Just today, March 19, Rob Anderson wrote an excellent letter to the newspaper about how our narrow valleys will be ruined with over development. Do we want to look like another Vail? Floyd himself built our home on Mitchell Creek twenty five years ago and we have loved the rural feel yet are close to the downtown area. A giant apartment complex with people constantly moving in and out will spoil this ambiance!

I ask the city and P and Z to consider all these things and not allow this to be built.

Thank you,
Nancy Brooks
0179 Creekside Court
Glenwood Springs, Colorado
970-928-8189

From: Michael Hoban <hobdog49@gmail.com>
Sent: Thursday, March 18, 2021 1:55 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Fwd: Proposed Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

We have lived in Glenwood over 50 years. West Glenwood for 35 years. We used to have lots of open space here. The horse pasture is all we have left.

A Cincinnati developer wants to build 360 units in that pasture. This is 1200 people and 900+ vehicles.

This would be a 35% increase in our population in West Glenwood

The impacts would be enormous! All our infrastructure would be completely inadequate. Schools roads, traffic etc. would be overwhelmed!

Scariest and most dangerous impacts are with fire and flooding. If I 70 is closed in South Canyon, many thousands of commuters would be stuck. This happened last summer with a small, quickly contained (Thank goodness) fire close to South Canyon. I 70 closed and traffic backed up halfway to Carbondale.

Every road in Glenwood was full of parked traffic for almost 8 hours. People would have been running for their lives with, with death likely. This is extremely serious. We have no way to escape and our infrastructure is not even adequate for current residents. Please deny this application. Thank you,
Michael Hoban

Send

From: Annie Stephens <britican@comcast.net>
@gmail.com

Subject: Fwd: Proposed Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

Sent from my iPad

Begin forwarded message:

From: hobdog49@gmail
Date: March 16, 2021 at 1:13:08 PM MDT
To: gretchen.ricehill@cogs.us
Subject: Proposed Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

As long-standing members of the West Glenwood community, we are writing to express our opposition and concerns regarding the annexation and initial zoning of the above property as requested by

Glenwood Partnership LLC and the subsequent development of the 12.5 acre land currently under contract with R2 Partnership LLC.

We recognize that the Roaring Fork Valley may have a housing need, but to allow a developer to build 360 units with 1,200 rental tenants with only 650 parking spaces in such a rural neighborhood is a concern for us on many levels. We are in agreement with everything addressed by Garfield County in their referral comments letter but these are our top four concerns.

1. **Safety**

The wildfire on August 5, 2020, just west of Ami's Acres at approximately mile marker 111, was a clear demonstration of what happens in West Glenwood even during a small wildfire. Our home is on Ponderosa Circle just off Donegan Road and we witnessed first-hand how quickly traffic congestion occurred shortly after the emergency alert. The I-70 traffic, and almost every road in West Glenwood, was gridlocked and remained gridlocked until long after 10 pm. We have heard similar reports as a consequence of previous local wildfires.

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of “very high.” West Glenwood has many roads leading to **A SINGLE ROAD - Highway 6**. Depending on the location of the fire, emergency vehicles may block off one or more roads to enable their access to the fire, which further restricts safe evacuation of all of our residents.

To add another 1,200 residents to the rural area of West Glenwood, which according to the Census Department had almost 3,100 residents in 2018 and is now probably in the region of 3,500+ would be utterly catastrophic. Not only do all of these residents need to evacuate safely,

but there are elderly residents (12% of our population) who may need assistance, families with young children, as well as two schools and preschool or daycare facilities. Much like the residents of Four Mile/Oak Meadows/airport area we have **ONE SINGLE ROAD** to evacuate the area.

2. Impact on West Glenwood

In the City's document "Rezoning to Planned Unit Development (PUD) Application Guide & Checklist" it states under Review Process item 4 "The intensity of development in the proposed zoning district is not expected to create significantly adverse impacts to surrounding properties or the neighborhood". To allow this land to be zoned to build approximately 360 units WILL significantly and adversely affect this area (which is mainly comprised of single family homes on 1/5-1/4 acre plots). Not only is the density far too high but the planned three/four level units will affect the nearby single family properties greatly both in terms of traffic, noise, lighting, pollution, privacy and views.

Most families in the Roaring Fork Valley use vehicles to get to work, some families have both personal vehicles and work vehicles. Adding 1,200 people to this area will bring in excess of 2,000 additional vehicles to our streets and will bring about a traffic nightmare of Californian proportions and will turn West Glenwood into a parking lot. The current infrastructure of West Glenwood and particularly the roads leading to Highway 6 are not built for this additional traffic. COVID has dramatically reduced traffic, and any traffic studies completed during this last year will not reflect the reality of the area. We urge you to take this into account.

3. Proximity to the Two Rivers and Montessori Schools

Currently, the developers plan to have an exit immediately opposite these schools. Even if they move the exit to somewhere else on Storm

King, congestion and safety concerns for our young children is inevitable. Many of the Two Rivers students use the current roads to walk or bike to/from their homes. The developers original plans also had a swimming pool, gym and possible bar area within 100 feet of these schools.

4. **Green space**

Glenwood residents value the beauty of the land and recognize the importance of green space; we will be losing yet another precious piece of land for our environment and the wildlife as well as removing land which can also serve as a fire break in the event of wildfires. Bike paths exist around town coming almost to this piece of property for both tourists and residents to recreate and enjoy this valley.

In conclusion, if there has been one thing our world has learned through COVID it is that no matter how economically stable you are, how fiscally responsible you are, how much you plan for the future, you are nothing if you don't protect your people and that is what we are asking the City of Glenwood to do - to protect its current population and keep its residents safe.

We urge you to reject this annexation and rezoning application or at the very least to limit the development of the land to a minimum number of buildings/units (ideally similar to the density of the properties in the neighborhood).

Thank you for your consideration.

Randy & Annie Stephens
0041 Ponderosa Circle
Glenwood Springs

Dear Ms. Ricehill and Planning and Zoning Commission,

I'm writing on behalf of the R2 Partnership proposal for the pasture behind the Glenwood Springs Mall. If urban renewal is the eventual plan for West Glenwood, please consider how this project "substantially impairs...the sound growth of the municipality...and is a menace to the public health, safety, morals or welfare" of West Glenwood residents. (This quotation was taken from the definition of a blighted area in the West Glenwood Springs Urban Renewal Plan.) West Glenwood is blighted enough. According to the West Glenwood Springs Urban Renewal Conditions Survey, "10 of the 11 total possible (blight) factors are present at varying degrees of intensity, but all at levels considered significantly adverse." Yes, West Glenwood is in need of improvement, but adding that many people to an area that already has evacuation problems is simply not safe.

The annexation and approval of a project this size requires you to think beyond monetary impact, and place yourselves in our shoes. The scope of this project puts West Glenwood residents in harms way. Recently a gas leak in south Glenwood Springs left many residents feeling trapped. This was the exact experience West Glenwood residents felt during the 111 Fire last summer. My dear friend wrote a letter to Mayor Godes after the gas leak incident. In his response he said, "Rest assured I am working to add a full-time Emergency Manager position to ensure our evacuation routes are established and fully known." This is great! But since many of us reside in county, would this position help us when another fire occurs?

Community education of evacuation routes is necessary. From 3:30 p.m. - 11:30 p.m. we were gridlocked out here due to the 111 Fire. And many of us don't even have access to sidewalks! Should that fire have jumped the ridge, what would we have done? It would've been absolute chaos. When do lives take precedence over profit? The time to work on these efforts is now. Please deny this project until further community education efforts of evacuation protocols are achieved. By now we know the question of another fire is not if, it's when. The developers are proposing a total of 360 dwellings. The addition of that many people and vehicles is an alarming thought when it comes to the occurrence of another fire, mudslide, etc.

In April 2007 a Wildland Urban Interface Community Wildfire Protection Plan was prepared for the Glenwood Springs Fire Protection District. Within that plan much of West Glenwood has a hazard rating of very high to extreme. The only extreme rating in all of Glenwood Springs! Do

these types of plans from previous years get discussed when such developments are on the table? If so, I hope this document provides enough information to make a decision in terms of safety for the residents of West Glenwood. This plan was created in 2007. Environmental conditions have only worsened. All one has to do is take a look at the U.S. Drought Monitor for Colorado to see that Garfield County is in extreme to exceptional drought on the intensity scale. Let us use this time after the Grizzly Fire to think more thoroughly about the impact of overdevelopment to not only the people within our community, but to the land, water and air we all share. The renewal of West Glenwood is needed. But the biggest question we must ask ourselves is, at what cost? The true cost, that is.

Thank you for your time,

Lacy King

From: Bobbie Meriwether <meadowlark.2000meadowlark@gmail.com>

Sent: Thursday, March 18, 2021 2:25 PM

To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>

Subject: West Glenwood pasture development proposal

To

Gretchen Ricehill

Outside of the fact that West Glenwood comprised of a large percentage of the city's population total , has only until recently been able to have adequate road and sidewalks built . There are no open space/park areas more than the size of a pitifully small pocket park not even part of the city , to bring it up to any comparison with other parts of the city. Two Rivers park serves that area across from the Colorado River. There's a large field behind the High School for that area.. there is the large park areas serving South Park. Please tell me where children can anywhere at all areas North and West of the Colorado River. Contemplating for more less than two minutes reveals to anyone the impact of this very large development proposed by R2partnership would have .

There is Nothing in the plans that reveal anything more than buildings and concrete with barely any publicly assessable green space at all . Where will these very large numbers of people go to walk their dogs? Or park their overflow cars? This is a development by an out -of -state developer. The plan shows that it's been unbelievably ill conceived. It will have a density far beyond what would allow for timely possibly life saving egress from our roundabouts to the rest of the city IN THE BEST OF TIMES .. let alone rush hour. There had better be law and code enforcement ready to take on more calls. One can only imagine the scenario : the ensuing traffic up and down the entire length of Donegan Rd, the length of Mitchel Creek. The traffic impact on Mel Ray, Soccerfield, Storm King, Center Drive. This development's impacts will affect every citizen in their daily commutes over roundabouts and bridges up and down our Valley and Canyon connections . Not to mention the people that daily travel from all over to use West Glenwoods schools .

I am a long time citizen of West G . I am a senior who simply seeks to walk safely on adequate sidewalks to continue to enjoy the advantages of living where I have chosen to live . I do not seek to move , nor can I simply up and move out of despair for what West G is developing into for lack of good foresight.

Very recently Mayor Godes , from his home , had experienced what it was like for thousands of citizens to feel trapped when / if emergency evacuation were necessary. This situation in South Glenwood involved the gas leak which shut down for hours the possibility for people to go about leaving their homes , businesses and schools . This was a gas leak . What about wildfire situations such as was visited upon our city for a very large part of last summer.

It simply gives me a great deal of distress to think that city officials cannot seem to think in terms of safety and environment , quality of life (including safety from roaming dogs, impacts of homeless people: law and code not even barely adequate even now before thousand if more people descend upon the finite resources of space and negotiable terrain that exists in West G. Last summer (and for many previous summers) was one of constant tension as to which way the wind would blow.

I am confident that I do not speak in hyperbole. Many Glenwood , as well as West Glenwood citizens feel as I do. Many feel defeated that the only thing that stands to gain , it seems are in the pockets of a very few people who could care less about any other consideration other than extremely shortsighted economic gain . Can our city move beyond an intellectually limited concept of what it means to promote and plan for a thriving , inviting , well organized community . It would seem that economic development

need not to be divorced from what is well planned, well paced , and meets the needs for quality of life and environment for most.

Respectfully,
Bobbie Meriwether

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

From: Tim Porter <timabq@msn.com>

Sent: Tuesday, March 16, 2021 1:01 PM

To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>

Subject: West Glenwood pasture

Gretchen,

My name is Tim Porter and I live at 34Gamba Dr, Glenwood Springs CO 81601. I feel very strongly that any development of the pasture should only have car access thru the mall property and no access to Donegan rd . The mall will no doubt increase in value and occupancy if the pasture is developed and so even if that means that part of the mall is opened to create enough road sidewalk and bike paths this is necessary. Donegan cannot handle this traffic and it would bring values down. I also feel that maximum parking should be made and a park and possibly a small fishing pond like the tree farm development in Willits.

Thanks Tim Porter 505-553-2207

Sent from my iPhone

From: Annie Stephens <britican@comcast.net>

Sent: Tuesday, March 16, 2021 1:13 PM

To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>

Subject: Proposed Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

As long-standing members of the West Glenwood community, we are writing to express our opposition and concerns regarding the annexation and initial zoning of the above property as requested by Glenwood Partnership LLC and the subsequent development of the 12.5 acre land currently under contract with R2 Partnership LLC.

We recognize that the Roaring Fork Valley may have a housing need, but to allow a developer to build 360 units with 1,200 rental tenants with only 650 parking spaces in such a rural neighborhood is a concern for us on many levels. We are in agreement with everything addressed by Garfield County in their referral comments letter but these are our top four concerns.

1. **Safety**

The wildfire on August 5, 2020, just west of Ami's Acres at approximately mile marker 111, was a clear demonstration of what happens in West Glenwood even during a small wildfire. Our home is on Ponderosa Circle just off Donegan Road and we witnessed first-hand how quickly traffic congestion occurred shortly after the emergency alert. The I-70 traffic, and almost every road in West Glenwood, was gridlocked and remained gridlocked until long after 10 pm. We have heard similar reports as a consequence of previous local wildfires.

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." West Glenwood has many roads leading

to **A SINGLE ROAD - Highway 6**. Depending on the location of the fire, emergency vehicles may block off one or more roads to enable their access to the fire, which further restricts safe evacuation of all of our residents.

To add another 1,200 residents to the rural area of West Glenwood, which according to the Census Department had almost 3,100 residents in 2018 and is now probably in the region of 3,500+ would be utterly catastrophic. Not only do all of these residents need to evacuate safely, but there are elderly residents (12% of our population) who may need assistance, families with young children, as well as two schools and preschool or daycare facilities. Much like the residents of Four Mile/Oak Meadows/airport area we have **ONE SINGLE ROAD** to evacuate the area.

2. Impact on West Glenwood

In the City's document "Rezoning to Planned Unit Development (PUD) Application Guide & Checklist" it states under Review Process item 4 "The intensity of development in the proposed zoning district is not expected to create significantly adverse impacts to surrounding properties or the neighborhood". To allow this land to be zoned to build approximately 360 units WILL significantly and adversely affect this area (which is mainly comprised of single family homes on 1/5-1/4 acre plots). Not only is the density far too high but the planned three/four level units will affect the nearby single family properties greatly both in terms of traffic, noise, lighting, pollution, privacy and views.

Most families in the Roaring Fork Valley use vehicles to get to work, some families have both personal vehicles and work vehicles. Adding 1,200 people to this area will bring in excess of 2,000 additional vehicles to our streets and will bring about a traffic nightmare of Californian proportions and will turn West Glenwood into a parking

lot. The current infrastructure of West Glenwood and particularly the roads leading to Highway 6 are not built for this additional traffic. COVID has dramatically reduced traffic, and any traffic studies completed during this last year will not reflect the reality of the area. We urge you to take this into account.

3. **Proximity to the Two Rivers and Montessori Schools**

Currently, the developers plan to have an exit immediately opposite these schools. Even if they move the exit to somewhere else on Storm King, congestion and safety concerns for our young children is inevitable. Many of the Two Rivers students use the current roads to walk or bike to/from their homes. The developers original plans also had a swimming pool, gym and possible bar area within 100 feet of these schools.

4. **Green space**

Glenwood residents value the beauty of the land and recognize the importance of green space; we will be losing yet another precious piece of land for our environment and the wildlife as well as removing land which can also serve as a fire break in the event of wildfires. Bike paths exist around town coming almost to this piece of property for both tourists and residents to recreate and enjoy this valley.

In conclusion, if there has been one thing our world has learned through COVID it is that no matter how economically stable you are, how fiscally responsible you are, how much you plan for the future, you are nothing if you don't protect your people and that is what we are asking the City of Glenwood to do - to protect its current population and keep its residents safe.

We urge you to reject this annexation and rezoning application or at the very least to limit the development of the land to a minimum

number of buildings/units (ideally similar to the density of the properties in the neighborhood).

Thank you for your consideration.

Randy & Annie Stephens
0041 Ponderosa Circle
Glenwood Springs

From: harlangwen2@aol.com <harlangwen2@aol.com>
Sent: Friday, March 19, 2021 4:06 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Cc: paul.schirmer@cdsg-us.com
Subject: Proposed West Glenwood Pasture Development at 214 Center Drive

I have been a resident of 0060 Ponderosa Circle, West Glenwood Springs, CO for 49 years and have experienced much growth and changes. The proposed West Glenwood development of 360 units at 214 Center Drive is of great concern to me as it will be an enormous impact on our existing infrastructure, roads, utilities, emergency services (police, sheriff, fire department), schools, traffic, etc.

This will create a dangerous and safety situation for the students and teachers at the close proximity of the Two Rivers School which already has a traffic congestion problem and then to add another 500-1,000 vehicles from the proposed rental units.

I experienced the Storm King Fire and the Coal Seam Fire. West Glenwood was evacuated with the Coal Seam Fire and that caused an immense dangerous problem getting to I-70 even though it is within 1/4 mile from me and other residents. We were trapped and stuck in traffic for awhile. On August 4th of this year there was a small fire about 4:30pm on the north side of I-70 close to South Canyon. I happened to be at the Meadows Shopping Mall which is 2.3 miles from my house and decided at 7:00pm to come home knowing the fire was extinguished. Because of the traffic jams these fires create it took me 3 1/2 hours to be in my garage. This

was horrifying experience at the age of 80 who does not drive after dark. Never again do I want to be in that situation again with added vehicles in the neighborhood.

Patio homes or single dwelling homes would be much more complimentary to West Glenwood Pasture at 214 Center Drive and needed more than rental apartments as we have seniors moving away from Glenwood because of the lack of this sort of homes.

Homeowned dwellings would be a better choice than rentals.

I also am concerned that the contractors would not be from this area which would mean building costs and rental dollars leaving the area.

Pray that the residents of West Glenwood and all of Glenwood concerns would be heard and considered for the betterment of all.

Sincerely,
Gwendolyn

From: cojeffp@gmail.com <cojeffp@gmail.com>
Sent: Friday, March 19, 2021 4:54 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Cc: Ingrid Wussow <ingrid.wussow@cogs.us>
Subject: West Glenwood pasture annexation

Gretchen,

I'm writing you to express my concern about the potential annexation of the pasture behind the mall into city limits. While continued growth is necessary and there is a demand for it, I do not believe we as a community should be adding this type of density (at this rate). This land is not in the city limits and there are plenty of reasons to be concerned with this project. First, in my mind, is the impact it will have on the services that are already lagging behind. While I do not have precise numbers, I would estimate this approval would add approximately 15% more housing units into our community. We already have issues with road congestion, classroom sizes, water, and electric infrastructure, etc. Due to the landlocked nature of our community, it is not easy to expand these services and housing developments of any density do not pay for themselves. Over the last several years we have seen an enormous number of housing approvals – Oasis Creek Apartments, Red Mountain Lofts, Triumph-Bell Rippy apartments to name a few. Cumulatively these projects represent a massive increase in the number of housing units within Glenwood Springs.

Growth and change are inevitable. As a community, we need to expand slowly and in a sustainable manner that maintains the characteristics of why so many of us choose to call Glenwood Springs home. Annexing property into the city to facilitate unchecked growth is the wrong path forward. While it's a bit of a chicken and egg scenario, we need to work to balance growth with the expansion of the required underlying services. Roads and access cannot be expanded to facilitate this type of growth within a landlocked community. Schools and utility systems upgrades are already lagging (massive water rate increases proposed). These are only a few of many reasons to be concerned about projects like this. Please express my concern to the Planning and Zoning commission as they consider yet another massive housing project and annexation.

Regards,
Jeff Peterson

From: Emilie Zepernick <dremilie@hotmail.com>
Sent: Saturday, March 20, 2021 8:49 AM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: West Glenwood Springs Pasture Development

Hi Gretchen,

We need your help please stop the 362 unit development!

Extreme stress to our current residents! Fire evacuation timing would be dangerous and life threatening to the current residents.

Our neighborhood is flooded with cars and 18 wheelers every time there is a closure on Hwy 70 which occurs several time a year either from south canyon, Glenwood canyon or Hwy 82.

Fire danger happens every year and evacuation timing with all the cars and 18 wheelers that already park in our neighborhood plus and an additional added multifamily unit 362 is dangerous and life threatening! Donagan and Mel ray were designed for single family residents not for multi family housing units.

Please stop this multi family housing project!

Sincerely,

Emilie Zepernick,DC

101 Chapparal Circle,

Glenwood Springs, Co. 81601

Sent from [Mail](#) for Windows 10

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

From: annachiro <annachiro@yahoo.com>

Sent: Saturday, March 20, 2021 9:17 AM

To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>

Subject: 360 mixed level units near Mel ray and donegan rd

As a home owner of over 20 years on chapparal cir- I have see a few fires.

In 2002 the cold steam fire - it took over an hour to get out of west glenwood springs to downtown glenwood (900 cooper ave - my office at the time).

Last year, 2020, when there was a fire between west glenwood and new castle, My friend stay at the house, till I-70 west bound was open - so she could go home to new castle. The I-70 west bound freeway entrance is only .3 miles away , a two minute drive- it took her over a hour to get to the I-70 west entrance ! I can not imagine what would happen if there were additional 360 housing units in the area!

The area of Donagen and Melray is a high risk fire danger areas- a 360 unit development could be deadly to all humans in the area.

Anna Bernstein

101 Chapparal cir

Glenwood springs , co 81601

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

From: nancy brown <nbrown49@hotmail.com>

Sent: Saturday, March 20, 2021 11:07 AM

To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>

Subject: West Glenwood Pasture development

Hello

My name is Nancy Brown and I've lived on Chapparral Circle since 1985. I'm writing to voice my very serious concerns with this development.

First off is the fire concern. Once I-70 is closed for anything (fires, mud slides, accidents) our West Glenwood neighborhoods become filled with cars and trucks waiting for the road to open. It's one big gridlock. I couldn't get in my car and get to safety if my life depended on it. And it easily could. This is very scary.

Another concern is the volume of traffic this will bring to our neighborhoods. With 1100-1200 new tenants it will be a ton more cars and trucks. These roads are small and narrow and for the most part have no curbs, gutters and sidewalks. It would just be too much of an increase.

Maybe the four story height has been addressed, but come on. Someone is being very greedy to want to squeeze so many units in that area. Even three stories would be too tall. There is nothing that tall out here. We like our views of the mountains across the river.

I realize that development is going to happen but it would be nice if some consideration would be given to the residents who don't want an over crowded development in our neighborhood.

Make these developers rethink their planning. Don't give in to them just to get this land developed. If they walk away maybe someone new with a smaller, less dense, even single family homes or duplexes plan will come along.

Thank you

Nancy Brown

From: linda drake <lindalunardesigns@gmail.com>
Sent: Saturday, March 20, 2021 11:49 AM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: West Glenwood Pasture Development

Attention Community Development Department

We have lived in West Glenwood on Ponderosa Drive for 13 years now and STRONGLY oppose the proposed 360 mixed level units that are projected housing 1100 to 1200 tenants.

We already suffer from bumper to bumper traffic on Grand Avenue and now add 800 (at least) cars to that mix???? The density is outrageous and I have not spoke to one west Glenwood resident that thinks this is a good idea. Our law enforcement department is already overwhelmed and this will create a terrible strain on them.

And if we are hit with wildfire or mudslides? That would create a nightmare traffic snarl and I for one, do not want to be stuck in traffic because of the traffic here in west Glenwood.

We are asking for sensible growth and planning because this town is not just about this developer's projected profit. We live here year round, we have invested in our town and area and do not want to see our safety or way of life impacted just to make money for some developer. Remember, you represent us not the developer.

Do the right thing for all of us. Not just a few investors.

Linda Drake Gilbert
Dan Gilbert
135 Ponderosa Drive
Glenwood Springs, CO 81601

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

From: Trary LaMee <trarylamee@yahoo.com>

Sent: Saturday, March 20, 2021 5:15 PM

To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>

Subject: West Glenwood development meeting

Hello Gretchen,

I'd like to express my concerns about the development proposal for the land adjacent to the West Glenwood mall.

As a citizen of West Glenwood I have many good reasons to oppose the idea, and one of the most crucial and undeniable is safety.

Those on the city council must know that when I-70 is closed for any reason—roadwork in the canyon, fires, or accidents—West Glenwood gets backed up and congested, as cars passing along the highway pull into our neighborhood, waiting for I-70 to reopen.

Last summer during the fires we had trouble leaving and re-entering our own neighborhood due to the I-70 traffic clogging our backstreets and the frontage road.

I ask the council to imagine a fire (God forbid) on the hills behind West Glenwood: how will fire trucks get in? Where would they stage a fire-fighting effort if there is no open space and no open roads? How will the residents get out?

This is already a concern now, as it is! If this new enormous development is allowed to pass, local daily congestion will be dramatically worse, and a wildfire would be a disaster.

Because there are regrettably few walkable amenities (other than automobile dealerships!), new families can be expected to bring 2 cars per household.

Our quality of life is on the line, for sure!

But so is our health and safety.

Trary LaMee

834 Donegan Road

Sent from my iPhone

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

From: Szucs, Jane <jszucs@coloradomtn.edu>

Sent: Sunday, March 21, 2021 4:38 PM

To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>

Subject: West Glenwood Development

To: Gretchen Ricehill

Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

I am writing to express my opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley in general may have a housing need, but to allow 360 residential units, with 1200 tenants with only 650 parking spaces to be built on a plot of land next to a rural neighborhood is a concern for me on many levels.

Safety:

I'm confident that last year's wildfires in South Canyon and Glenwood Canyon have demonstrated the need for wise decisions to be made as you plan a strong and safe community for all residents of Glenwood Springs. Shortly after the South Canyon wildfire, the residents of West Glenwood saw firsthand how quickly gridlock occurred, leaving almost every road impassable until late into the evening.

To add another 1200 residents to the current 3500 residents of West Glenwood would be utterly catastrophic. Not only do all of these residents need to evacuate safely, but there are elderly and disabled residents who may need assistance, families with young children, as well as two schools and many daycare facilities. We are not talking IF a wildfire will happen again in Glenwood Springs but WHEN.

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." West Glenwood has many roads leading to A SINGLE ROAD - Highway 6. Highway 6 cannot allow for the safe evacuation of all the residents of West Glenwood as it stands today. Depending on the location of the fire, emergency vehicles may block off one or more roads to enable access to a fire or flood area, which would further restrict evacuation efforts.

Impact on Traffic:

The roads in West Glenwood are entirely inadequate to support a development of this size. The addition of 1000-1500 vehicles to our streets will create a traffic nightmare of overwhelming proportions and will turn West Glenwood into a parking lot. COVID has dramatically reduced traffic, and any traffic study done during these months will not reflect the reality of this area.

Proximity to schools:

Currently, the developer plans to have their main exit immediately opposite both the Two Rivers School and the Montessori School currently housed in the Glenwood Business Center. Even if the developer moves the exit street to somewhere else on Storm King, congestion and safety concerns for our young children, their parents, and our teachers are inevitable.

Green Space:

Glenwood residents value the beauty of the land and recognize the importance of green space; we will be losing yet another precious piece of land for our environment and wildlife. This pasture also affords West Glenwood with a good measure of protection against the spread of wildfires. Bike paths exist around town coming almost to this piece of property for both tourists and residents to recreate and enjoy this valley. Many tourists bike past the pasture to visit the area's Fish Hatcheries.

I urge you to protect its current population and help keep its residents safe by rejecting the application to annex and rezone this property.

Jane Szucs
912 Minter Avenue
Glenwood Springs, CO 81601
Sent from my iPad

From: Erin Wiencek <jerinwiencek@gmail.com>
Sent: Sunday, March 21, 2021 5:16 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Concerns with the West Glenwood Pasture Development

Dear Gretchen -

We live at 123 Creekside Court and use Donegan, Storm King, and Mel Rey roads to travel to town or out of town.

We already regularly experience speeding on Storm King and Donegan and cars not heeding stop signs at the corner of Mel Rey and Donegan. In a normal year, without the reduced traffic due to Covid, these roads can be crowded and difficult when accessing adjoining roads – such as Hwy 6 and 24, or the West Glenwood Roundabout. During last year's 111 fire, West Glenwood was in complete gridlock for several hours. Had there been a reason for us to evacuate we would not have been able to do so. We did read stories about emergency personnel – police and medical – not being able to traverse through that traffic.

We have seen that there is a traffic study camera at the corner of Donegan and Mel Rey and have read that the traffic study is being done by the developer. We hope that there will be studies at each area impacted by the proposed development, and that they will be done by a third party.

The current development plan shows the only entrance and exit on Storm King Road. This area is already a congested traffic problem during delivery and pick up of students attending the Two Rivers Community School. Of primary concern is the safety of the students, especially with the added traffic from a single entrance and exit to the development.

There is a lot of pedestrian traffic on Donegan and Mel Rey roads, but no sidewalks. This often requires vehicular traffic to move into the oncoming lane to safely pass.

The density proposed in the development is 360 dwellings with 1.5 parking spaces per unit. The parking is not sufficient to accommodate the projected numbers of dwellers.

Please consider all of the negative impacts this development would create in our neighborhood.

Thank you.

Ken and Erin Wiencek

From: Russ Brown <russellbrown.co@gmail.com>

Sent: Sunday, March 21, 2021 5:46 PM

To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>

Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

I am writing to express my opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley in general may have a housing need, but to allow 360 residential units, with 1200 tenants with only 650 parking spaces to be built on a plot of land next to a rural neighborhood is a concern for me on many levels.

Safety:

I'm confident that last year's wildfires in South Canyon and Glenwood Canyon have demonstrated the need for wise decisions to be made as you plan a strong and safe community for all residents of Glenwood Springs. Shortly after the South Canyon wildfire, the residents of West Glenwood saw firsthand how quickly gridlock occurred, leaving almost every road impassable until late into the evening.

To add another 1200 residents to the current 3500 residents of West Glenwood would be utterly catastrophic. Not only do all of these residents need to evacuate safely, but there are elderly and disabled residents who may need assistance, families with young children, as well as two schools and many daycare facilities. We are not talking IF a wildfire will happen again in Glenwood Springs but WHEN.

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.

This property needs to be a Park which this city has a limited amount of for recreating. We already have a large population in a constrained geographical area and our traffic woes of today will grow and you don't need to grow them this way...

--

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

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

From: Jeremy Gerbaz <jeremygerbaz@comcast.net>

Sent: Sunday, March 21, 2021 6:21 PM

To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>

Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

I am writing to express my opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley in general may have a housing need, but to allow 360 residential units, with 1200 tenants with only 650 parking spaces to be built on a plot of land next to a rural neighborhood is a concern for me on many levels.

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.

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Also people already drive like way to fast on Donegan Rd so when you are out walking you have to keep an eye out so you don't get hit by a car adding way more traffic will make it almost impossible to go for a walk.

Proximity to schools:

Currently, the developer plans to have their main exit immediately opposite both the Two Rivers School and the Montessori School currently housed in the Glenwood Business Center. Even if the developer moves the exit street to somewhere else on Storm King, congestion and safety concerns for our young children, their parents, and our teachers are inevitable.

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I urge you to protect its current population and help keep its residents safe by rejecting the application to annex and rezone this property.

Jeremy Gerbaz
35 Gamba Dr

Sent from my iPad

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

From: Carrie <carrie.bowen@gmail.com>

Sent: Sunday, March 21, 2021 7:42 PM

To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>

Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

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I urge you to protect its current population and help keep its residents safe by rejecting the application to annex and rezone this property.

Having lived in this area throughout my life, it is imperative that we maintain and preserve this area as a safe environment for children and families that walk and ride bikes along Donegan Road. At any time in the summer, spring and fall families are walking, riding running on this road. This is to say nothing of the wildlife that could be affected. There are wild turkeys that live and migrate into yards on this road and the eagles that come every year to lay their eggs. The effects of building apartments in this area can be detrimental to the citizens and wildlife in this area.

Carrie Bowen
35 Gamba Dr.
Glenwood Springs, CO 81601

Give thanks to The Lord, for he is good; his love endures forever. Psalm 106:1

From: Michelle Vogel <chellee1145@gmail.com>
Sent: Sunday, March 21, 2021 8:23 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Development

To: gretchen.ricehill@cogs.us

Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

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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I urge you to protect its current population and help keep its residents safe by rejecting the application to annex and rezone this property.

I live on a very narrow road that is already has cars driving to fast. Have about been driven off road couple times. To add more cars to neighborhood will only have more people and cars taking that road for shortcut.

Your name
Michelle Vogel
355 county red 132
Glenwood springs

From: Shannon <shanderb41@gmail.com>

Sent: Sunday, March 21, 2021 9:14 PM

To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>

Subject: Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

I am writing to express my opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley in general may have a housing need, but to allow 360 residential units, with 1200 tenants with only 650 parking spaces to be built on a plot of land next to a rural neighborhood is a concern for me on many levels.

Safety:

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Impact on Traffic:

The roads in West Glenwood are entirely inadequate to support a development of this size. The addition of 1000-1500 vehicles to our streets will create a traffic nightmare of overwhelming proportions and will turn West Glenwood into a

parking lot. COVID has dramatically reduced traffic, and any traffic study done during these months will not reflect the reality of this area.

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I urge you to protect its current population and help keep its residents safe by rejecting the application to annex and rezone this property.

Bryan and Shannon Derby
Ponderosa Circle West Glenwood

Sent from my iPhone

Attn: Gretchen Rice Hill
3/21/2021

Subject: Annexation and Development Planning for 214 Center Drive

I am writing to express my opposition to the Development of the property located at 214 Center Drive in West Glenwood.

I recognize there may be a need for housing in the Glenwood Springs area. However, I do not believe the West Glenwood area can safely support the proposed Development. According to figure 2 of the Wildland Urban Interface Community Wildlife Protect Plan of April 2007, West Glenwood's has a hazard rating of "very high." The single road, Highway 6, is not sufficient to allow safe evacuation of all the residents currently living in West Glenwood today. Also, depending on the fire location, emergency vehicles may block one or more of the existing roads leading to Highway 6. As demonstrated on August 5, 2020, during the Mile Marker 111 Fire, West Glenwood quickly became gridlocked till approximately 11:30 pm. Had the fire progressed into the West Glenwood community, I do not believe the current 3,100 residents would have been able to evacuate quickly. The existing population contains elderly, disabled individuals who may need assistance, families with young children, two schools, and daycare facilities.

ⁱⁱThe Proposed Development plans illustrate 11' road lanes with street-side parking. The standard road lane width is 12'. I believe narrowing the limited roads leading to our one, and only exit will further compound our inability to evacuate. The road-side parking will add to the congestion and the feeling of crowding. Before we consider further Development, we must first address the safety concerns of West Glenwood. As it stands today, cars have limited ability to get from Highway 6 to I70. We must also consider that the roads serving this community also serve as a truck route. I'm not sure how to develop a workable plan considering the current layout of housing and roads. However, this is the discussion we must have before we consider further Development in West Glenwood.

To further support my concerns with the roads, the ⁱⁱⁱReferral Comments submitted to Trent Hyatt from the Garfield County Community Development stated, "Donegan and Mel Rey Road are not designed for the proposed traffic volume or impacts on pedestrians and cyclists." I agree the increased volume will negatively impact the character of the neighborhood. Predominately, Mel Rey Road is too narrow for the existing traffic and does not have bike lanes or sidewalks for pedestrians. As such, Mel Rey Road is the main road used by many residents living in West Glenwood. I would speculate that the proposed development residents would also use Mel Rey Road because it is the direct route off I70 and the round-about.

My last concern centers on the proposed density and impacts on our rural community. According to the ^{iv}COGS Strategic Vision_v7 for the City of Glenwood Springs, the Vision and Mission clearly outline why the proposed Development does not fit our community. The Vision states, "...to maintain its small-town character and contribute to its culture and preserve our natural resources. The Mission states, "...meet the health, safety and welfare needs of our citizens and contribute to their quality of life... ." The proposed project density does not fit with our current small-town character, nor does it address our ability to feel safe. It is not a matter of IF, but when we have our next wildfire. In 2018, ^vParadise, California, experienced a disaster where seven residents died in their cars trying to flee a wildfire down a single road. I hope we can learn from their mistakes.

I urge you to seriously consider the safety and quality of life for the West Glenwood residents. I understand many of us in this community are considered County; I hope it does not mean our safety and quality of life are less important. Please deny this project and develop a viable evacuation plan that ensures the current West Glenwood Residents' safety.

Respectfully Submitted,
Thomas and Karleen Clark
570 Mel Rey Road,
Glenwood Springs, CO 81601

ⁱ Glenwood Springs Fire Protection District: Wildland Urban Interface Community Wildfire Protection Plan (Apr 2007) Retrieve from <https://www.gwsco.gov/DocumentCenter/View/4656/Wildland-Urban-Interface-Community-Wildfire-Protection-Plan>

ⁱⁱ 480 Donegan – PUD: Planning and Zoning Submission Civil Plan: 03/12/2021, Retrieved from Planning and Zoning Agenda packet materials for 3/23/2021 Meeting,
<https://civicclerk.blob.core.windows.net/stream/GLENWOODSPRINGSCO/199cf5aa9a.pdf?sv=2015-12-11&sr=b&sig=91PAYyyKRVvijM6AoO4I9bX5dg01UL3HFrgMACM0yjk%3D&st=2021-03-21T22%3A10%3A47Z&se=2022-03-21T22%3A15%3A47Z&sp=r>

ⁱⁱⁱ Garfield County Referrals – copy attached for your reference.

^{iv} City of Glenwood Springs Colorado: 2020-2025 Strategic Vision, (Apr 2007), Pg 7, Retrieve from <https://www.cogs.us/DocumentCenter/View/6169/2020-2025-Strategic-Vision>

^v <https://www.thesun.co.uk/news/7727962/california-fires-paradise-burned-death-cars-homes-bodies/>

-----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.

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

From: Jamie and Bob <jbdarien79@gmail.com>
Sent: Monday, March 22, 2021 10:06 AM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: West Glenwood Pasture Development

As advised we are submitting comments as members of the public being directly affected by the proposed annexation and rezoning of the land directly behind the Glenwood Springs Mall. In our view the proposed development will have serious adverse affects on our quality of life and personal sense of safety and security.

Our neighborhood consists primarily of single family homes. There are also four schools. County Road 130 features significant pedestrian and bicycle usage; it also provides a direct route to the frequently visited state fish hatchery.

Our concerns are vested in impacts on infrastructure (including water and sewer) increased traffic, lack of parking and inability to have safe egress in the event of emergency.

The neighborhood has been subject to serious wildfire activity including the storm King Fire where 14 lives were lost and the Coal Seam Fire where 39 structures were destroyed. There have been two mandated evacuations and numerous pre evacuation notices. These events have shown how extraordinarily difficult evacuation is.

We believe that adding approximately 800 to 1200 people to the neighborhood and an additional 800 to 1600 cars will compromise the sense of safety and security to the residents.

For these reasons, we ask the committee not to approve the proposed request of the annexation to the city.

Sincerely,
Bob and Jamie Darien

0019 Chaparral Cir. Glenwood Springs, CO

From: lindyenwold@aol.com <lindyenwold@aol.com>
Sent: Monday, March 22, 2021 10:50 AM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Cc: lindyenwold@aol.com; enewolderrik@yahoo.com; elaine.71@comcast.net
Subject: West Glenwood Pasture Development

Hello Gretchen Ricehill, Director of the Community Development Department,

My name is Belinda (Lindy) Enewold and I am a home owner at 266 Mt. Shadows Drive, Glenwood Springs, CO. I just retired from teaching in Port Isabel, TX. My plans are to return to my West Glenwood home. I am very concerned about the change that is taking place in that mountain town. It seems it is no longer going to have the quaintness, the mountain flavor, nor have the peaceful and open scenery that I and so many others, moved there for, especially in that neighborhood. Instead, there are going to be buildings that block the very vistas I/we bought our properties for! We have no huge factories or big businesses as calling cards for 'the masses' of people to settle in our area. We mostly cater to seasonal tourist trades. Why should we sacrifice our town, our scenic views, tax our community services (police, fire, emergency, hospital, etc.)? Our streets and appropriate access for such services don't support such large constructions, specifically apartment complexes, to encourage them to come. Fire engines and snowplows hardly fit down our West Glenwood streets even today. From past experiences, we all know that forest fires require speedy evacuations. We had to turn highway I-70 and roads into one-way evacuation lanes, some of us, 4-wheel drive or not, drove over ditches and road shoulders, only 'to get in a traffic jam line'. Where were we to go? There weren't many safe places to head to! That was a very frightful experience for us. How are you going to evacuate even a larger number of people?

Worst case scenario: If West Glenwood home owners get trapped on the North side of Donegan because of a fire/disaster involving the proposed building area, what route do we take? Only two streets (Ponderosa Drive and Mel Ray) lead to Donegan Rd that abuts the site. It would not be available if blocked off by the disaster or by apparatus and personell responding to and fighting it, etc. Traffic flow would have to divert West onto 132 Rd., if we get past a part of Donegan, and then go down Mitchell Creek to Hwy 6.. If we get past the East Donegan part, we would continue down Mel Ray to Hwy 6. If blocked at the corner, we would have to continue towards the golf club and town via Donegan. If both those routes (Ponderosa Dr. and Mel Ray) are blocked, we can only head up into the mountain by foot, at the top of Ponderosa Drive. Keep in mind that all these roads are narrow. Storm King Rd (off of Donegan) is an exit to Hwy 6, assuming we reach it before it is unavailable. In a major disaster that involves the proposed building site and surrounding area, West Glenwood residents could be potentially trapped if things go horribly wrong. The memory of not having many escape routes is still vivid in my mind from the forest fire situation years ago. Imagine having no escape route!

Assuming every unit gets filled, our schools, school bus and other transportation services, grocery stores, clothing stores, etc. are not sufficient even now! The snowball effect won't be able to be stopped! Glenwood Springs and West Glenwood Springs will become cities, and all that that implies. That is not what I, and many others, moved here for. I am against such things happening especially to my neighborhood, where I planned on returning to. There are other locations that are more appropriate for such large complexes, instead of our more typically -sized family houses, if we. are not able to stop this development. Are all the units that have been built to date filled? Why build more?

I hope I have expressed my summarized feelings clearly. If you respond by phone, please leave a message as I don't answer phone numbers not recognized.

Thank you,

Belinda (Lindy) Enewold
P O Box 687
Port Isabel, TX 78578
956-346-2660

To: gretchen.ricehill@cogs.us

Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

I am writing to express my opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley in general may have a housing need, but to allow 360 residential units, with 1200 tenants with only 650 parking spaces to be built on a plot of land next to a rural neighborhood is a concern for me on many levels.

Safety:

I'm confident that last year's wildfires in South Canyon and Glenwood Canyon have demonstrated the need for wise decisions to be made as you plan a strong and safe community for all residents of Glenwood Springs. Shortly after the South Canyon wildfire, the residents of West Glenwood saw firsthand how quickly gridlock occurred, leaving almost every road impassable until late into the evening.

To add another 1200 residents to the current 3500 residents of West Glenwood would be utterly catastrophic. Not only do all of these residents need to evacuate safely, but there are elderly and disabled residents who may need assistance, families with young children, as well as two schools and many daycare facilities. We are not talking IF a wildfire will happen again in Glenwood Springs but WHEN.

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." West Glenwood has many roads leading to A SINGLE ROAD - Highway 6. Highway 6 cannot allow for the safe evacuation of all the residents of West Glenwood as it stands today. Depending on the location of the fire, emergency vehicles may block off one or more roads to enable access to a fire or flood area, which would further restrict evacuation efforts.

Impact on Traffic:

The roads in West Glenwood are entirely inadequate to support a development of this size. The addition of 1000-1500 vehicles to our streets will create a traffic nightmare of overwhelming proportions and will turn West Glenwood into a parking lot. COVID has dramatically reduced traffic, and any traffic study done during these months will not reflect the reality of this area.

Proximity to schools:

Currently, the developer plans to have their main exit immediately opposite both the Two Rivers School and the Montessori School currently housed in the Glenwood Business Center. Even if the developer moves the exit street to somewhere else on Storm King, congestion and safety concerns for our young children, their parents, and our teachers are inevitable.

Green Space:

Glenwood residents value the beauty of the land and recognize the importance of green space; we will be losing yet another precious piece of land for our environment and wildlife. This pasture also affords West Glenwood with a good measure of protection against the spread of wildfires. Bike paths exist around town coming almost to this piece of property for both tourists and residents to recreate and enjoy this valley. Many tourists bike past the pasture to visit the area's Fish Hatcheries.

I urge you to protect its current population and help keep its residents safe by rejecting the application to annex and rezone this property.

Cindy and David Gray
283 Sunny Acres Road, GWS

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

From: Debbie Wolf <dwolf1228@gmail.com>
Sent: Monday, March 22, 2021 2:01 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject:

Gretchen.ricehill@cogs.us

Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

I am writing to express my opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley in general may have a housing need, but to allow 360 residential units, with 1200 tenants with only 650 parking spaces to be built on a plot of land next to a rural neighborhood is a concern for me on many levels.

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I urge you to protect its current population and help keep its residents safe by rejecting the application to annex and rezone this property.

Debbie Wolf
270 Donegan Rd
Glenwood

Sent from my iPhone

From: BandD <bcroissant@comcast.net>

Sent: Monday, March 22, 2021 2:56 PM

To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>

Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

We are writing to express our opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive .

From what we understand there will be 360 residential units occupying 1200 tenants with only 650 parking spaces. This is a concern! As members of the Glenwood Church of Christ, we have seen first hand the issue with inadequate parking spaces for the allotted units located directly east of the church. The church overflows with residents parking in the church lot as the parking is not sufficient within the boundaries of the townhomes. We have also seen the influx of cars backing up on Donegan while picking up from lift up and if you are ever at Two Rivers after school trying to pick up children, you will also see the traffic impact just from that. We can't imagine adding an influx of additional traffic from residents in these proposed units.

Safety is also a major concern. We lived on Ponderosa during the Storm King Fire and the line of cars back then was tremendous trying to get out of West Glenwood, then again after the Coal Seam fire. This is a safety issue!

To borrow from other concerned citizens words:

"Last year's wildfires in South Canyon and Glenwood Canyon have demonstrated the need for wise decisions to be made as you plan a strong and safe community for all residents of Glenwood Springs. Shortly after the South Canyon wildfire, the residents of West Glenwood saw firsthand how quickly gridlock occurred, leaving almost every road impassable until late into the evening.

To add another 1200 residents to the current 3500 residents of West Glenwood would be utterly catastrophic. Not only do all of these residents need to evacuate safely, but there are elderly and disabled residents who may need assistance, families with young children, as well as two schools and many daycare facilities. We are not talking IF a wildfire will happen again in Glenwood Springs but WHEN.

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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

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: 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:

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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.

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Impact on Traffic:

The roads in West Glenwood are entirely inadequate to support a development of this size. The addition of [1000-1500](#) vehicles to our streets will create a traffic nightmare of overwhelming proportions and will turn West Glenwood into a parking lot. COVID has dramatically reduced traffic, and any traffic study done during these months will not reflect the reality of this area.

Proximity to schools:

Currently, the developer plans to have their main exit immediately opposite both the Two Rivers School and the Montessori School currently housed in the Glenwood Business Center. Even if the developer moves the exit street to somewhere else on Storm King, congestion and safety concerns for our young children, their parents, and our teachers are inevitable.

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

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

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

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.)

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

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: [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: [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: [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: [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

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: [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

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

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

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.

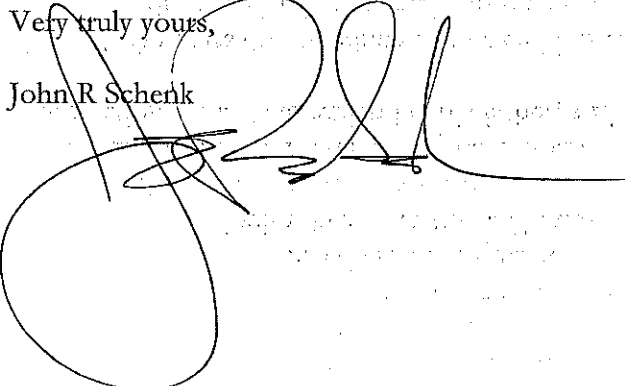
Through the years during which I practiced law in Glenwood Springs I was also acquainted with projects undertaken by Floyd and John for my clients throughout the local area. The attention to detail and diligence exercised by Diemoz Construction have been rarely exceeded.

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



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

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: [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: [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: [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

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

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 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

-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: [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

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,

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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: 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.

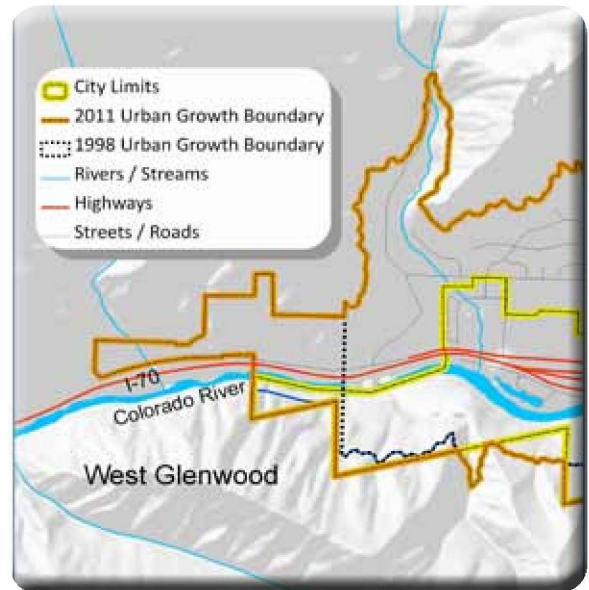


Figure 3-16: The Urban Growth Boundary was extended to include on the west end of town. Properties here have a low density residential land use designation.

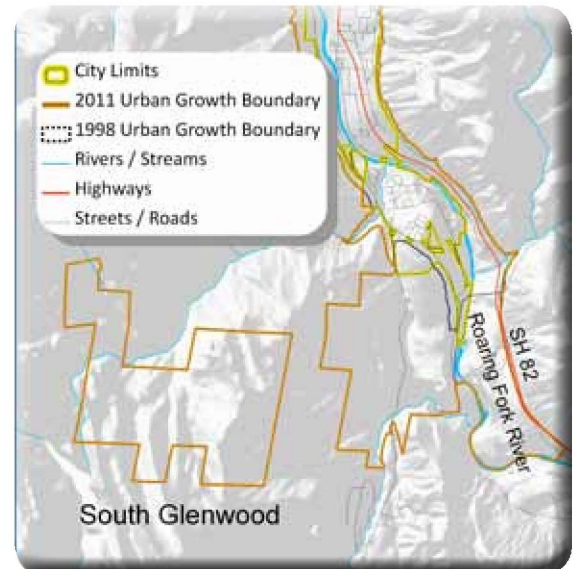


Figure 3-17: The Urban Growth Boundary was extended to include the Elk Meadows Properties south of town and additional property on the west end of the city.



From: 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: 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.

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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?

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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

May 24, 2021

To: Glenwood Springs Planning and Zoning Commission

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- 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.
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Floyd Diemoz, Glenwood Partnership, LLLP, Partner

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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.

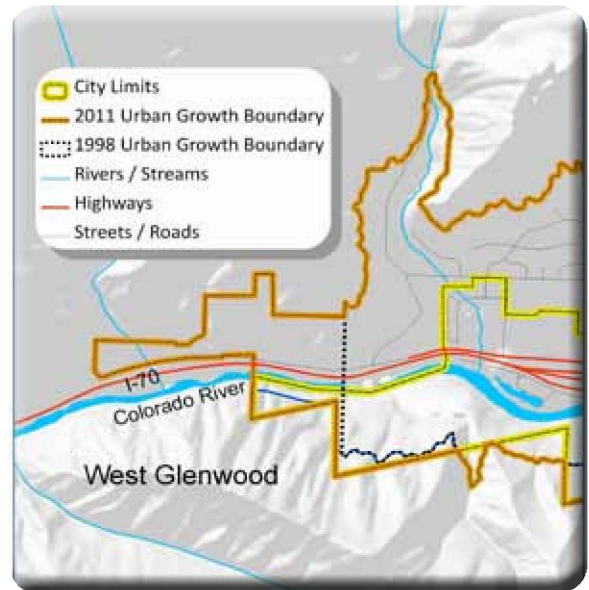


Figure 3-16: The Urban Growth Boundary was extended to include on the west end of town. Properties here have a low density residential land use designation.

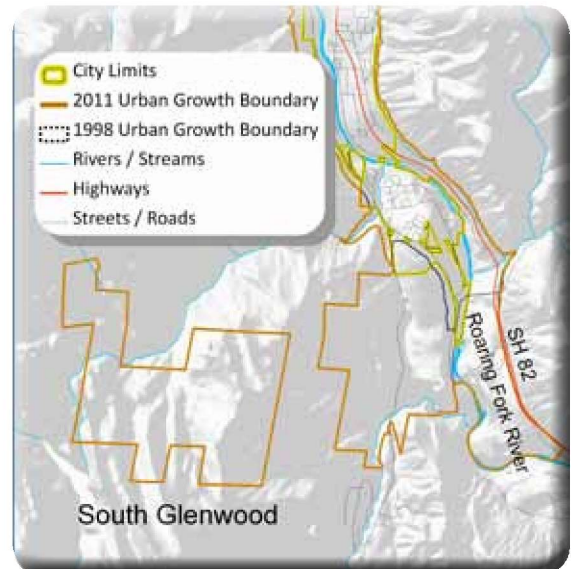


Figure 3-17: The Urban Growth Boundary was extended to include the Elk Meadows Properties south of town and additional property on the west end of the city.



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: [Jennifer Ooton](#)
To: [Gretchen E Ricehill](#); [Trent Hyatt](#)
Subject: FW:
Date: Thursday, June 3, 2021 8:28:45 AM
Attachments: [Outlook-zehirqb3.png](#)

Good morning,

Could we please include this in the record when Planning Item 9-20 comes to City Council?

Thanks,

Jenn

From: Shelley Kaup <shelley.kaup@cogs.us>
Sent: Thursday, June 3, 2021 8:24 AM
To: Debra Figueroa <debra.figueroa@cogs.us>; Jennifer Ooton <jenn.ooton@cogs.us>
Subject: Fw:

Can you all please enter this in public record for West Glenwood?

Thanks,

Shelley

Shelley Kaup

Councilor At-Large

City of Glenwood Springs

970-948-9018 (cell)



<https://www.ci.glenwood-springs.co.us/>

From: Jeanne <jeanne.dekoninck@gmail.com>
Sent: Wednesday, June 2, 2021 7:23 PM
To: Ingrid Wussow <ingrid.wussow@cogs.us>; Tony Hershey <tony.hershey@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>
Subject:

Hi,

I'm writing to voice my objections to the proposed development of the land behind the mall. It's way too dense. We need a fire evacuation plan in place before any more building is planned. Whenever I-70 is closed for whatever reason we have gridlock in west Glenwood Springs and sometimes the bridge in town is also affected.

Another question is does Glenwood Springs have the infrastructure to handle more development? The comprehensive plan need to be updated first.

Sincerely,

Jeanne Dekoninck

Sent from [Mail](#) for Windows 10

From: [Debra Figueroa](#)
To: [Trent Hyatt](#)
Cc: [Jennifer Ooton](#)
Subject: Fwd: West glenwood development
Date: Saturday, June 12, 2021 1:14:08 PM

Trent,

Can you please include this in our public record comments?

Thank you

Debra

Sent from my iPhone

Begin forwarded message:

From: jean smith <jeanieandrandy4@gmail.com>
Date: June 12, 2021 at 3:00:55 PM EDT
To: Debra Figueroa <debra.figueroa@cogs.us>
Subject: West glenwood development

I live on Mail Ray Road and strongly oppose the plan development directly behind me. My road is very busy as it is and this additional traffic would be horrible. This simply is too much for our nice quiet community. Please suppose this. Jean Smith thanks

From: [Jennifer Ooton](#)
To: [Trent Hyatt](#)
Subject: FW: West Glenwood Development
Date: Thursday, June 17, 2021 9:44:50 AM
Attachments: [Outlook-1d15qoe5.png](#)

Trent,
Can you please add this to the record for the Annexation?
Thanks,
Jenn

From: Shelley Kaup <shelley.kaup@cogs.us>
Sent: Thursday, June 17, 2021 9:37 AM
To: Jennifer Ooton <jenn.ooton@cogs.us>
Cc: Debra Figueroa <debra.figueroa@cogs.us>; Karl Hanlon <kjh@mountainlawfirm.com>
Subject: Fw: West Glenwood Development

Can you please include thee email below in the public record for the Annexation?

thanks,
Shelley

Shelley Kaup

Councilor At-Large

City of Glenwood Springs

970-948-9018 (cell)



<https://www.ci.glenwood-springs.co.us/>

From: Jamie and Bob <jbdarien79@gmail.com>
Sent: Wednesday, June 16, 2021 3:01 PM
To: Shelley Kaup <shelley.kaup@cogs.us>
Subject: West Glenwood Development

Dear Councilwoman Kaup,

My husband Bob and I have lived in our home in West Glenwood since 1981.

In that time, we've seen many changes and much growth throughout Glenwood Springs and in particularly, West Glenwood.

Change is inevitable we know, as is growth in our small town. Our concerns with the proposed R2 Partnership development lies in the safety, density and effect it will have on our neighborhood, Western Hills subdivision, in addition to all of Glenwood Springs as well.

In other letters we have written in regards to this development, I questioned the need for the amount of building that has occurred in our town since 2018, (when the Lofts at Glenwood Meadows were built). Since that time, there has been approximately 467 apartment units constructed, none that I'm aware of, offering low-income/reasonable housing with any option to buy.

The number built over the past 3 years is only 107 more than the recent 360 units proposed by R2 Partnership now.

In addition to questioning the density of such a proposed development, I also question the need to build such an excessive number of apartments within a neighborhood. Looking at the other complexes listed above, I'm not aware of any established neighborhoods, such as ours, being in the midst of such developments.

Because of living in our neighborhood, an abundance of safety concerns are raised, number one being evacuation in case of a fire. This is something many of us have personally experienced in the past few years. We know it's not a matter of "if" but "when" and now always prepare before we leave for an extended time, in the case an evacuation is necessary.

Accidents and traffic on I70 also bring about a back up in West Glenwood making it difficult to leave our home if necessary.

Adding an additional 600-1200 people and cars I feel is really terrifying.

We've sat in on three Zoom meetings with the R2 developers, asking questions and making suggestions, (such as providing "story poles"), with out any clear answers or interest in ideas from the neighborhood. We'll definitely be a part of the audience for the upcoming July 29th City Council meeting as well.

As I shop and attend activities within our town, I'm very aware of single adults and seniors scraping by to live in this area. I wonder what the likelihood is of bringing more young families to our area, as long term residents. Providing affordable housing/homes to raise a family, in lieu of a loft, 1 or 2 bedrooms that may only be possible to rent with multi family and/or "roommates" to share the rent and expenses.

It makes me sad to realize, most of the kids who went to school and graduated from high schools in this valley, will never be able to return and raise families near their parents, all because of the high price of housing, whether rental or home owned.

Thank you for taking the time to read this long email, I'm sure it's nothing you haven't read before from residents of West Glenwood and others.

This is my 4th letter I've written defending my position of opposition to this development. Not sure the good it does, but I'll be willing to write a 5th or 6th letter in the future if needed.

It's really not about having a view or money....

I feel the #1 concern of Western Hills and other neighborhoods is safety...

S- security

A- awareness of our fellow neighbors

F- FIRE!

E- EVACUATION plans/routes

T- trauma already experienced in having to leave quickly

Y- yielding to the voice of the people...please!

Thank you,

Bob and Jamie Darien

19 Chaparral Cir.

West Glenwood

From: [Debra Figueroa](#)
To: [Trent Hyatt](#)
Subject: FW: West Glenwood Development
Date: Thursday, June 17, 2021 9:57:36 AM

Trent – for the public record if you do not have it already. Thank you

Debra Figueroa
City of Glenwood Springs
City Manager
(970) 309-2494 Cell



COVID-19 Awareness

[Unitedtostopthespread.com](https://unitedtostopthespread.com)

<https://covid19.colorado.gov/about-covid-19>

<https://city-of-glenwood-springs-coronavirus-response-gwsco.hub.arcgis.com/>

STOP THE SPREAD

By committing to the five containment strategies;

WEAR a mask in public.

WASH your hands.

MAINTAIN 6 feet of distance from anyone not in your household.

STAY home when sick.

SEEK testing and isolate, if you are feeling unwell.

From: Jamie and Bob <jbdarien79@gmail.com>

Sent: Wednesday, June 16, 2021 3:13 PM

To: Debra Figueroa <debra.figueroa@cogs.us>

Subject: West Glenwood Development

Dear Ms Figuero,

I have already sent copies of my letter to the City Council members individually. I thought perhaps I should send one to you as well.

Sorry to be so redundant.

Take care.

My husband Bob and I have lived in our home in West Glenwood since 1981.

In that time, we've seen many changes and much growth throughout Glenwood Springs and in particularly, West Glenwood.

Change is inevitable we know, as is growth in our small town. Our concerns with the proposed R2 Partnership development lies in the safety, density and effect it will have on our neighborhood,

Western Hills subdivision, in addition to all of Glenwood Springs as well.

In other letters we have written in regards to this development, I questioned the need for the amount of building that has occurred in our town since 2018, (when the Lofts at Glenwood Meadows were built). Since that time, there has been approximately 467 apartment units constructed, none that I'm aware of, offering low-income/reasonable housing with any option to buy.

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T- trauma already experienced in having to leave quickly

Y- yielding to the voice of the people...please!

Thank you,
Bob and Jamie Darien
19 Chaparral Cir.
West Glenwood

From: [Jennifer Ooton](#)
To: [Trent Hyatt](#)
Subject: FW: West Glenwood Pasture Development
Date: Monday, June 21, 2021 8:32:26 AM
Attachments: [West Glenwood Pasture Development Reynolds Cain Ditch.docx](#)
[Outlook-lllcol1g.png](#)

Trent,
Can you add this to the packet for July 29?
Thanks,
Jenn

From: Shelley Kaup <shelley.kaup@cogs.us>
Sent: Sunday, June 20, 2021 8:17 PM
To: Jennifer Ooton <jenn.ooton@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>
Cc: Karl Hanlon <kjh@mountainlawfirm.com>
Subject: Fw: West Glenwood Pasture Development

Jenn,

Can this letter please be added to the public records for the West Glenwood Annexation?
Thank you,
Shelley

Shelley Kaup

Councilor At-Large

City of Glenwood Springs

970-948-9018 (cell)



<https://www.ci.glenwood-springs.co.us/>

From: LEE BOWLES <mitchellcreek@comcast.net>
Sent: Friday, June 18, 2021 1:45 PM
To: Steve Davis <steve.davis@cogs.us>; Jonathan Godes <jonathan.godes@cogs.us>; Tony Hershey <tony.hershey@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>; Paula Stepp

<paula.stepp@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; Ingrid Wussow
<ingrid.wussow@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>

Subject: West Glenwood Pasture Development

Please see attachment.

Thank you.

Dear City Council,

I am writing in regards to the development being proposed for the West Glenwood Pasture.

I would like to make some comments on the Reynolds Cain Ditch in which Floyd Diemoz has water rights that he is planning on selling to the developer so they can irrigate their open space. Floyd stated in the last P&Z meeting that his family has had those water rights for many decades and the water has been plentiful. My husband and I also have water rights out of Mitchell Creek. The golf course has 1st water rights on the Reynolds Cain ditch that is supplied by Mitchell Creek. I beg to differ on how plentiful the water is as everyone is ignoring the fact we are currently in a drought. This is the first year we have hardly seen Mitchell Creek rise due to runoff, again which feeds the Reynolds Cain ditch. Ever since my Husband turned on the ditch this year to irrigate our property he has been in constant contact with man who manages the ditch for the Golf course on what water he was utilizing and letting out from Mitchell Creek. Never before had we talked to him about our usage. If the Golf Course does not get enough of their allotted water they can call rights on the rest of us, which means it is possible the Diemoz water could be shut off. In the 31 years we have lived here we have only had our water called once, and it wasn't even as dry then as it is now. Also the Storm King Ranch has rights and the Sunlight church from Mitchell creek thru a ditch that runs thru our property. My main point is that the Diemoz water is not a for sure thing especially in these years of drought. We are not even sure how it would all get monitored if such a large development decides to utilize the ditch water. Right now we all work together and communicate any problems.

I am hopeful you will take seriously the comments on why P&Z turned down the proposal. Our lives are literally in your hands. You cannot continue to add to the problems that exist in West Glenwood with Fire evacuation and the gridlock we experience. I don't know if any of you have been thru a wildfire where you cannot move and have mountains on fire around you, but it's terrifying. Our geography goes against us in this small valley.

None of us can understand why over and over it's stated there is enough water in these times of drought. Maybe today, but does no one plan for future dry years? We need a new fire house and so many other things in this town besides more housing. We don't have the infrastructure to support such a development. Also we rarely see any law enforcement in our area even after calls to please patrol due to visually seeing drug exchanges going on.

The traffic in Glenwood is horrendous. We are supposed to be a tourist town but it's getting so congested it's not fun for anyone to try and get around, including the tourists. Right now I am afraid to go to town because if the interstate closes, which is happening more and more I will never get home.

There is so little open space in this valley and I understand the Diemoz family wants to sell but please take care of your citizens that rely on you to make the right decisions for us. We have been lucky so far, but in West Glenwood we truly have the fear of being trapped and burned alive. It's not if we will have another wildfire, but when. If you add more traffic to an already existing problem no one has a chance.

Just a reminder that there are no sidewalks on Donegan or up the Mitchell Creek Road. We have loads of hikers, bikers, dog walkers and lots of children walking the road with already too much traffic going over the speed limit. If you add all those people who will join the clusters already on a dangerous road someone is eventually going to get hurt. Since we have an outdated firehouse couldn't the city somehow buy that property for a new firehouse/senior-center/park....anything to give our city some life instead of just constant building of apartments. Please step back and think of your citizens and what is happening to our town and I beg you do the right thing for us.

Respectfully,

Bruce & Lee Bowles

Two properties on Mitchell Creek Road

From: [Jennifer Ooton](#)
To: [Trent Hyatt](#)
Subject: FW: West Glenwood Pasture Development
Date: Monday, June 21, 2021 8:32:26 AM
Attachments: [West Glenwood Pasture Development Reynolds Cain Ditch.docx](#)
[Outlook-lllcol1g.png](#)

Trent,
Can you add this to the packet for July 29?
Thanks,
Jenn

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Cc: Karl Hanlon <kjh@mountainlawfirm.com>
Subject: Fw: West Glenwood Pasture Development

Jenn,

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Thank you,
Shelley

Shelley Kaup

Councilor At-Large

City of Glenwood Springs

970-948-9018 (cell)



<https://www.ci.glenwood-springs.co.us/>

From: LEE BOWLES <mitchellcreek@comcast.net>
Sent: Friday, June 18, 2021 1:45 PM
To: Steve Davis <steve.davis@cogs.us>; Jonathan Godes <jonathan.godes@cogs.us>; Tony Hershey <tony.hershey@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>; Paula Stepp

<paula.stepp@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; Ingrid Wussow
<ingrid.wussow@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>

Subject: West Glenwood Pasture Development

Please see attachment.

Thank you.

From: [Debra Figueroa](#)
To: [Trent Hyatt](#); [Jennifer Ooton](#)
Subject: FW: west glenwood pasture development
Date: Tuesday, June 22, 2021 12:38:35 PM

Public comment

Thank you

From: linda drake <lindalunardesigns@gmail.com>
Sent: Tuesday, June 22, 2021 12:34 PM
To: Debra Figueroa <debra.figueroa@cogs.us>
Subject: west glenwood pasture development

We have lived in west Glenwood for 15 years and are really concerned about the proposed housing in the pasture along Donegan Road. Obvious reasons: fire evacuation bottle neck, I 70 closures that hugely impact west glenwood, and lack of water resources. We are on a watering restriction so they want to bring in 600 units MORE! I plead with City Council to serve your community here in west Glenwood. We feel totally ignored over big business - even worse, investors from out of state. Who do you serve???

Linda Drake

www.lunar-designs.com

970-947-0648 ph

From: [Debra Figueroa](#)
To: [Trent Hyatt](#)
Cc: [Jennifer Ooton](#)
Subject: Fwd: Subject: Annexation, Rezoning and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership
Date: Thursday, June 24, 2021 6:29:58 PM

Trent,

Can we please add this to the public record? Thank you

Debra

Sent from my iPhone

Begin forwarded message:

From: Shannon Derby <shanderb41@gmail.com>
Date: June 24, 2021 at 3:46:34 PM MDT
To: Steve Davis <steve.davis@cogs.us>, Jonathan Godes <jonathan.godes@cogs.us>, Tony Hershey <tony.hershey@cogs.us>, charlie.wllman@cogs.us, Ingrid Wussow <ingrid.wussow@cogs.us>, Debra Figueroa <debra.figueroa@cogs.us>, Paula Stepp <paula.stepp@cogs.us>
Subject: **Subject: Annexation, Rezoning and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership**

I am writing to express my opposition to the annexation, rezoning and development of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz, and specifically the 12.285-acre PUD proposal (also known as 480 Donegan) currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley does need more affordable housing, but to allow 360 units on this property, at this time, before the Comprehensive Plan is complete and evacuation plans are in place, is unconscionable.

Safety:

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." Fire Chief Tillotson claims that the West Glenwood Fire Department is undersized and obsolete, believing our concerns to be valid. The lack of emergency services in West Glenwood needs to be addressed before adding a significant increase to the population. The new reality is extreme fire danger.

West Glenwood residents got a taste of just how helpless we are last summer after the 111 Fire. Plans are necessary in the event of a natural disaster to counteract how people actually behave in the event of an emergency with no guidance. We, as a community, must start

planning now. Our community, neighborhood by neighborhood, household by household, must begin now to organize adequate emergency responses. The physical layout of West Glenwood makes dependence on official services hopelessly inadequate.

Impact on Traffic:

COVID has drastically reduced traffic, therefore the traffic study done during these months, no matter the algorithm used to calculate the increase, cannot properly reflect the reality of this area. The addition of 1000+ vehicles and a minimum of 2,200 trips per day to our streets will create a traffic nightmare of overwhelming proportions. Congestion near schools and safety concerns for our young children are inevitable.

Comprehensive Plan:

How is it possible “that the benefits of development are distributed evenly across society” when this building is the equivalent to 7 large complexes here in town? Glenwood Greens, Machebeuf, Holiday House, Manor I, Manor II, 23rd Street, and Six Canyons is 381 units in total. This is a proposal of 360 in one location! If sustainability is the key foundation to the plan, it’s clear that the social and environmental aspects of sustainability cannot be met through the proposal now under consideration.

Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out. It’s hopelessly inadequate to meet today’s needs, let alone tomorrows. We are fortunate having local resources for cutting edge technologies. We must enlist them. Development and design should demand working with the existing land features, infrastructure, cost of fixes, demographic shifts and foreseeable challenges like climate effects on regional weather patterns and drought. Designing for energy efficiency, water conservation, defensibility against fire and flood, ease of maintenance on critical systems – while being minimally dependent on outside services, is possible in this day and age. It’s past time that we integrate land use regulations that prioritizes safety and optimally dense communities.

In closing, the neighborhood opposition to these proposals is about a recognition that we have much to do before responsible development on any scale makes sense here, from a basic safety perspective. If there is one thing our world has learned during COVID it is that no matter how economically stable we are, how fiscally responsible we are, unprecedented changes create new demands on both basic infrastructure and community organization to protect ourselves from their most dire impacts. How much we plan for the future, we are nothing if we don’t protect our people.

It is my opinion that a moratorium needs to be placed on all non-single-family developments in Glenwood Springs until (a) a current

Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment of how the annexation will impact water supply now and into the future, and (c) the Comprehensive Plan has been updated.

Floyd Diemoz has served Glenwood Springs well over the decades, including contributions to public safety, efficiency and community well-being. Designing for the present and future needs of this West Glenwood neighborhood is a challenge worthy of his experience and talents. But this proposed development is not it, and this is not the time to stand on property rights over public safety. Both can be served, but only if both are embraced.

I urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

Bryan and Shannon Derby
West Glenwood residents
Shannon since 1977
Bryan since 1991

From: [Gretchen E Ricehill](#)
To: [Trent Hyatt](#)
Subject: FW: Annexation correspondence - City of Glenwood opportunity?
Date: Monday, June 28, 2021 9:01:32 AM

FYI

From: HRUDUDU@SOPRIS.NET <HRUDUDU@SOPRIS.NET>
Sent: Thursday, June 24, 2021 12:45 PM
To: Gail Schwartz <gails@habitatroaringfork.org>
Cc: Debra Figueroa <debra.figueroa@cogs.us>; Steve Davis <steve.davis@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>; Rick Voorhees <rick.voorhees@cogs.us>; Jonathan Godes <jonathan.godes@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; Paula Stepp <paula.stepp@cogs.us>; Tony Hershey <tony.hershey@cogs.us>; Jennifer Ooton <jenn.ooton@cogs.us>; Gretchen E Ricehill <gretchen.ricehill@cogs.us>; Sumner <sumnerschachter@gmail.com>; ntorres@rfschools.com; rstein@rfschools.com
Subject: City of Glenwood opportunity?

Hello Gail,

I've been involved with an annexation and PUD development proposal here in Glenwood behind the old West Glenwood Mall. With a group of primarily neighbors in opposition to the planned 360 rental-only units on just over 12 acres. In one of my "drifting off/can't shut my brain down" moments, I thought of a possible "opportunity" for HFH/RF, the City of Glenwood Springs, the developer and residents.

The project is petitioning for annexation into the city and I believe the city council can impose requirements and conditions IF they decide to annex. A myriad of things come to mind, but for now I want to share with you thoughts that may be mutually beneficial. Also as a PUD zoning request, there is concern the 360 units with between 600-900 or more residents will NOT provide for a "... greater benefit to the City of Glenwood Springs.". The Municipal Code states:

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.

Also in the Municipal Code are requirements for Parkland Dedication and School Land Dedication based on the number of residents. Per my neophyte calculations, the density of this proposal REQUIRES 5.9 acres of parkland and 4.4 acres of school land OR as desired by the developer, can pay

“fees in lieu of” actual dedications. City staff initial calculations for these fees respectively are \$1.45 million and \$890,000.

The “tickles in my brain” relate to the city elected officials being in the “driver’s seat” related to this housing proposal. Among the concerns I’ve voiced relate to the lack of actual land dedication where there is currently a serious lack of public parkland in this area, the Two Rivers Community School across the street from this parcel uses a very small city park as one of their de-facto playgrounds, the housing is proposed to ALL rental/no owner occupied AND they want to pay the fees-in-lieu of. They will provide a portion of “attainable housing” units, but again are just rent-restricted, not owned like the Habitat model.

As Habitat (and the Roaring Fork School District RE-1 in Carbondale) have a proven record of providing truly affordable housing I see an opportunity to work with the developer, current land owner and the city to find a way to make something work, whether to provide actual land to HFH and/or RE-1 to build units as part of the project and annexation. Or maybe the developer could agree to build “shells” for HFH to finish with volunteers and selected homeowner? RE-1 may be able to own a few of the new units in lieu of land dedications, both school and parkland? I believe if the annexation and PUD are approved, there should be provision for truly affordable/attainable housing controlled by non-profits such as HFH and RE-1.

I have no idea how to get from “thought to reality”, but I’m sharing this e-mail with city council, city staff and RE-1 board president and superintendent. The annexation petition and PUD zoning request are scheduled for a Special City Council meeting on July 29, 2021 at 6PM. It is a highly charged issue for many in combination with many other high density rental projects in and around Glenwood. I feel with the size of this project, the density per acre, the request to develop under a PUD rather than existing city zoning, because it is an annexation request, and the developer positing they cannot reduce the density and make it "work", there MAY be a special opportunity to benefit many in the neighborhood as well as those most in need, homeowners in affordable housing and school staff.

People need to throw out creative solutions such as the “net zero” energy upgrades done by HFH and energy-focused requirements done by the Town of Carbondale related to their new construction projects. The city needs to step up and pursue similar requirements and along with those, here may represent yet another “outside-the-box”, creative, imaginative and mutually beneficial solution.

I hope these thoughts may be of interest to you and the Board of HFH/RF and will be open to consideration and possible involvement.

Thank you so very much for your time, consideration and thoughts,

Greg Jeung
970-319-7697

PS A very interesting aside I just discovered while I

<https://www.postindependent.com/news/cmc-announces-41-million-affordable-housing-project-sited-at-four-campus-locations/>

From: [Debra Figueroa](#)
To: [Trent Hyatt](#)
Subject: FW: Annexation, Rezoning, and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership
Date: Tuesday, June 29, 2021 6:47:36 AM

Trent – for the public record.

Thank you

Debra

From: Karleen Lugena Clark <hkarclark@gmail.com>
Sent: Monday, June 28, 2021 9:38 PM
To: Steve Davis <steve.davis@cogs.us>; Jonathan Godes <jonathan.godes@cogs.us>; Tony Hershey <tony.hershey@cogs.us>; Paula Stepp <paula.stepp@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; Ingrid Wussow <ingrid.wussow@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>
Subject: Annexation, Rezoning, and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership

I am writing to express my opposition to the annexation, rezoning, and development of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz 12.285-acre PUD proposal (also known as 480 Donegan) currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley has an additional need for affordable housing, but to allow the development of an additional 360 units on this property, before the Comprehensive Plan is complete and evacuation plans are in place, is unconscionable.

Safety:

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.” Fire Chief Tillotson claims that the West Glenwood Fire Department is undersized and obsolete, believing our concerns to be valid. The City of Glenwood Springs must address the lack of emergency services for West Glenwood Springs before adding a significant increase to the population. The current residents already live with the threat of extreme fire danger. As the population increases, this danger also increases.

The 111 Fire of 2020 emphasized our helplessness. Plans are necessary for the event of a natural disaster to counteract how people behave during an emergency with no guidance. We, as a community, must start planning now. Our community, neighborhood by neighborhood, household by household, must begin organizing adequate emergency responses. The physical layout of West Glenwood makes dependence on official services

hopelessly inadequate.

Impact on Traffic:

COVID has drastically reduced traffic. Therefore the traffic study completed during COVID, no matter the algorithm used to calculate the increase, cannot correctly reflect the reality of this area. The addition of 1000+ vehicles and a minimum of 2,200 trips per day to our streets will create a traffic nightmare of overwhelming proportions. Congestion near schools and safety concerns for our young children are inevitable.

Comprehensive Plan:

How is it possible “that the benefits of development are distributed evenly across society” when this project is the equivalent of seven existing complexes in town? Glenwood Greens, Machebeuf, Holiday House, Manor I, Manor II, 23rd Street, and Six Canyons have a combined total of 381 units. The 214 Center Drive Plan proposes a structure with 360 units in one location!

With the adoption of the 2011 Comprehensive Plan, our infrastructure and population density has changed. As a result, the outdated plan does not include the hazards related to the current community, let alone meet the needs of tomorrow. We are fortunate to have local resources with cutting-edge technologies. We must enlist them. Development and design should demand working with the existing land features, infrastructure, demographic shifts, and foreseeable challenges like climate effects on regional weather patterns and drought. Designing for energy efficiency, water conservation, defensibility against fire and flood, ease of maintenance on critical systems – while being minimally dependent on outside services, is possible in this day and age. It’s past time that we integrate land-use regulations that prioritize safety in dense communities.

The neighborhood opposition is about recognizing the preliminary work required to ensure safety before development. COVID has taught us that no matter how economically stable or how fiscally responsible we are, unprecedented changes create new demands on both basic infrastructure and community organization. Regardless of how much we plan for the future, we are nothing if we don’t protect our people.

It is my recommendation to place a moratorium for all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment of how the annexation will impact water supply now and into the future, and (c) update the Comprehensive Plan.

Floyd Diemoz has served Glenwood Springs well over the decades, including contributions to public safety, efficiency, and community well-being. I do not find fault with his selection of a

Developer nor the quality of the project plan. Unfortunately, the density of our existing population and lack of Community preparedness has placed him at a disadvantage. My opposition is founded strictly on safety concerns. I also recognize he has every right to sell and develop this land, but property rights do not exceed the fundamental right to safety. I believe we can serve both initiatives if we take a step back, address the underlying dangers, and then design a project supporting our community's safety.

I urge you to protect the current population's safety by rejecting the application to annex and rezone this property.

Karleen Clark
570 Mel Rey Rd., Glenwood Springs, CO 81601

From: [Jennifer Ooton](#)
To: [Trent Hyatt](#)
Subject: Fwd: Annexation, Rezoning, and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership
Date: Tuesday, June 29, 2021 10:52:39 AM
Attachments: [Outlook-ukmks2rm.png](#)

Here's another one for the packet.

Thanks,

Jenn

Jenn Ooton

Assistant City Manager, Economic and Community Development

City of Glenwood Springs

[970-384-6404](tel:970-384-6404) (o)

[970-471-8684](tel:970-471-8684) (m)

Get [Outlook for iOS](#)

From: Shelley Kaup <shelley.kaup@cogs.us>
Sent: Tuesday, June 29, 2021 10:50:53 AM
To: Debra Figueroa <debra.figueroa@cogs.us>; Jennifer Ooton <jenn.ooton@cogs.us>
Subject: Fw: Annexation, Rezoning, and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership

Can I assume all these emails are getting put to public record for the project?

-SK

Shelley Kaup

Councilor At-Large

City of Glenwood Springs

970-948-9018 (cell)



<https://www.ci.glenwood-springs.co.us/>

From: Karleen Lugena Clark <hkarclark@gmail.com>
Sent: Monday, June 28, 2021 9:37 PM
To: Steve Davis <steve.davis@cogs.us>; Jonathan Godes <jonathan.godes@cogs.us>; Tony Hershey <tony.hershey@cogs.us>; Paula Stepp <paula.stepp@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; Ingrid Wussow <ingrid.wussow@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>
Subject: Annexation, Rezoning, and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership

I am writing to express my opposition to the annexation, rezoning, and development of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz 12.285-acre PUD proposal (also known as 480 Donegan) currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley has an additional need for affordable housing, but to allow the development of an additional 360 units on this property, before the Comprehensive Plan is complete and evacuation plans are in place, is unconscionable.

Safety:

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.” Fire Chief Tillotson claims that the West Glenwood Fire Department is undersized and obsolete, believing our concerns to be valid. The City of Glenwood Springs must address the lack of emergency services for West Glenwood Springs before adding a significant increase to the population. The current residents already live with the threat of extreme fire danger. As the population increases, this danger also increases.

The 111 Fire of 2020 emphasized our helplessness. Plans are necessary for the event of a natural disaster to counteract how people behave during an emergency with no guidance. We, as a community, must start planning now. Our community, neighborhood by neighborhood, household by household, must begin organizing adequate emergency responses. The physical layout of West Glenwood makes dependence on official services hopelessly inadequate.

Impact on Traffic:

COVID has drastically reduced traffic. Therefore the traffic study completed during COVID, no matter the algorithm used to calculate the increase, cannot correctly reflect the reality of this area. The addition of 1000+ vehicles and a minimum of 2,200 trips per day to our streets will create a traffic nightmare of overwhelming proportions. Congestion near schools and safety concerns for our young children are inevitable.

Comprehensive Plan:

How is it possible “that the benefits of development are distributed evenly across society” when this project is the equivalent of seven existing complexes in town? Glenwood Greens, Machebeuf, Holiday House, Manor I, Manor II, 23rd Street, and Six Canyons have a combined total of 381 units. The 214 Center Drive Plan proposes a structure with 360 units in one location!

With the adoption of the 2011 Comprehensive Plan, our infrastructure and population density has changed. As a result, the outdated plan does not include the hazards related to the current community, let alone meet the needs of tomorrow. We are fortunate to have local

resources with cutting-edge technologies. We must enlist them. Development and design should demand working with the existing land features, infrastructure, demographic shifts, and foreseeable challenges like climate effects on regional weather patterns and drought. Designing for energy efficiency, water conservation, defensibility against fire and flood, ease of maintenance on critical systems – while being minimally dependent on outside services, is possible in this day and age. It's past time that we integrate land-use regulations that prioritize safety in dense communities.

The neighborhood opposition is about recognizing the preliminary work required to ensure safety before development. COVID has taught us that no matter how economically stable or how fiscally responsible we are, unprecedented changes create new demands on both basic infrastructure and community organization. Regardless of how much we plan for the future, we are nothing if we don't protect our people.

It is my recommendation to place a moratorium for all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment of how the annexation will impact water supply now and into the future, and (c) update the Comprehensive Plan.

Floyd Diemoz has served Glenwood Springs well over the decades, including contributions to public safety, efficiency, and community well-being. I do not find fault with his selection of a Developer nor the quality of the project plan. Unfortunately, the density of our existing population and lack of Community preparedness has placed him at a disadvantage. My opposition is founded strictly on safety concerns. I also recognize he has every right to sell and develop this land, but property rights do not exceed the fundamental right to safety. I believe we can serve both initiatives if we take a step back, address the underlying dangers, and then design a project supporting our community's safety.

I urge you to protect the current population's safety by rejecting the application to annex and rezone this property.

Karleen Clark
570 Mel Rey Rd., Glenwood Springs, CO 81601

From: [Debra Figueroa](#)
To: [Trent Hyatt](#)
Subject: Fwd: Annexation, Rezoning and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership
Date: Wednesday, June 30, 2021 5:59:30 AM

Trent,

For the public record

Thank you

Debra

Sent from my iPhone

Begin forwarded message:

From: Erin Wiencek <jerinwiencek@gmail.com>
Date: June 25, 2021 at 4:50:03 PM MDT
To: Steve Davis <steve.davis@cogs.us>, Jonathan Godes <jonathan.godes@cogs.us>, Tony Hershey <tony.hershey@cogs.us>, Paula Stepp <paula.stepp@cogs.us>, Charlie Willman <charlie.willman@cogs.us>, Ingrid Wussow <ingrid.wussow@cogs.us>, Debra Figueroa <debra.figueroa@cogs.us>, Shelley Kaup <shelley.kaup@cogs.us>
Subject: Annexation, Rezoning and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership

We are writing to express our opposition to the annexation, rezoning and development of the property known as 480 Donegan currently under contract with R2 Partnership LLC. To allow 360 units on this property, at this time, before the Comprehensive Plan is complete and evacuation plans are in place, is unconscionable and dangerous.

West Glenwood residents got a taste of just how helpless we were last summer during the 111 Fire. The total gridlock of vehicles on all of the West Glenwood streets precluded any chance of evacuation. If the fire would have progressed into West Glenwood, the outcome would have been tragically far different.

COVID has drastically reduced traffic, therefore the traffic study done during these months, cannot properly reflect the reality of this area. The addition of 1000+ vehicles and a minimum of 2,200 trips per day on our streets will create a traffic nightmare of overwhelming proportions. Congestion near schools and safety concerns for our young children are inevitable.

Water usage throughout the Western States is at a level that experts claim is unsustainable for our future. Glenwood Springs has been on water restrictions for an extended period of time. Continued drought conditions serve to exacerbate the situation. Serious consideration must be given to the water supply regarding all aspects of future growth.

It is our opinion that a moratorium needs to be placed on all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment of how the annexation will impact water supply now and into the future, and (c) the Comprehensive Plan has been updated.

We urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

Ken and Erin Wiencek
123 Creekside Court
Glenwood Springs, CO 81601

From: [Debra Figueroa](#)
To: [Trent Hyatt](#)
Subject: Fwd: Comments - Proposed annexation, rezoning and PUD of property located at 214 Center Drive
Date: Tuesday, July 6, 2021 9:25:37 AM

Trent,

For the public record.

Thank you!

Begin forwarded message:

From: Mike Kinser <mikekinser2@gmail.com>
Date: June 28, 2021 at 4:20:35 PM MDT
To: Steve Davis <steve.davis@cogs.us>, Jonathan Godes <jonathan.godes@cogs.us>, Tony Hershey <tony.hershey@cogs.us>, Paula Stepp <paula.stepp@cogs.us>, Charlie Willman <charlie.willman@cogs.us>, Ingrid Wussow <ingrid.wussow@cogs.us>, Debra Figueroa <debra.figueroa@cogs.us>, Shelley Kaup <shelley.kaup@cogs.us>
Subject: Comments - Proposed annexation, rezoning and PUD of property located at 214 Center Drive

To:
[steve.davis@cogs.us](#); [jonathan.godes@cogs.us](#); [tony.hershey@cogs.us](#); [paula.stepp@cogs.us](#); [charlie.willman@cogs.us](#); [ingrid.wussow@cogs.us](#); [debra.figueroa@cogs.us](#); [shelley.kaup@cogs.us](#)

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 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 expect wildfires in this area to occur with more frequency, intensity and for longer duration. It is not a matter of if but when we will experience the next catastrophic wildfire.

During the 2002 Coal Seam fire, I can recall how difficult it was for residents in West Glenwood Springs to evacuate the area in an expeditious manner. The August 5, 2020 the 113 fire occurred on the north side of I-70, mile marker 113 (near South Canyon). That resulted in closure of the Interstate and backed up traffic in the West Glenwood Springs area along Mel Rey, Donegan and Storm King Roads. This left resident of the area trapped in the event of evacuation. According to reports by West Glenwood Springs residents, it took over three hours to reach their homes from the other side of town. A comment made by Trent Hyatt during the March 23, 2021 Planning and Zoning Commission meeting seemed to downplay the traffic issue indicating that most of the vehicles were associated more with people trying to get out of town that did not live here. They were not from people who live in West Glenwood. I assume the point was that increased population from the proposed PUD would not cause a traffic issue with fire evacuation. It does not matter where the traffic came from. We were still trapped and could not evacuate if conditions warranted. The problem also existed with the Coal Seam Fire and has occurred multiple times in 2021 from I-70 road closures. 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. Those restrictions remain in place. 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 Grizzley Creek Fire forced the closure of the Grizzley Creek water intake. While I acknowledge this was a unique situation, we must assume these events can and will occur in the future. In fact, two separate debris flows occurred on June 26 and 27, 2021 which impacted the City's water intake in No Name Creek. This resulted in limiting water use to essential uses from June 26 to June 30 (according to the latest update). 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 Chapparral 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. The applicant has indicated they plan to limit how many vehicles PUD residents are allowed. I do not believe it is possible to limit parking to 1.7 per unit (because no one drives 0.7 of a vehicle). They will have to say either one or two vehicles/unit.

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.

This concludes my comments, issues and concerns.

--

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

From: [Jennifer Ooton](#)
To: [Trent Hyatt](#)
Subject: Fwd: Subject: Application for Annexation, Rezoning, and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership
Date: Saturday, July 10, 2021 12:54:04 PM
Attachments: [City Council sv letter.docx](#)
[Outlook-upo1qzig.png](#)

Trent,
Here is another email for the record.
Thanks,
Jenn

Jenn Ooton

Assistant City Manager, Economic and Community Development
City of Glenwood Springs
[970-384-6404](tel:970-384-6404) (o)
[970-471-8684](tel:970-471-8684) (m)

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From: Shelley Kaup <shelley.kaup@cogs.us>
Sent: Saturday, July 10, 2021 9:51:55 AM
To: Jennifer Ooton <jenn.ooton@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>
Subject: Fw: Subject: Application for Annexation, Rezoning, and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership

Please include in Public comment for Annexation -

Shelley Kaup

Councilor At-Large
City of Glenwood Springs
970-948-9018 (cell)



<https://www.ci.glenwood-springs.co.us/>

From: Sally Valin <svalin@outlook.com>
Sent: Friday, July 9, 2021 12:28 PM
To: Steve Davis <steve.davis@cogs.us>; Jonathan Godes <jonathan.godes@cogs.us>; Tony Hershey <tony.hershey@cogs.us>; Paula Stepp <paula.stepp@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; Ingrid Wussow <ingrid.wussow@cogs.us>; Debra Figueroa

To: steve.davis@cogs.us; jonathan.godes@cogs.us; tony.hershey@cogs.us; paula.stepp@cogs.us; charlie.willman@cogs.us; ingrid.wussow@cogs.us; debra.figueroa@cogs.us; shelley.kaup@cogs.us

Subject: Application for Annexation, Rezoning, and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership

Having lived within the city limits of Glenwood Springs for many years, I am very concerned about the impact that recent growth has already had on traffic and water usage in our town.

I believe that a moratorium needs to be placed on development of any additional multi-family units in Glenwood Springs until (a) a current Wildfire Evacuation Plan is in place and can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment is done on how the annexation would impact water supply now and into the future, and (c) the current Comprehensive Plan has been updated.

For the protection of current residents, I ask you to please reject this application. To pass such a proposal would be dangerous and ultimately irresponsible.

Thank you,
Sally Valin
Glenwood Springs

<debra.figueroa@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>

Subject: Subject: Application for Annexation, Rezoning, and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership

Caution! This message was sent from outside your organization.

Hello,

Please see the attached letter.

Thank you,

Sally Valin

Sent from [Mail](#) for Windows 10

From: [Debra Figueroa](#)
To: [Trent Hyatt](#)
Subject: Fwd: Letter to City Council for 29 July 2021 Meeting
Date: Monday, July 12, 2021 7:14:03 AM
Attachments: [Our City Council Letter.docx](#)

Trent

FYI

Debra

Begin forwarded message:

From: Ann Stephens <britican@comcast.net>
Date: July 9, 2021 at 11:26:00 AM MDT
To: "Ryan M. Muse" <ryan.muse@cogs.us>
Cc: Debra Figueroa <debra.figueroa@cogs.us>
Subject: Letter to City Council for 29 July 2021 Meeting

Caution! This message was sent from outside your organization.

Ryan

Very nice to talk to you this morning Ryan. As I said before we have already sent the attached letter to City Council Members but since I did not request that it be included with the packet I have now updated it slightly and am formally requesting that this be included in the City Council Packet for their meeting on 29 July and any following meetings covering the annexation, rezoning and development of the 15.818-acre property at 214 Center Drive.

Please let me know if you have any questions.

Thank you

Annie Stephens

TO:
City Manager/City Clerk
101 8th Street
Glenwood Springs CO 81601

PLEASE INCLUDE THIS LETTER IN THE CITY COUNCIL PACKET FOR 29 JULY 2021

RE: Annexation of a 15.818-acre parcel into the municipal limits of the City of Glenwood Springs and Initial Zoning/Rezoning of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District.

We are writing to express our opposition to the annexation of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and more specifically the 12.285-acre PUD proposal (also known as "480 Donegan") currently under contract with R2 Partnership LLC to build 360 residential units and on your City Council agenda for 29 July 2021.

We understand that although this complies with guidelines in the 2011 Comprehensive Plan (revised in 2014) there are already plans to revisit this outdated document. In the years since its writing many factors have changed, most notably our climate making the possibility of wildfires not just a once every few years event to a regular summertime occurrence. Already in mid-June we have registered temperatures of over 103 degrees in our north-facing yard. As we saw last year with both the 111 fire, which caused total gridlock in West Glenwood, and the Grizzly Creek fire, life in our valley can be changed in the space of a few short hours and our lives and homes threatened.

As you deliberate we would ask you to take into consideration several things:

1. **WILDFIRE RISK:**

The area of West Glenwood is already categorized as "very high risk" according to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007. What we have in West Glenwood are multiple small roads leading to **ONE SINGLE ROAD** - Highway 6. Not only does Highway 6 need to have the capacity to safely allow evacuation of all the residents of West Glenwood but depending on the location of the fire, it may also block areas off so that emergency vehicles can access the fire. To add such a large number (or in fact any number) of residents to West Glenwood, which already has over 3,000 residents would be utterly catastrophic.

2. **WEST GLENWOOD FIRE STATION:**

The current fire station located on Mel Ray Road is now undersized and obsolete according to Chief Gary Tillotson. This 12.285-acre property would be an ideal location for Glenwood to build a large, state-of-the-art fire station that is adequately equipped and has room for the preparedness training needed by first responders but also offers the type of land around it that can serve as a shelter in place zone or land break to help slow down the progress of any fire that might come into the area.

3. **DENSITY:**

The development of the 12.285-acre plot of land will bring in almost 30 units per acre compared to the properties to the north where the average is 3.5 per acre – 43 homes compared to 360 units is unacceptable.



If approved this development would be THREE TIMES THE SIZE of the Six Canyon Apartments which has 116 units. All of these units next to 43 homes?



4. **TENANTS & PARKING:**

The developer has assured the community that this development will bring in under 600 tenants which we find hard to believe given the breakdown of the units. We predict there could be nearer to 900 tenants. Even with 625 parking spots both on site and off site, this will turn West Glenwood into a parking lot of Californian proportions.

5. **TRAFFIC:**

Consider the traffic that a development of this size will bring to the three “main” roads in this area - namely Mel Ray, Donegan and Storm King. Even if roads are improved, is it realistic to think they can handle the traffic from 600-900 (minimum-maximum) tenants coming and going to work, shop, take children to school and socialize; as well as delivery/removal/utility company vehicles; restaurant workers and guests; customers and clients utilizing the live/work units; and visitors to the residents living in this development? Yes the developer will make off-site improvements but as one of the commissioners said at the last P&Z meeting “without this development these improvements would not be necessary.”

6. **PROXIMITY TO LOCAL SCHOOLS:**

The proposed development is immediately opposite both the Two Rivers School and the Montessori School (located in the Business Center). Adding this amount of traffic to our relatively rural area will bring safety issues both for children and teaching staff. R2 developers are proposing a sidewalk and bike lane on Donegan to help with safety and traffic, but to our knowledge there has never been an injury on Donegan in the 20 years we have lived here.

7. **LAND DEDICATION:**

Normally with a development of this size a developer is asked to provide parkland and school land dedications, in this case 5.9 acres and 4.4 acres respectively, but will this really happen? Will the City allow them to make fees in lieu of which will do little to compensate the people of West Glenwood who already have just one tiny public park (often in use by Two Rivers School)?

8. **UTILITIES:**

Even though local authorities say we have sufficient capacity for water (and sewer) for this development, why then are we already on water restrictions? Yes they may have irrigation water for some months of the year, but 360 residential units, a swimming pool, clubhouse and a restaurant use an enormous amount of water.

9. **BENEFITS:**

And lastly ask yourselves how will this development be of “greater benefit to the City” and does it fit with your Comprehensive Plan Vision Statement “to preserve Glenwood's small-town character while maintaining livability.”

1. Yes it will bring in some tax dollars but overall this is not going to be a development like Glenwood Meadows which has robust retail, restaurant and

accommodation revenues (where retail sales tax collected is in excess of \$4.2 million per year for the past 15 years).

2. And yes it will bring in housing, a little of which will be affordable housing, but when will these large developments stop? In recent years we have seen The Lofts built (and another 300 units approved and still to be built), Six Canyons (a monstrosity of a complex), Buffalo Valley Apartments, Bell Rippy Apartments, Solstice Townhomes, Real America's Mountain View Flats proposal to build 54 units just north of Hwy 6 & 24, residential homes going up west of Ami's Acres and the possibility that condos will be built on the Rivers Restaurant site. With the exception of the 29 townhomes in Cardiff Glen ALL are rentals. We see recently announced affordable housing at four CMC locations including Spring Valley campus here in Glenwood Springs, which will also help with the housing need.

We urge you to look at the recommendations made by the City's Planning & Zoning and deny this annexation and PUD proposal. Some of the reasons cited by P&Z included the following:

1. Not suitable or compatible
2. Did not address opportunities for home ownership
3. Did not maintain or fit our small-town character as described by the Comprehensive Plan, directing growth inward, planning for civic spaces or encouraging infill and redevelopment
4. Significant life safety issues in this area of the city that would need to be addressed before a project like this could be approved, and the need for an evacuation study and plans in place before future large scale developments
5. Developer to dedicate parkland rather than pay parkland fees
6. Concerns regarding density and traffic
7. Issues with roof and gable designs
8. The need for a fire station in West Glenwood
9. Recommended additional traffic studies
10. Recommended installation of story poles
11. Recommended lowering maximum heights, removing false gables, and reducing density
12. Recommended that on-street parking not be counted towards the parking requirements
13. Recommended more inclusionary housing that the minimum required

It is our firm opinion that a moratorium needs to be placed on all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be fully implemented to allow for the safe evacuation of all residents of Glenwood Springs and (b) the Comprehensive Plan has been updated.

If there has been one thing our world has learned through Covid it is that no matter how economically stable we are, how fiscally responsible we are, how much we plan for the future, **we are nothing if we don't protect our people**. We are urging you, our City Council, to do everything in your power to keep us safe.

Together we can build a safer community
Glenwood Safe - Glenwood Strong

Randy & Annie Stephens

From: [Debra Figueroa](#)
To: [Trent Hyatt](#)
Subject: FW: development in west Glenwood
Date: Monday, July 12, 2021 1:17:11 PM
Attachments: [Outlook-5udci1hp.png](#)

Trent - FYI

Thank you

Debra

From: Shelley Kaup <shelley.kaup@cogs.us>
Sent: Monday, July 12, 2021 11:43 AM
To: Jennifer Ooton <jenn.ooton@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>
Subject: Fw: development in west Glenwood

Please include in the Public record for the project.

Thanks,
shelley

Shelley Kaup

Councilor At-Large

City of Glenwood Springs

970-948-9018 (cell)



<https://www.ci.glenwood-springs.co.us/>

From: BETH DWYER <bethdwyer@comcast.net>
Sent: Monday, July 12, 2021 10:30 AM
To: Shelley Kaup <shelley.kaup@cogs.us>
Subject: development in west Glenwood

Caution! This message was sent from outside your organization.

Hi Shelley!

I am writing to encourage protection of the land in West Glenwood specifically with regard to the proposed development (360 apartments).

Though, we now live in New Castle, we used to live in GWS (as you know). I (Beth) have quite a few friends who do live in West Glenwood and who I frequently join to walk with in that area. I have always enjoyed seeing that field (open space) in the neighborhood especially with the horses. :)

My thoughts about the development of that field has to do with Two Rivers Community School. Both of my grandsons go to school there. I know one main concern regarding the increase of housing in that area has to do with the idea of an emergency exit, and I agree that this should be the most important issue.

The folks who live there, as well as the school population, need to be able to get out of there quickly in case of wildfires (or other emergencies). I doubt that even having an evacuation "plan" would really make much difference when it comes to truly getting people out quickly and especially if there were more people with more cars needing to get out. (nothing wrong with an emergency plan though!).

Gridlock can and does easily happen at the West Glenwood roundabout... which would also greatly impact people in that neighborhood who might need to evacuate. If the field needs to be developed, maybe first annexed by the city (I don't know why this could be something folks might oppose) and then have some kind of creative, enriching and more organic vision about the use of that land and the neighborhood.

Thanks, Shelley for your attention and time with this matter.

Sincerely,

Beth Dwyer

From: [Debra Figueroa](#)
To: [Trent Hyatt](#)
Cc: [Jennifer Ooton](#)
Subject: Fwd: Correction to letter send 6-18 On West Glenwood Pasture Development
Date: Thursday, July 15, 2021 3:32:04 PM
Attachments: [West Glenwood Pasture Development Reynolds Cain Ditch.docx](#)

Trent,

FYI

Sent from my iPhone

Begin forwarded message:

From: LEE BOWLES <mitchellcreek@comcast.net>
Date: July 15, 2021 at 3:28:17 PM MDT
To: Steve Davis <steve.davis@cogs.us>, Jonathan Godes <jonathan.godes@cogs.us>, Tony Hershey <tony.hershey@cogs.us>, Shelley Kaup <shelley.kaup@cogs.us>, Paula Stepp <paula.stepp@cogs.us>, Charlie Willman <charlie.willman@cogs.us>, Ingrid Wussow <ingrid.wussow@cogs.us>, Debra Figueroa <debra.figueroa@cogs.us>
Subject: **Correction to letter send 6-18 On West Glenwood Pasture Development**

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

When I sent you this letter on 6-18 I stated the Diemoz's were not using there irrigation water. They did start using the water in later June so I did want to correct that. I took that statement out of this attachment. I didn't know how much it mattered to send an updated copy but I didn't feel right saying something that wasn't correct. Just know Mitchell Creek is not flowing as in the past and if we have another year of drought it could be quite a different story next year.

I am disappointed I won't be able to attend your meeting. I can only hope you have read letters to the editor and other editorials in the post to feel our frustration with the constant building of Apartments and what has happened to our town. Glenwood needs a new direction, something to revitalize it. As already stated by many you can't keep adding to our existing problems, like fire evacuation for one without coming up with concrete plans first.

Thank you
Lee Bowles

Dear City Council,

I am writing in regards to the development being proposed for the West Glenwood Pasture.

I would like to make some comments on the Reynolds Cain Ditch in which Floyd Diemoz has water rights that he is planning on selling to the developer so they can irrigate their open space. Floyd stated in the last P&Z meeting that his family has had those water rights for many decades and the water has been plentiful. My husband and I also have water rights out of Mitchell Creek. The golf course has 1st water rights on the Reynolds Cain ditch that is supplied by Mitchell Creek. I beg to differ on how plentiful the water is as everyone is ignoring the fact we are currently in a drought. This is the first year we have hardly seen Mitchell Creek rise due to runoff, again which feeds the Reynolds Cain ditch. Ever since my Husband turned on the ditch this year to irrigate our property he has been in constant contact with man who manages the ditch for the Golf course on what water he was utilizing and letting out from Mitchell Creek. Never before had we talked to him about our usage. If the Golf Course does not get enough of their allotted water they can call rights on the rest of us, which means it is possible the Diemoz water could be shut off. In the 31 years we have lived here we have only had our water called once, and it wasn't even as dry then as it is now. Also the Storm King Ranch has rights and the Sunlight church from Mitchell creek thru a ditch that runs thru our property. My main point is that the Diemoz water is not a for sure thing especially in these years of drought. We are not even sure how it would all get monitored if such a large development decides to utilize the ditch water. Right now we all work together and communicate any problems.

I am hopeful you will take seriously the comments on why P&Z turned down the proposal. Our lives are literally in your hands. You cannot continue to add to the problems that exist in West Glenwood with Fire evacuation and the gridlock we experience. I don't know if any of you have been thru a wildfire where you cannot move and have mountains on fire around you, but it's terrifying. Our geography goes against us in this small valley.

None of us can understand why over and over it's stated there is enough water in these times of drought. Maybe today, but does no one plan for future dry years? We need a new fire house and so many other things in this town besides more housing. We don't have the infrastructure to support such a development. Also we rarely see any law enforcement in our area even after calls to please patrol due to visually seeing drug exchanges going on.

The traffic in Glenwood is horrendous. We are supposed to be a tourist town but it's getting so congested it's not fun for anyone to try and get around, including the tourists. Right now I am afraid to go to town because if the interstate closes, which is happening more and more I will never get home.

There is so little open space in this valley and I understand the Diemoz family wants to sell but please take care of your citizens that rely on you to make the right decisions for us. We have been lucky so far, but in West Glenwood we truly have the fear of being trapped and burned alive. It's not if we will have another wildfire, but when. If you add more traffic to an already existing problem no one has a chance.

Just a reminder that there are no sidewalks on Donegan or up the Mitchell Creek Road. We have loads of hikers, bikers, dog walkers and lots of children walking the road with already too much traffic going over the speed limit. If you add all those people who will join the clusters already on a dangerous road someone is eventually going to get hurt. Since we have an outdated firehouse couldn't the city somehow buy that property for a new firehouse/senior-center/park....anything to give our city some life instead of just constant building of apartments. Please step back and think of your citizens and what is happening to our town and I beg you do the right thing for us.

Respectfully,

Bruce & Lee Bowles

Two properties on Mitchell Creek Road



MINUTES
City of Glenwood Springs
Planning and Zoning Commission
Regular Meeting
May 25, 2021
Zoom
6:00PM

1. Roll Call

Present at roll call were Commissioners: Marco Dehm, Amber Wissing, Joy White, Carolyn Cipperly, Sumner Schachter, George Shaver

Absent at roll call were Commissioners: Ben West, Joy White, Pete Waller

Also present were: Asst. City Manager Jenn Ooton, Asst. Community/Economic Dev. Director Gretchen Ricehill, Senior Planner Trent Hyatt, City Attorney Karl Hanlon, Assistant City Engineer Jessica Bowser, City Engineer Terri Partch, Public Works Director Matt Langhorst, Fire Chief Gary Tillotson,

2. Receipt of the Minutes

Commissioner Schachter made a motion to accept the minutes from the August 13, 2020 meeting. Commissioner Shaver seconded the motion. Commissioner Schachter asked if accepting the minutes from August 13th had any impact on item 09-21. Asst. City Manager Jenn Ooton confirmed that the approval of this minutes was procedural and not related to any items on the agenda for May 25th.

Commissioner Dehm called the item to question.

Motion passed unanimously.

Commissioner Schachter made a motion to accept minutes from the April 27, 2021 meeting. Commissioner Wissing seconded the motion.

Commissioner Schachter requested staff add Commissioner Cipperly's list of information requested from the developer on item 09-20. Commissioner Cipperly asked if minutes could be

approved even though some Commissioners had not been at previous meeting. City Attorney Karl Hanlon explained that a vote could proceed.

Commissioner Dehm called the item to question.

Motion passed unanimously.

3. Public Comments

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

4. Continued Items

- a. Planning File 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 23rd, 2021 and April 27th, 2021 meeting.

Commissioner Shaver attested to having watched the two previous meetings where this item was discussed. Commissioner Schachter attested to having watched the April 27th meeting. Commissioner Wissing recused from the item, citing previous involvement with the item.

Commissioner Schachter asked if it would be advisable to continue the item since there were only four P & Z members for this item. City Attorney Karl Hanlon recommended not continuing the item and advised the item move forward.

Senior Planner Trent Hyatt provided the Planning & Zoning Commission a brief summary of the staff report including the requests of Planning & Zoning Commission to the applicant and staff.

Applicant Floyd Diemoz discussed the history of the property, explaining the property was originally bought in 1960 as an investment property and that the property had never been officially designated as open space. Diemoz asked Commission to approve the item, citing the project's compatibility with the Comprehensive Plan. Diemoz also stated that the property was likely to be developed in the near future, whether annexed to the City or not.

Applicant Barry Rosenberg discussed the project and how in his opinion it aligned with goals in existing City Comprehensive and strategic plans. Rosenberg stated that the project would follow the affordable housing requirements and that the applicants were open to considering the Housing Commission's recommendations and discuss possible changes to the project with the Housing Commission. Rosenberg also stated the applicant was committed to assisting with any evacuation plans.

Applicant Matthew Fitzsimmons, Hord Coplan Macht provided the Commission with a short presentation with additional information, including site sections showing heights to the peaks and parapets as requested by the Commission. Fitzsimmons also provided additional views from the elevation of houses on north side of Donegan, as requested by the Commission.

Applicant Yancy Nichol, Sopris Engineering, provided the Commission with information on sight distances at intersections with Donegan, as requested by the Commission.

Commissioner Schachter asked for peak and midpoint heights for the different housing types. Applicant Matthew Fitzsimmons provided information on the revisions and the peak and midpoint heights for different housing types. Schachter also stated that comparing the density of this project could not be compared to the Lofts because the numbers provided by the applicant did not include the entire Meadows development. Applicant Rosenberg agreed that the numbers for the Lofts did not include the entire Meadows development and that Six Canyon would be a more similar comparison. Schachter also stated that in response to Floyd Diemoz comments on the Comprehensive Plan, that some of those items can be objective.

Commissioner Cipperly asked if the applicant could verify that the Reynolds Cain Ditch runs year round and that water would be available for site irrigation. Applicant Paul Schirmer verified that a letter confirming this was forwarded to staff but was sent after the packet was sent out. Applicant John Diemoz explained that letters from the Reynolds and Cain Ditch Company was sent to the City verifying the water situation. Applicant Floyd Diemoz provided a history of the usage of the ditch dating back to the family's purchase of the property. Floyd Diemoz also explained the ditch usually does not run during winter months.

Commissioner Schachter asked the applicant regarding potential meetings with the Housing Commission and any of the potential changes. Applicant Rosenberg explained that the applicant would be willing to exceed the required affordable housing requirements and open to working with the Housing Commission on these items. City Attorney Karl Hanlon stated that the Housing Commission acted in an advisory role and could not place stipulations or conditions on development, as that would be the role of City Council in an annexation. Senior Planner Hannah Klausman provided additional information on the recommendations made by Housing Commission.

Commissioner Shaver requested information on ADA access in the proposed design. Applicant Rosenberg stated specific plans had not been drawn up but that all designs would meet ADA requirements. Shaver also asked if specific units would be ADA accessible, which Rosenberg confirmed that a specific number of units would be required to meet those requirements. Applicant Fitzsimmons stated that several of the ground floor units would be designed with that in mind and that other units would be designed to be adapted for that use.

Commissioner Dehm reopened the item to public comment, citing that there had been some minor revisions to the item.

Erika Gibson, Attorney for the Diemoz Partnership, stated that the focus of the item was on annexation and that the property in the Comprehensive Plan was specifically identified for annexation and development.

Lacy King, questioned how the traffic study addressed potential future traffic from a redeveloped Glenwood Springs Mall.

Jamie Nims, Head of School at Two Rivers Community School, stated that the Two Rivers Board of Directors was not taking a position for or against the project. Nims stated concerns regarding traffic and density. Nims also stated that the school had difficulty filling positions due to the

regional housing shortage. Nims expressed a desire that any potential development on this site could be compatible with the community and neighborhood.

Laurie Raymond, supported denial citing wildfire evacuation concerns, traffic, water concerns, and lack of xeriscaping in project designs.

Greg Jeung, No Name resident, had questions on the impact fees for the project, including parkland fees and fire impact fees.

Jamie Darien asked if it were possible to model the heights of the buildings uses poles or similar physical visual on site.

Lisa Orosz asked if the item could be a referendum. Orosz cited concerns about traffic and wildfire concerns.

Todd Hurst, supported denial citing concerns on traffic and its effects on emergency response times, wildfire concerns, density, and neighborhood compatibility.

Michael Hoban, supported denial citing traffic, wildfire concerns, neighborhood compatibility, and density.

Mark Gibson expressed thanks to the Commission for their service. Gibson supported the use of story poles to model the visuals on site and commented on the density of the project.

Commissioner Dehm closed the item to public comment.

Applicant Barry Rosenberg provided responses to several community comments. Applicant Curtis Rowe, Kimley Horn stated that the traffic study was designed accounting for a fully redeveloped mall. Rosenberg also stated that the irrigation ditch provided sufficient water for landscaping. Rosenberg also stated that there was no waiver for development fees. Rosenberg also mentioned that the density had been decreased from the original proposed designs.

Commissioner Schachter requested City Attorney Karl Hanlon to clarify what the actions of the item signify. Hanlon explained that Planning & Zoning's role with this item was to provide a recommendation to City Council and was not acting as a deciding body. Hanlon explained that there will be additional public hearings in front of City Council regardless of P & Z recommendation. Hanlon explained that P & Z could not place conditions but could provide recommendations to City Council. Schachter also asked to which degree proposed design and zoning would resemble the final development. Hanlon explained that the approval of this item for zoning and annexation would be very specific to the proposed design.

Commissioner Shaver asked a question on the relation of the two items. Hanlon stated that the two items, annexation and zoning, were closely tied to each other. Shaver asked if the item were approved by Council, if the applicant was required to annex. Hanlon explained that if an applicant could not meet the conditions, then the annexation would not proceed.

Commissioner Schachter made a motion to recommend denial of Action Item 1 – Annexation of a 15.818 acre parcel into the municipal limits of the City of Glenwood Springs. Schachter based on recommendations with findings that the project was not compatible with Comprehensive Plan goals of livability, small town character, or safety. Schachter also stated that the item creates potential adverse impacts to the City and neighborhoods in terms of health, safety, and welfare.

Commissioner Cipperly seconded the motion.

Commissioner Schachter stated the proposal was well put together yet not suitable or compatible to the City of Glenwood Springs at this time. Schachter indicated it was the role of the community of Glenwood Springs to decide the definition of small town character, as described in the Comprehensive Plan and that it was not the role of a developer to make that determination. Schachter also stated the proposal did not adequately address opportunities for home ownership. Schachter also cited precedent for rejecting previous proposals for annexations in West Glenwood.

Commissioner Cipperly acknowledged the applicant's response to City, staff, and public comments. Cipperly stated that this development did not meet the following goals of the Comprehensive Plan including: maintaining small town character, directing growth inward, planning for civic spaces, and encouraging infill and redevelopment.

Commissioner Shaver stated general agreement with Commissioner Cipperly and Commissioner Schachter. Shaver stated that there were significant life safety issues in this area of the city that would need to be addressed before a project like this could be approved. Shaver also stated that the project did not fit small town character as described by the Comprehensive Plan.

Commissioner Dehm stated the project was well designed, and expressed support for some of the design aspects. Dehm also expressed concerns regarding the proposed density of the project and traffic.

Commissioner Dehm called the item to question, to recommend denial of Action Item 1.

Commissioner Cipperly mentioned issues with the roof and gable designs.

Commissioner Shaver agreed with Cipperly's opinion on the roof designs. Shaver encouraged Council to consider a reduction in development fees for a smaller project with more open space, including a reduction in units.

Commissioner Schachter suggested that Council consider completing a Comprehensive Plan update before any further annexations or large scale developments.

Commissioner Schachter made a motion to recommend denial of Action Item 2 – Initial Zoning/Rezoning of 3.533 acres to Commercial (CO) District and 12.285 to Planned Unit Development (PUD) District. Schachter stated based recommendation on findings that the proposed item has adverse impacts regarding traffic, evacuation plans, sightlines, expenses to the City, and other items that may be detrimental to rezoning at this time.

Commissioner Shaver seconded the motion.

Commissioner Schachter made suggestions, based on public input, that City Council consider the following items: installation of story poles, lowering maximum heights, reducing density, removing false gables, on-street parking should not be counted towards parking requirement, need for owner-occupied housing, more inclusionary housing than minimum required, need for evacuation study before future large scale developments, need for fire station in West Glenwood, need for Highway 6 entrance to the property, possibility of redeveloping this property and the mall simultaneously, and additional traffic studies.

Commissioner Cipperly suggested the Council consider encouraging the developer to dedicate parkland rather than pay parkland fees. Cipperly also suggested reducing surface parking by adding tuck in parking spots underneath buildings.

Commissioner Shaver cited concerns of approving this scale of development without adequate evacuation plans in place.

Commissioner Dehm called the item to question.

Motion to recommend denial of Action Items 1 & 2 passed unanimously.

- b. 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 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)

Community Development Director Jenn Ooton indicated that the applicant had withdrawn the application.

5. New Items

- a. Planning File 09-21: Consideration of a Minor Site/Architectural Plan review 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.

Assistant Community Director Gretchen Ricehill introduced the item and provided the Commission with a presentation on the application. Ricehill explained that the City Historic

Preservation Commission was required to review the application and that the Preservation Commission had issued a Consideration Landmark Alteration Certificate on March 1, 2021. Ricehill stated that staff recommended approval of the item with findings on page 8 and the suggested conditions on page 8 & 9 of the staff report.

Commissioner Cipperly asked why the replacement brick on the north elevation would match the adjacent building and not the existing building. Ricehill explained that this was a recommendation from the Historic Preservation Commission.

Commissioner Schachter requested what the allowed uses of the property would be. Ricehill explained that the property was zoned M2 Central Core.

Commissioner Shaver asked if the encroachment into public space would require Council review. Ricehill explained that some can be reviewed administratively, such as the cornices in this project. Ricehill indicated that previous encroachments had been handled similarly. Shaver also mentioned recent discussion on encouraging ground level retail.

Commissioner Dehm had questions on the rear façade of a neighboring building. Staff indicated that the neighboring building was not in the scope of work.

Applicants Seth Hmielowski and Randy Henrie, Architects with Z- Group provided the Commission with a brief description of the project, including details on the brick and other design details. Applicant Candace Whipple provided additional information on the application, expressing desire to develop the property, while preserving the historic character of the building. Applicant Henrie further explained the project and design.

Commissioner Shaver asked the applicant if there had been conversation with owner of neighboring Creamery building regarding a window. Shaver also asked if the parapet was sufficiently high to be a guardrail. Henrie explained that the parapet was high enough to be a guardrail. Shaver also asked if the encroachment would be required in the alley as well, which the applicant confirmed. Shaver also asked if an engineer had examined the historic cornices. Applicant Henrie explained that had not yet occurred and would likely occur prior to starting construction. Shaver also asked what the name of the building would be.

Commissioner Dehm asked if there were any applicable regulation to require ground floor residential. Ricehill confirmed there was no requirements. Dehm also asked for height restriction information. Ricehill stated that the maximum height by right was 40'. Dehm asked if this project could potentially meet the requirements for exceeding height restrictions for deed restricted housing. Ricehill explained staff could look at the potential for that, as a case study and not as a condition of approval.

Applicant Hmielowski indicated that they could be potentially interested in pursuing the option of adding height.

Commissioner Shaver pointed out that addition of another floor would likely incur further review by the Historic Preservation Commission.

Commissioner Schachter asked staff to confirm that this application was received before the inclusionary zoning ordinance was enacted and that the applicant had the option of participating in the deed restricted housing. Ricehill confirmed the application was received prior to the ordinance and was not subject to those requirements.

Commissioner Dehm opened the item to public comment.

No members of the public presented for comment.

Commissioner Dehm closed the item to public comment.

Commissioner Cipperly made a motion to continue the item to the June 22nd, 2021 regular meeting.

Commissioner Shaver seconded the motion.

Commissioner Dehm expressed the desire to see a retail space on the ground floor.

Commissioner Dehm called the item to question.

Motion passed unanimously.

- 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.

Assistant Community Development Director Gretchen Ricehill provided the Commission with a presentation on the application item. Ricehill indicated staff recommended approval with findings on pages 6 & 7 and conditions on page 7 of the staff report.

Commissioner Shaver asked if this was the same zoning district that had previous variances. Ricehill explained that the majority of previous sign variances had occurred in the RT Residential Transitional District and also further explained differences between RT and RM1 Zoning Districts. Commissioner Shaver asked regarding the existing unpermitted sign on the south side of property. Ricehill suggested that the applicant could include this sign in the variance application for the June meeting, if the meeting were re-noticed. Ricehill indicated the alternatives would be sign removal or requiring an entirely new application.

Commissioner Dehm asked staff for confirmation on the recent change of variance criteria. Ricehill explained that signs were not included as a design standard and were still required to meet all seven of the variance criteria.

Applicant Glenda Oliver, Principal at St. Stephen's, provided more information on the existing unpermitted sign. Oliver indicated they would be willing to remove that sign. Oliver stressed the need for having signs on both the east and west sides of the building.

Commissioner Dehm opened the item to public comment.

No members of the public presented for comment.

Commissioner Dehm closed the item to public comment.

Commissioner Schachter made a motion to continue the item to the June 22nd meeting.

Commissioner Cipperly seconded the motion.

Commissioner Wissing when St. Stephen's was looking to start class. Applicant Oliver stated June 22nd.

Applicant Rich Carter asked the timeline for approval following the potential approval. Ricehill indicated a short turn around time for a complete submitted sign permit.

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

Motion passed unanimously.

c. Consideration of Planning & Zoning Commission By-laws: Consideration of Planning & Zoning Commission by-laws.

Community Development Director Jenn Ooton explained the item and need to update the Planning & Zoning Commission's existing by-laws to ensure that they accurately reflect current processes and procedures.

Staff requested that the Planning & Zoning Commission review the current by-laws and suggest updates or corrections as needed.

Commissioner Dehm requested staff to provide suggestions for potential changes. There was further discussion between Commission and staff regarding time limits, workshops, attendance, and other items.

6. Commissioner Comments

Commissioner Shaver and Cipperly thanked staff for reminder for the previous Special meeting.

7. Director Comments

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

8. Adjournment

Meeting was adjourned at 10:00 PM.



Planning and Zoning Commission Report

Date: July 29, 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.

REYNOLDS AND CAIN DITCH COMPANY

**P.O. Drawer 790
Glenwood Springs, CO 81602**

May 21, 2021

Address 480 Donegan Rd, Glenwood Springs, CO 81601
Glenwood Partnership LLP

RE: Reynolds and Cain irrigation season

The Reynolds and Cain Ditch Company (Ditch) can serve irrigation water through the Ditch during the entire irrigation season. The Ditch has ample water rights on Mitchell Creek and reliability on the ditch to provide the water shares allocated to noted property for irrigation purposes only.

Mike Hoffman
Reynolds and Cain Ditch Company, President



Memorandum

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

On May 13, 2021 the Housing Commission met and further discussed Planning item 09-20. The Commission wanted to provide additional clarification on the previous recommendation.

The housing commission supports the R2 Partnership project based on the need for more rental housing in Glenwood Springs.

The Regional Housing Study completed in 2019 estimated Glenwood Springs housing shortfall at roughly 2,000 units in 2017, which was also predicted to remain relatively the same through the year 2027 even with assumed growth in the housing sector. The estimates showed significant need increases in the 60-100% AMI category, with a 1,000-unit shortfall predicted in 2027 in those income categories alone. For reference, 2021 Area Median Income statistics for a single person are as follows for Garfield County with additional salary information as collected by the Commission from area employers:

Garfield County, CO

60% AMI	\$37,140
70% AMI	\$43,330
80% AMI	\$49,520
100% AMI	\$61,900

Correlating Professional Incomes

Certified Nurse Assistants	\$31,000-\$35,000
Teachers	Starting: \$41,000, Median: \$56,000
Clinic Registered Nurse	\$54,000-\$56,000
Police Officer	\$53,000-\$75,000

*Not an exhaustive list. Information provided by Roaring Fork Schools, Valley View Hospital, and City of Glenwood Springs.

This is the basis for the commission's recommendation for additional units, or increased affordability within the project. The Commission's goal is to maximize the community benefit of housing options at different income levels. The housing commission's recommendation is intended to be an iterative process with the Developer to achieve the maximum community benefit while also maintaining a financially feasible project. The commission is open to reviewing a proposal from the Developer on how the project can best meet both needs.

Housing Commission's recommendation from April 19, 2021 is included below for reference.

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.

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.

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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

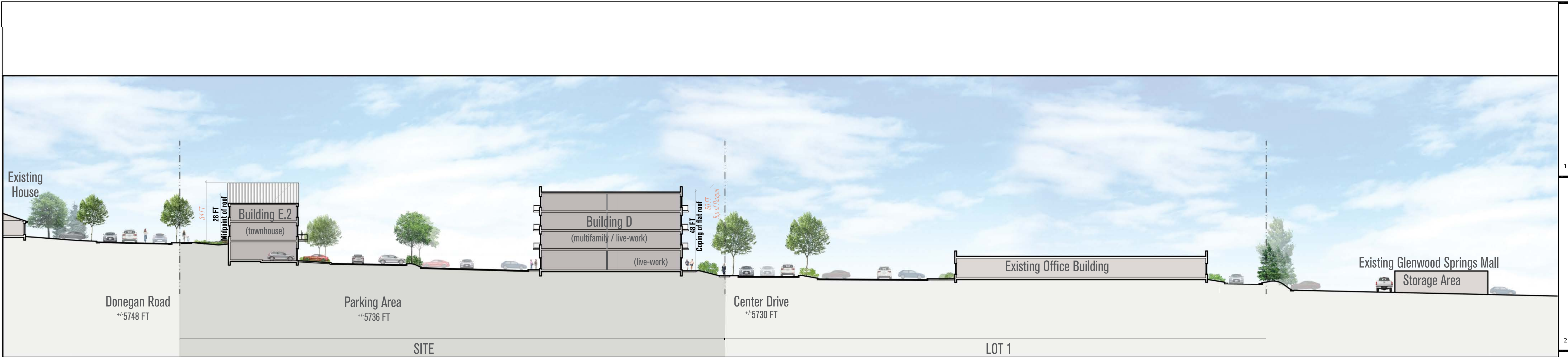
SERVICE THROUGH DEDICATION, PROFESSIONALISM AND EXCELLENCE



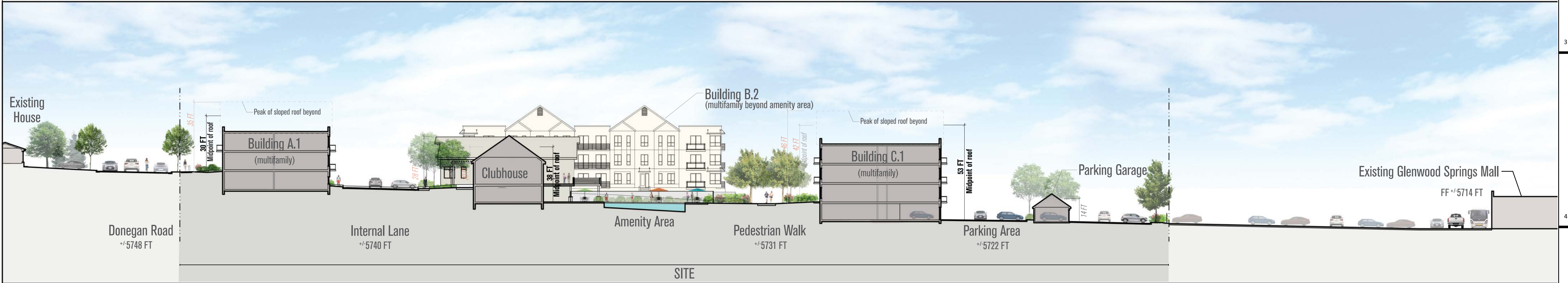
etc. These conversations are ongoing and necessary for future evacuations regardless of the current development proposal. We are confident the forthcoming plans will be complete well in advance of any development of the subject property. However, the applicant's stated \$40,000 contribution towards planning/implementation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



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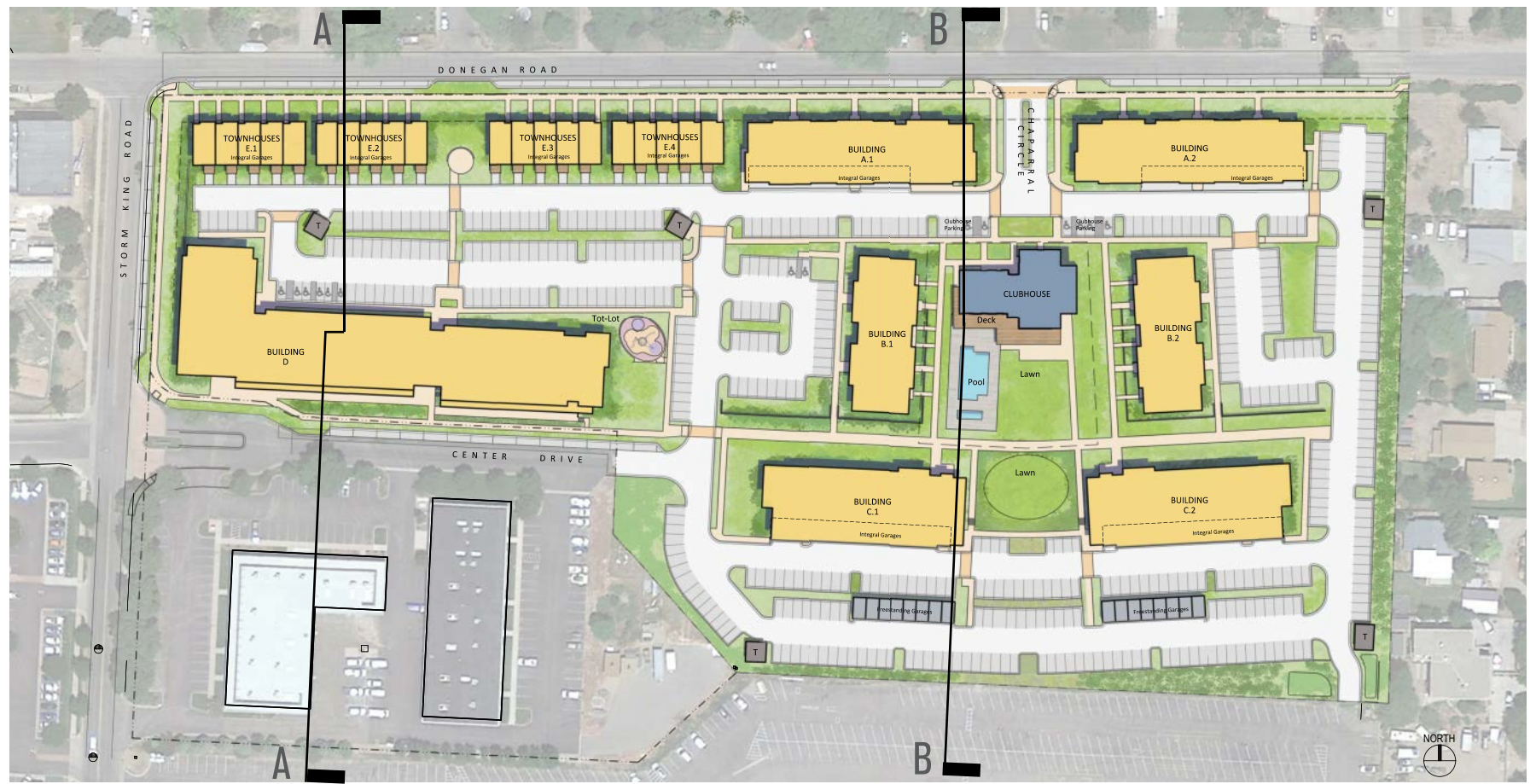
SECTION AA
1"=30'



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

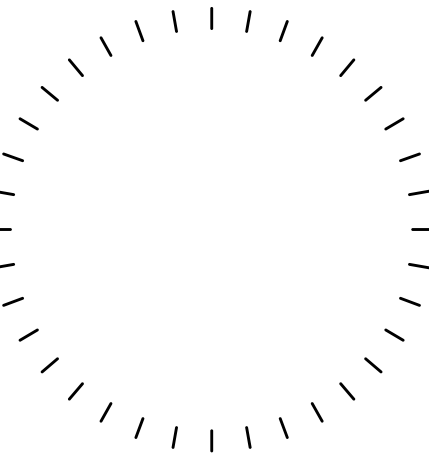
LEGAL
Garfield & Hecht, P.C.
901 Grand Avenue Glenwood Springs, CO 81601
p. 970. 947. 1936

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

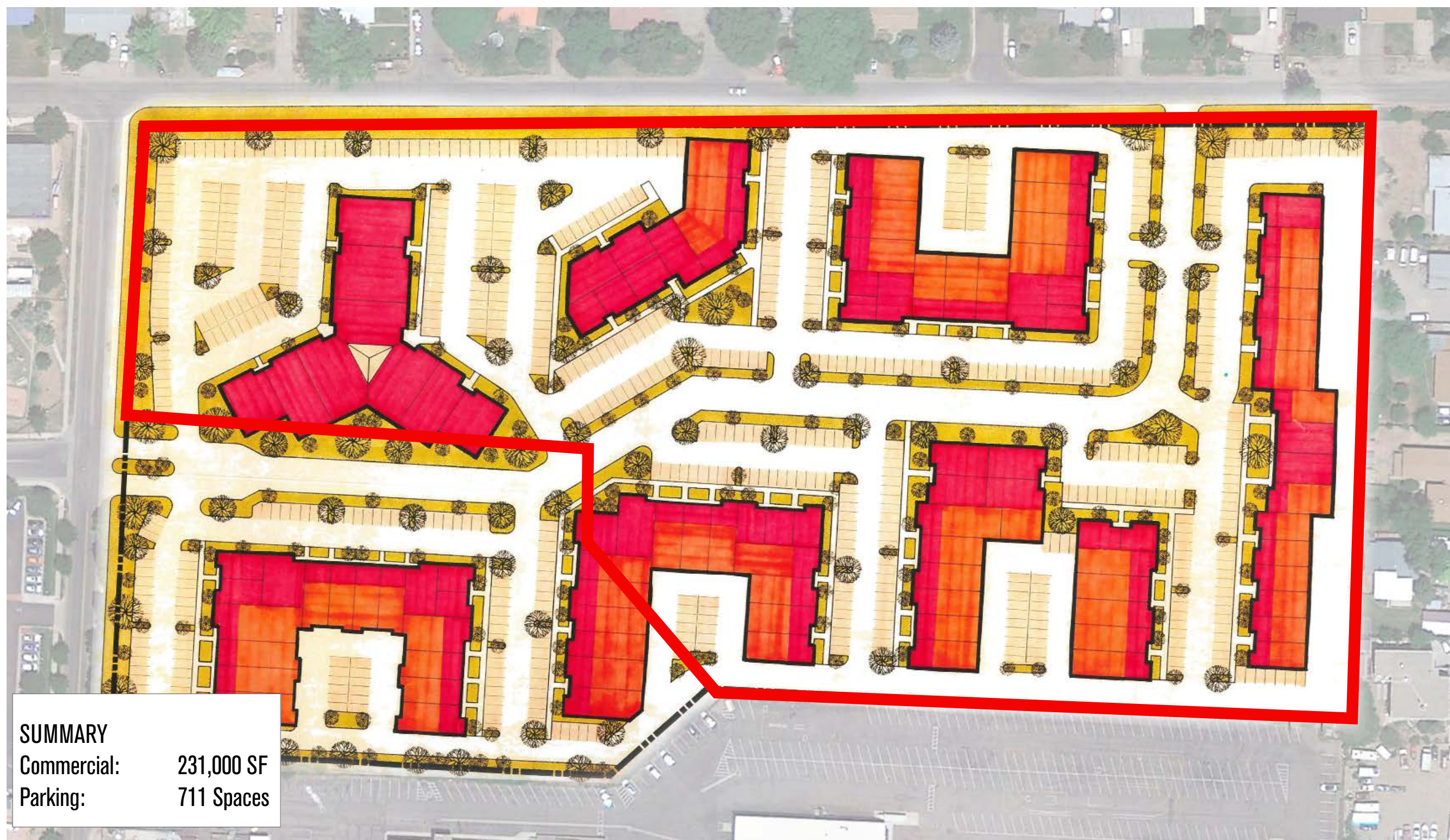
Scale
AS NOTED

Drawing

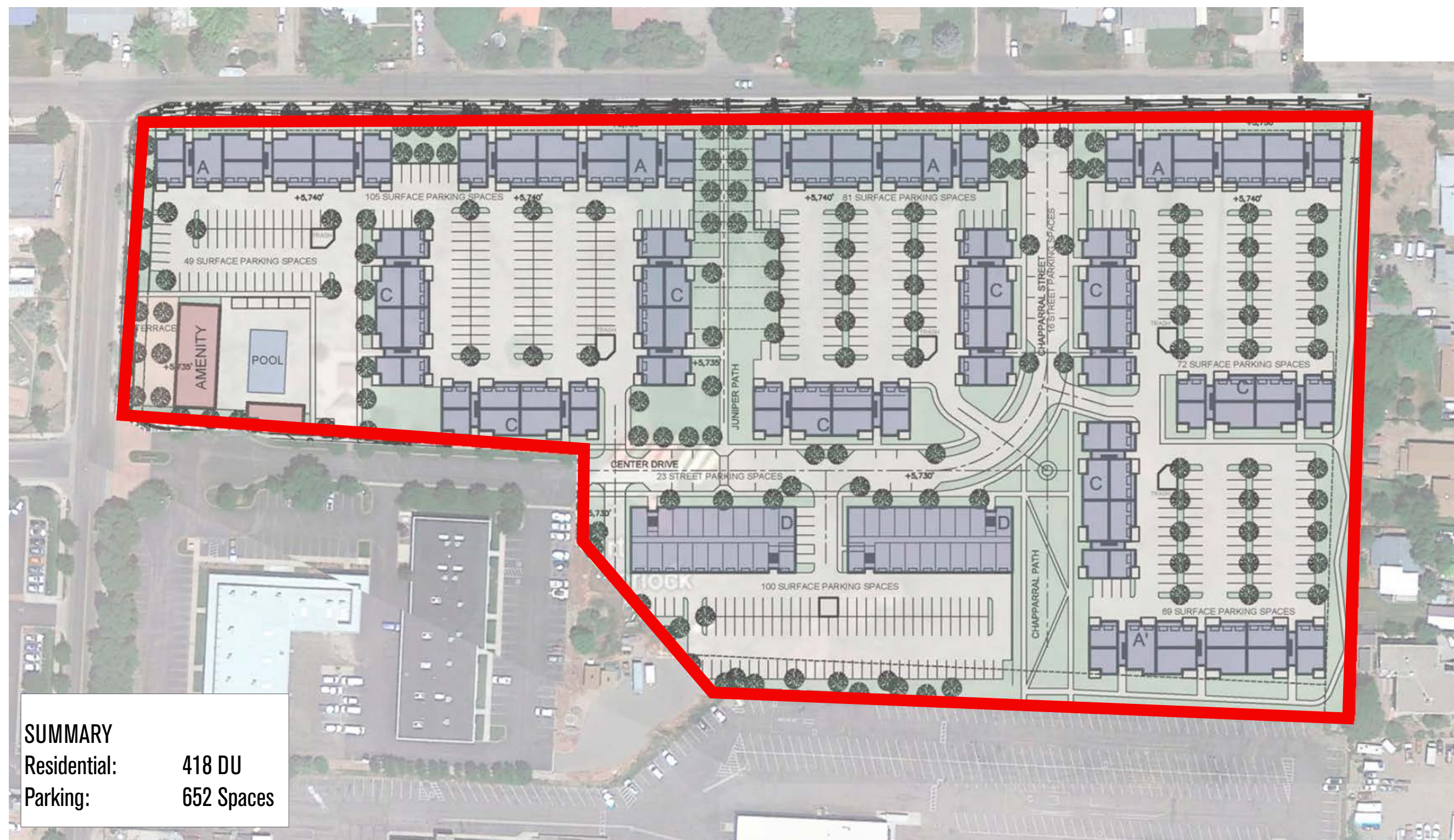
SITE SECTION

LA4.1

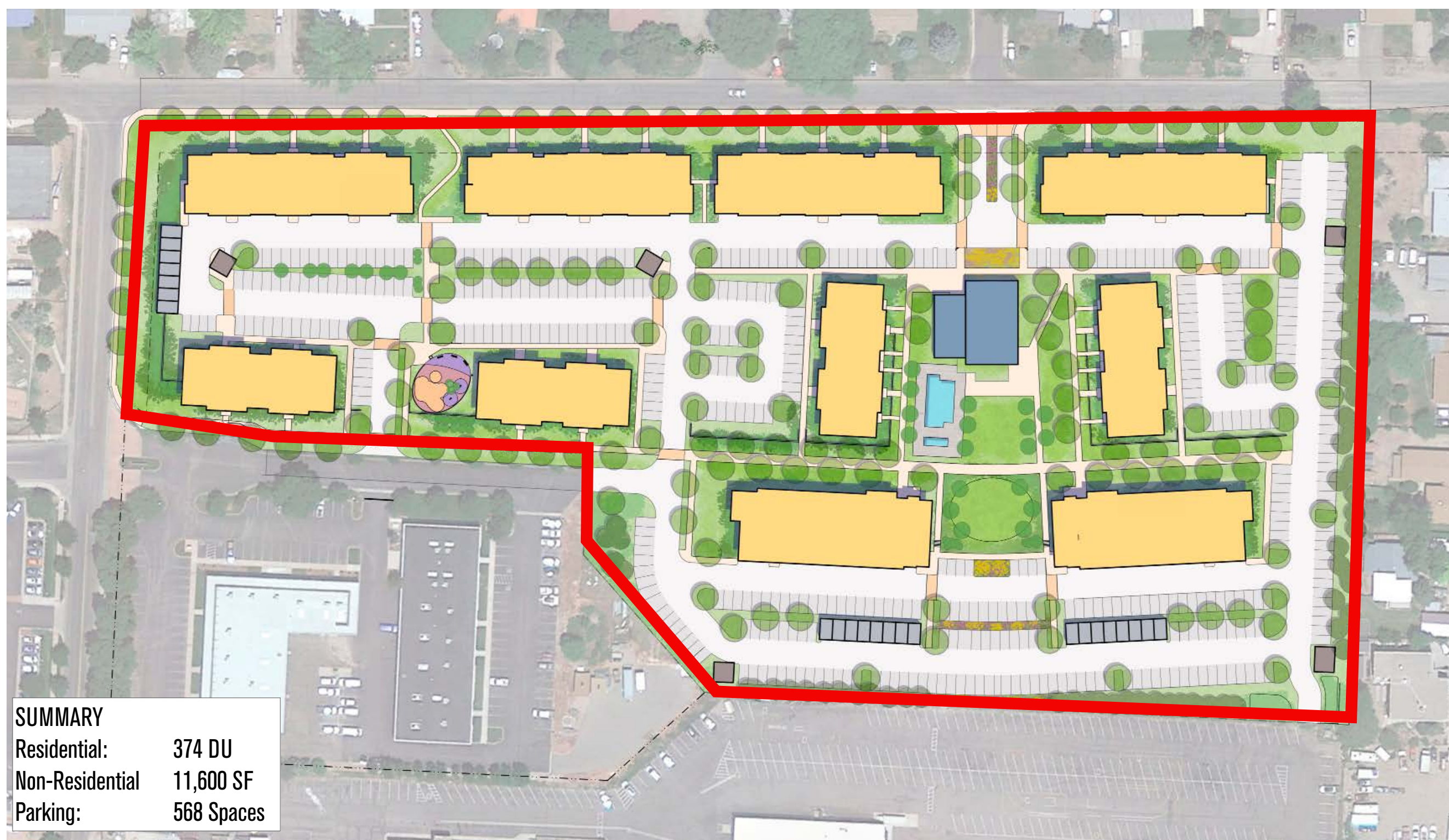
ANNEXATION AND ZONING SUBMISSION



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

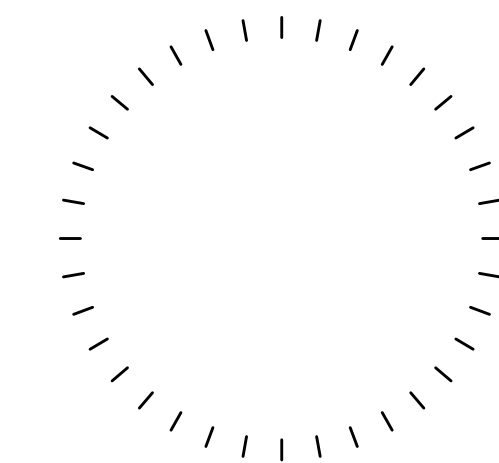
LEGAL
Garfield & Hecht, P.C.
901 Grand Avenue Glenwood Springs, CO 81601
p. 970. 947. 1936

480 DONEGAN

GLENWOOD SPRINGS, COLORADO

hord | coplan | macht

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

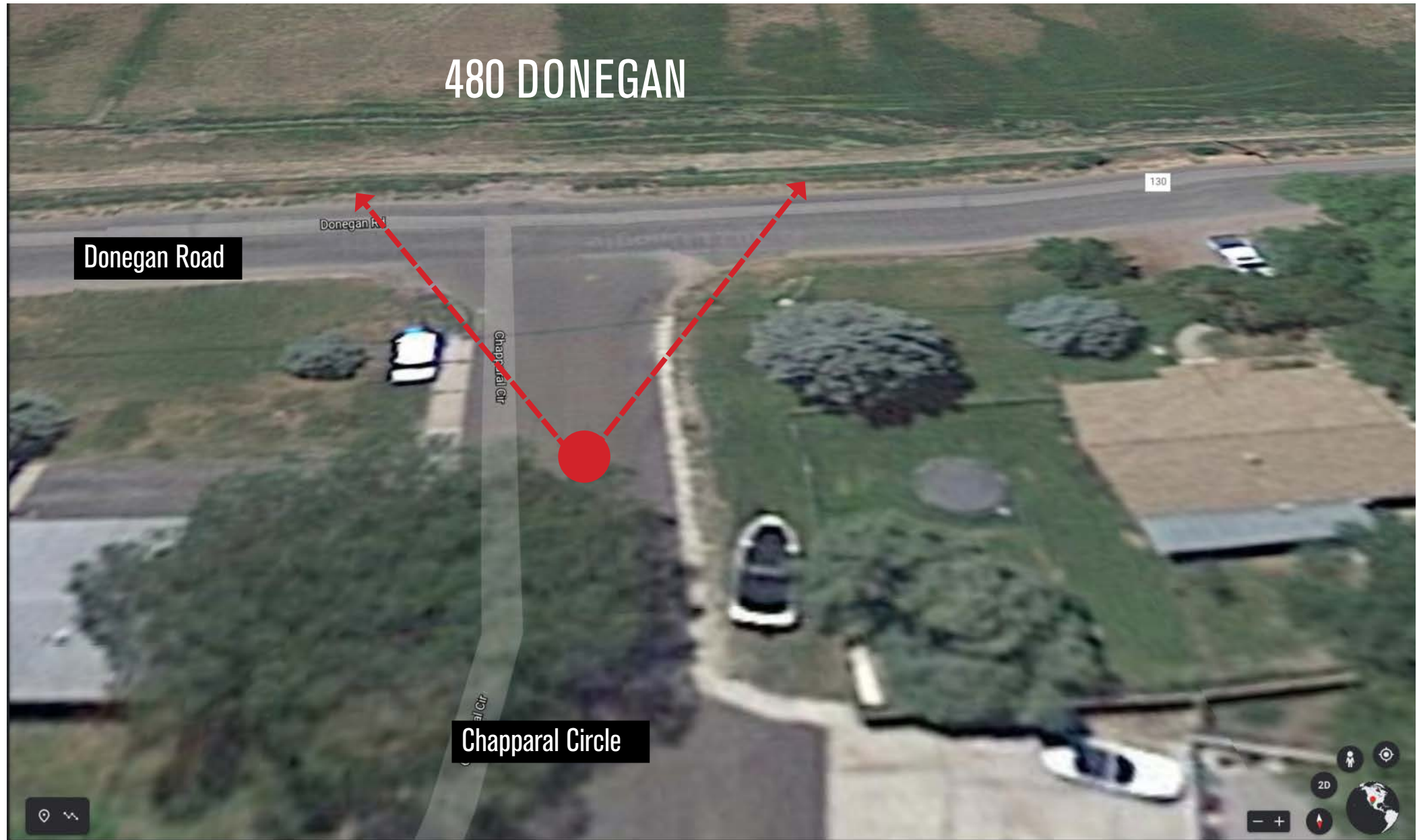
NOT FOR CONSTRUCTION



PROPOSED CHAPPARAL CIRCLE VIEW



VIEW WITH LANDSCAPE



VIEW LOCATION PLAN
Not-to-Scale

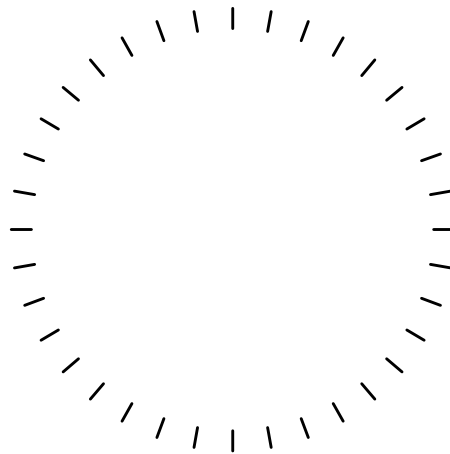
1	APPLICANT 214 Center Drive, LLC PO Box 9833 Cincinnati, OH 45209 p. 513. 479. 4396	
	ARCHITECTURE / PLANNING / LANDSCAPE ARCHITECTURE Hord Coplan Macht, Inc. 1800 Wazee Street, Suite 450 Denver, CO 80202 p. 303. 222. 2151	
2	CIVIL ENGINEER Sopris Engineering, LLC. 502 Main Street Carbondale, CO 81623 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

hord | coplan | macht

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

NOT FOR CONSTRUCTION



PROPOSED JUNIPER COURT VIEW



VIEW WITH LANDSCAPE



VIEW LOCATION PLAN
Not-to-Scale

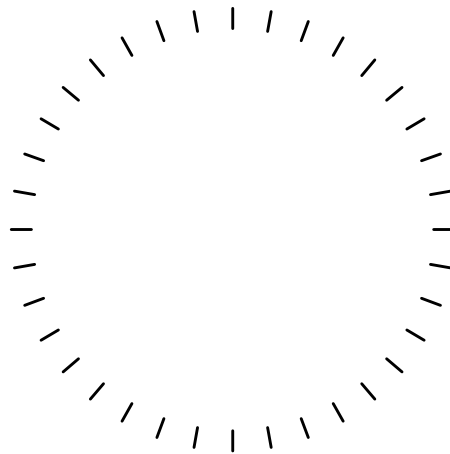
1	APPLICANT 214 Center Drive, LLC PO Box 9833 Cincinnati, OH 45209 p. 513. 479. 4396	
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2	LEGAL Garfield & Hecht, P.C. 901 Grand Avenue Glenwood Springs, CO 81601 p. 970. 947. 1936	

480 DONEGAN

GLENWOOD SPRINGS, COLORADO

hord | coplan | macht

- ARCHITECTURE
- LANDSCAPE ARCHITECTURE
- PLANNING
- INTERIOR DESIGN



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

Project Name	
480 DONEGAN	
Project Number	
22023.00	
Date	
03/12/2021	
Scale	
AS NOTED	
Drawing	

VISUAL SIMULATION

A 2.5

ANNEXATION AND ZONING SUBMISSION

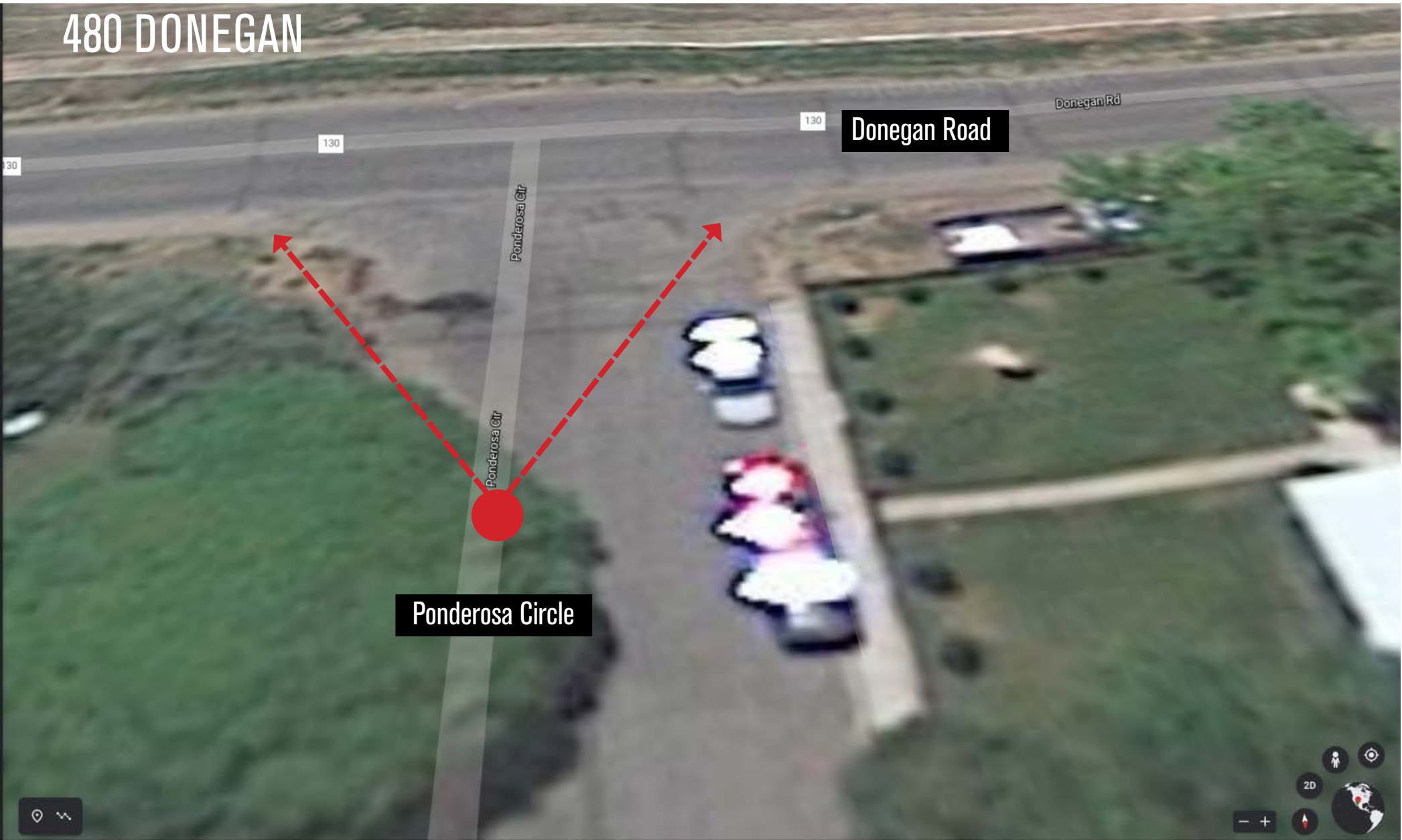
NOT FOR CONSTRUCTION



PROPOSED PONDEROSA CIRCLE VIEW



VIEW WITH LANDSCAPE



VIEW LOCATION PLAN
Not-to-Scale

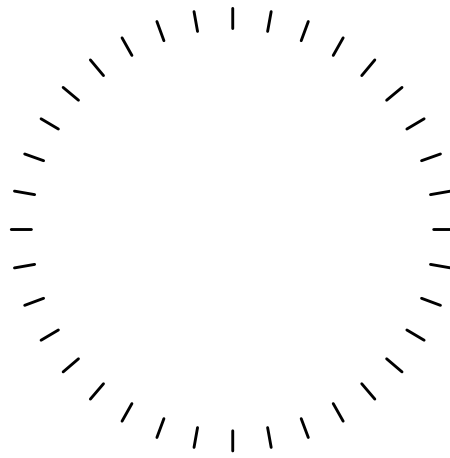
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	ARCHITECTURE / PLANNING / LANDSCAPE ARCHITECTURE Hord Coplan Macht, Inc. 1800 Wazee Street, Suite 450 Denver, CO 80202 p. 303. 222. 2151	
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480 DONEGAN

GLENWOOD SPRINGS, COLORADO

hord | coplan | macht

- 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.

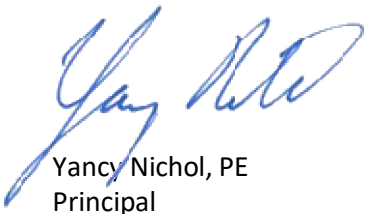
- **We obtained the scope (intersections to evaluate) from the City of Glenwood Springs staff when we began the project. It would not be typical or appropriate for a project of this size to evaluate that intersection being so far east of this proposed development.**
- **Per the 480 Donegan Traffic Analysis, 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





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.

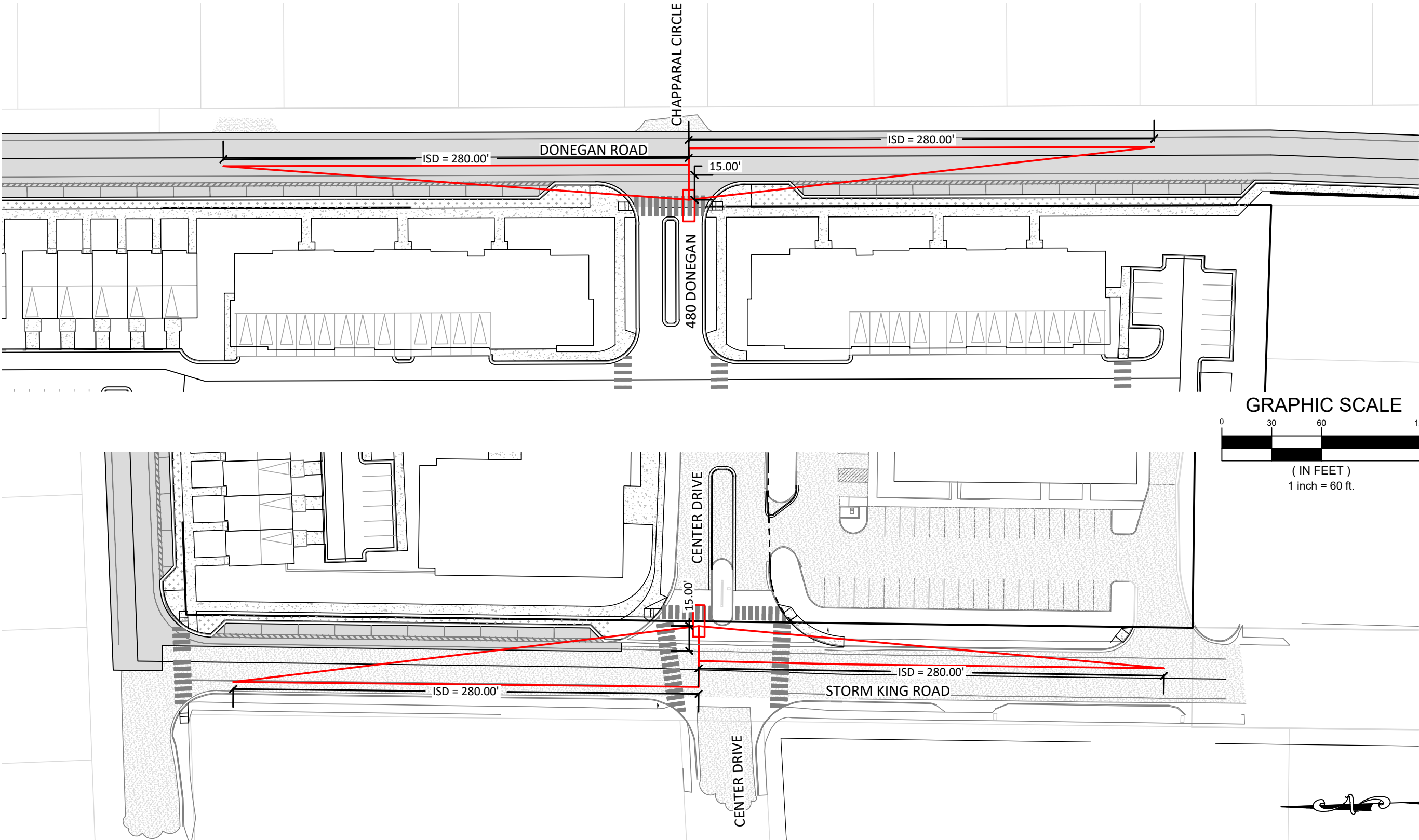
Regards,

Kelly Mullane

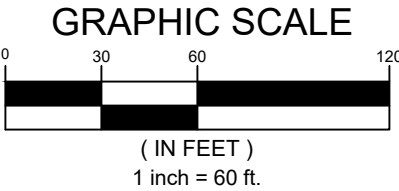
Kelly Mullane, District Administrator

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



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

NO.	REVISION	BY	DATE

480 DONEGAN
GLENWOOD SPRINGS, COLORADO

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

Sopris Engineering
Carbondale, CO 81623

*Re: 840 Donegan Rd.
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Regards,

Kelly Mullane

Kelly Mullane, District Administrator

cc: Josh Hamel via email



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.

In total, Planning and Zoning Commission made the following requests of the applicant:

- 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 developer 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 Amy's Acres
- 11) Pedestrian safety through crossing at roundabout a 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 condominium units such as 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 the housing study.
- 19) Vehicle access through the mall site
- 20) Housing Commission recommendations met.

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.

APPROVED



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.



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.

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.

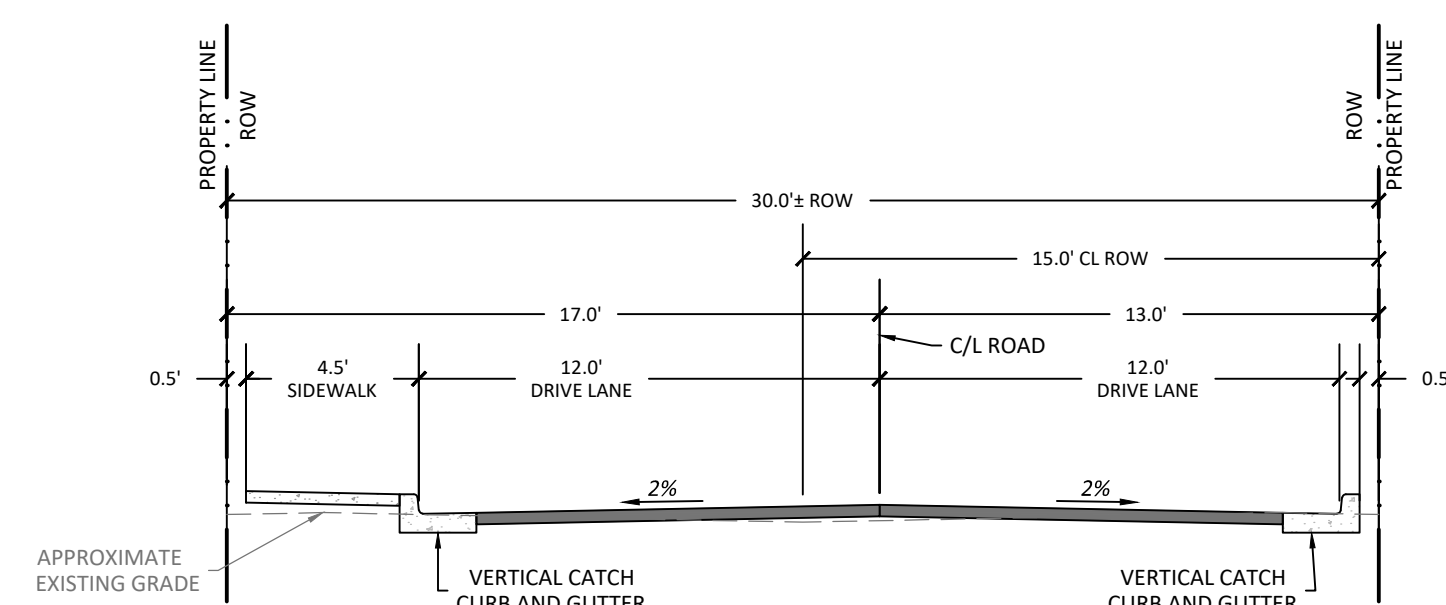
Thank you,
Matthew Langhorst
City of Glenwood Springs, Director of Public Works

EXHIBIT

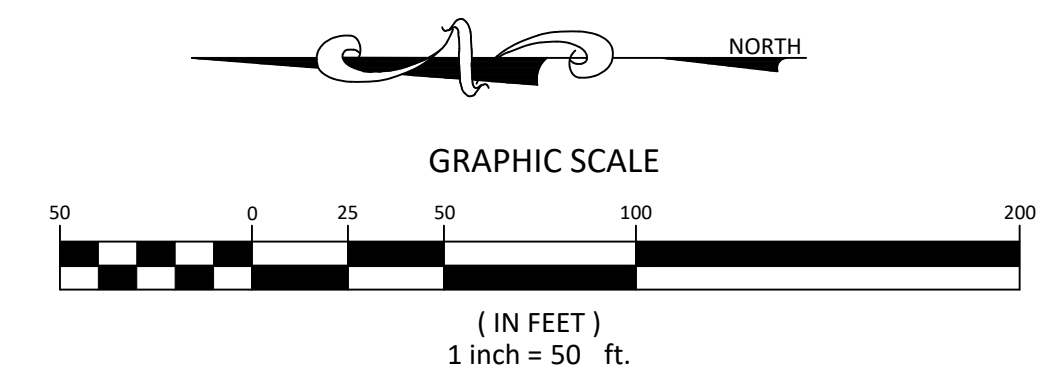
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DRAWING NO.

EXHIBIT



PROPOSED MEL RAY ROAD STREET SECTION
(OPTION 4)
LOOKING NORTH
N.T.S.



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

CALL 2-BUSINESS DAYS IN ADVANCE
BEFORE YOU DIG, GRADE, OR EXCAVATE
FOR THE MARKING OF UNDERGROUND
MEMBER UTILITIES

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

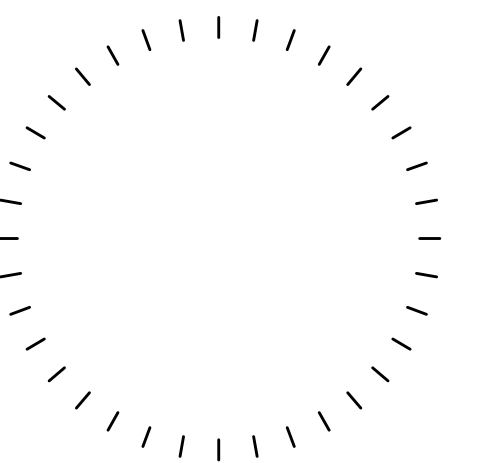


GLENWOOD SPRINGS, COLORADO



hord | coplan | macht

ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN



04/21/2021 Supplemental Site Section Exhibits

Project Name _____
480 DONEGAN

Project Number
22023.00

Date _____
03/12/2021

Scale _____
AS NOTED

Drawing

SITE SECTION

LA4.1

ANNEXATION AND ZONING SUBMISSION

Hord Coplan Macht, Inc.

NOT FOR CONSTRUCTION 7



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

1. Roll Call

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

Absent at roll call were Commissioners: Joy White

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

2. Seating of Alternate Commissioner

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

Motion passed unanimously.

3. Receipt of the Minutes

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

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

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

Motion passed unanimously.

4. Public Comments

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

5. Continued Items

- a. Planning File 40-20: Consideration of a Special Use Permit to operate a Large Child Care Center at 536 S. Hyland Park Drive, a property in the RM1-residential medium density zoning district (PIN 2185-161-30-002 & 2185-161-21-006) Application withdrawn.
- b. Planning File 69-20: Consideration of a Special Use Permit for a Retail Marijuana establishment at 2114 Grand Avenue (PIN 2185-164-00-095)

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

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

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

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

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

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

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

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

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

Commissioner Shaver seconded the motion.

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

Commissioner Dehm called the item to question.

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

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

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

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

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

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

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

Commissioner Wissing seconded the motion.

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

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

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

Commissioner Wissing seconded the amended motion.

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

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

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

Commissioner Dehm called the item to question.

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

6. New Items

- a. Planning File 09-20: Consideration of an Annexation and the initial zoning/rezoning of 15.818 acres to Commercial (CO) District and Planned Unit Development (PUD) District at 214 Center Drive (PIN 2185-061-00-042)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Commissioner Dehm opened the item to public comment.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Carlos Penay expressed additional concerns regarding wildfire evacuation.

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

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

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

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

Commissioner Dehm closed the item to public comment.

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

Commissioner Shaver seconded the motion.

Commissioner Dehm called the item to question.

Motion passed unanimously.

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

Commissioner West recused himself and left the meeting.

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

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

Commissioner Cipperly asked staff to confirm the provided parking.

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

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

Commissioner Dehm opened the item to public comment.

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

Commissioner Dehm closed the item to public comment.

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

Commissioner Shaver seconded the motion.

Commissioner Dehm called the item to question.

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

7. Commissioner Comments

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

8. Director Comments

Director Jenn Ooton had no comments.

9. Adjournment

Meeting was adjourned at 10:46 PM.



Planning 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).

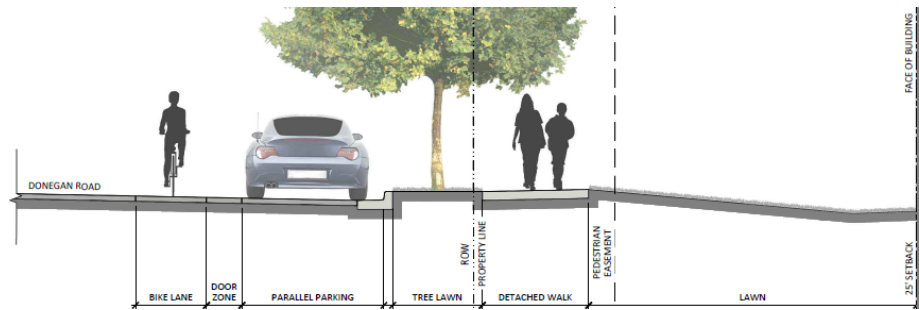
One notable aspect of the housing proposal, however, is the inclusion of affordable options in each housing type provided, excluding live/work. Currently, the applicant proposes restricting 38 (10.6 percent) to either 100 or 120 percent of area median income (AMI) as outlined in the table below.

<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.

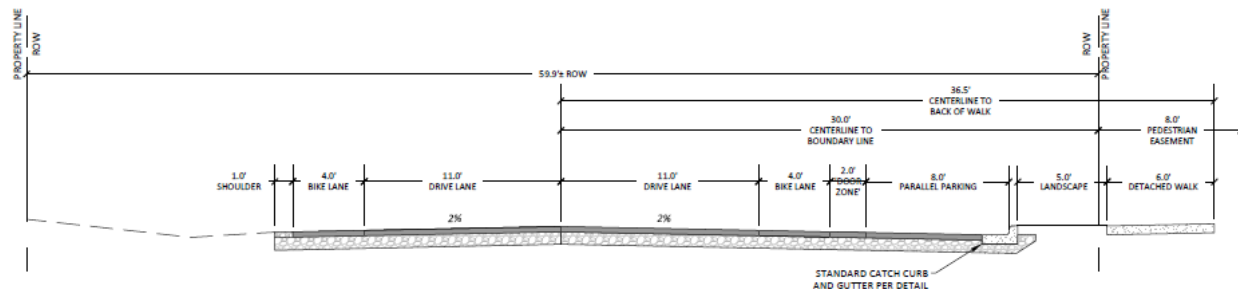
Bicycle and Pedestrian Facilities

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.

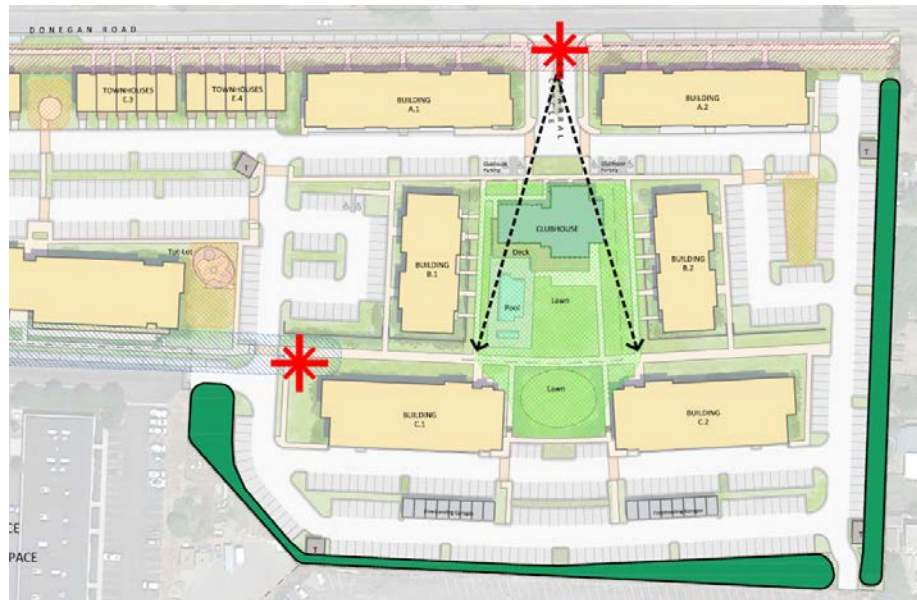
The West Glenwood Sanitation District provides sewer service to properties and uses in this area, both within and outside of the municipal limits of the City. The district has provided comments that it can serve the sanitary needs of the proposal develop.

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)

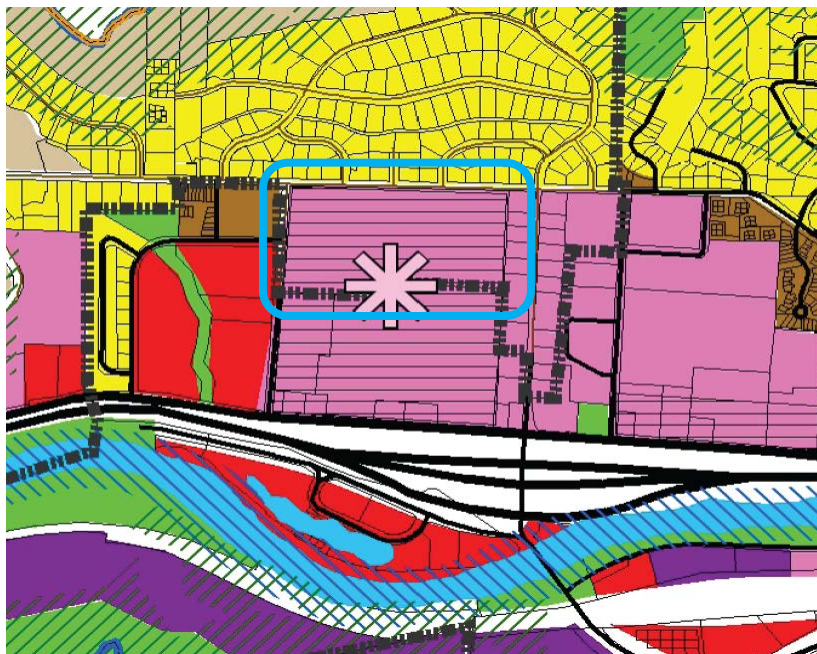
Outside of construction, the project is not anticipated to create adverse noise impacts. It is also critical to recognize that the current Garfield County Commercial/Limited zoning also allow development of the site which would have associated view and noise impacts.



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 disused above again support this goal.	
-Support social diversity	-Direct development into a compact form: infill and redevelopment (Chapter 3, Page 34) -Retain role as a regional center (Chapter 7, Page 83) -Direct growth inward (Chapter 9, Page 102)
Staff Comment: The objective/strategy outlined above are supported by the current application as it includes infill development.	
-Preserve natural resources	-Direct growth inward (Chapter 9, Page 102)

Rezoning, PUD Rezoning, and Related Approval Criteria

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

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

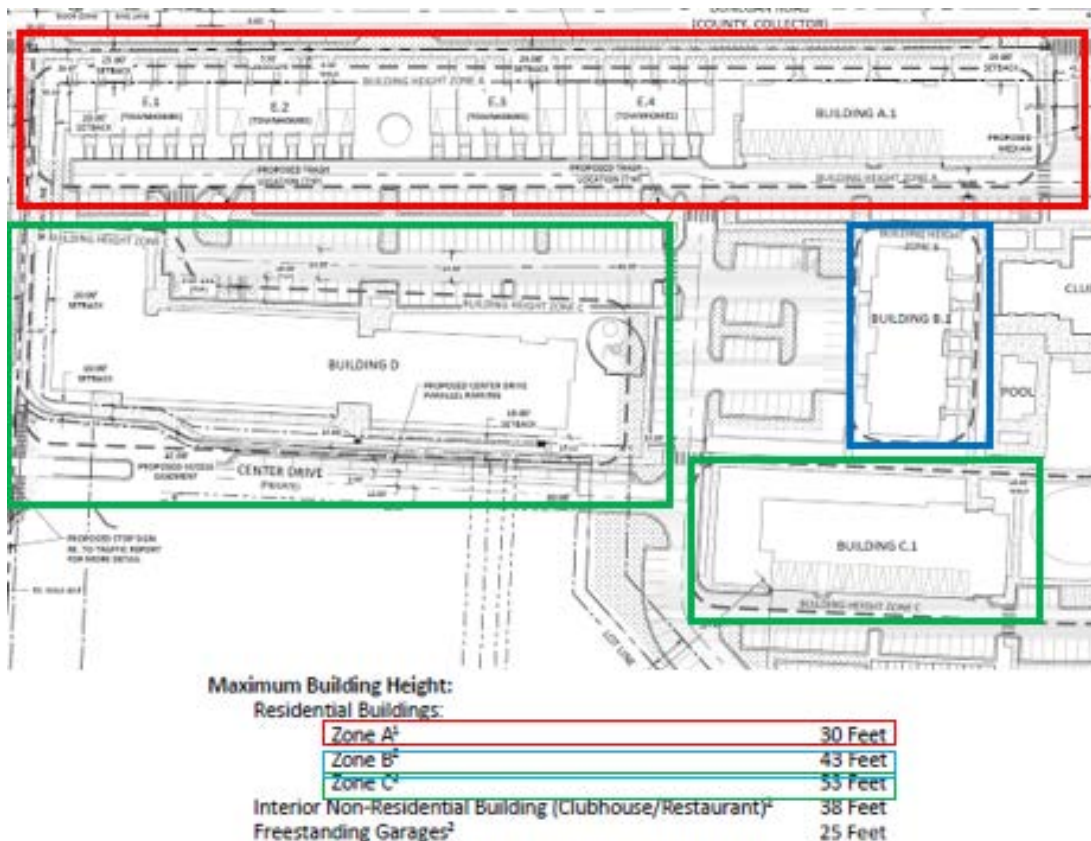
i. The rezoning is consistent with the City's comprehensive plan and the purpose of this Code;

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

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

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

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



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



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

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

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

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

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

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

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

Please see staff commentary above.

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

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

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

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

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

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

Reviewing Agency Comments

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

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

Adjacent Property Owner/Public Comments

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

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

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

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

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

ACTION ALTERNATIVES AND STAFF RECOMMENDATION:

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

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

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

Recommended Findings:

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

Recommended Conditions:

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

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

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

Recommended Findings:

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

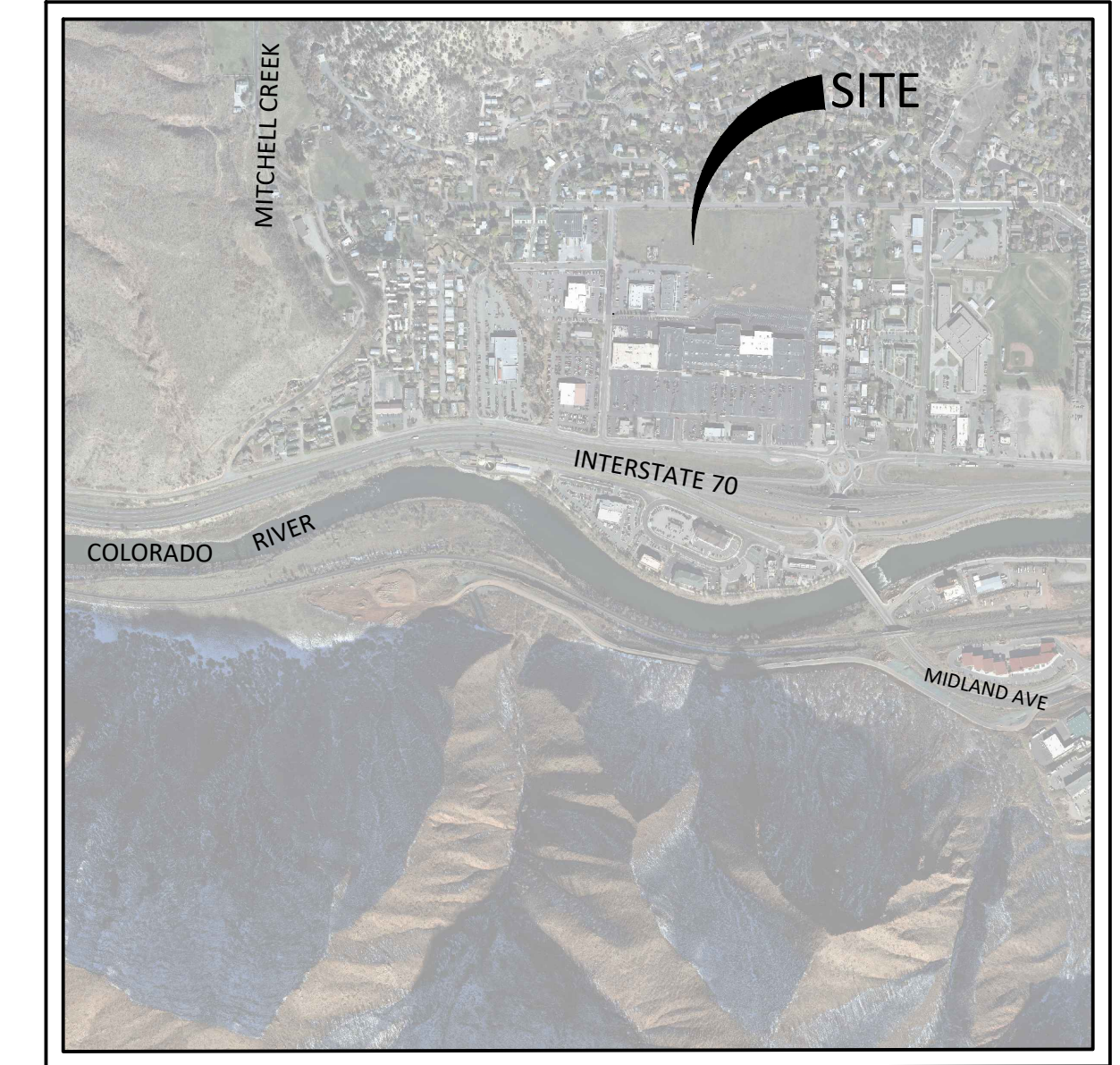
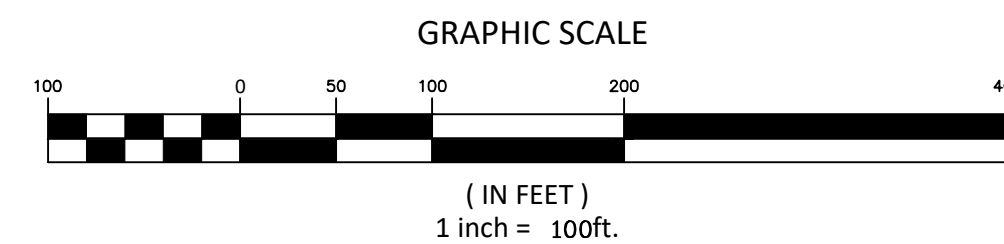
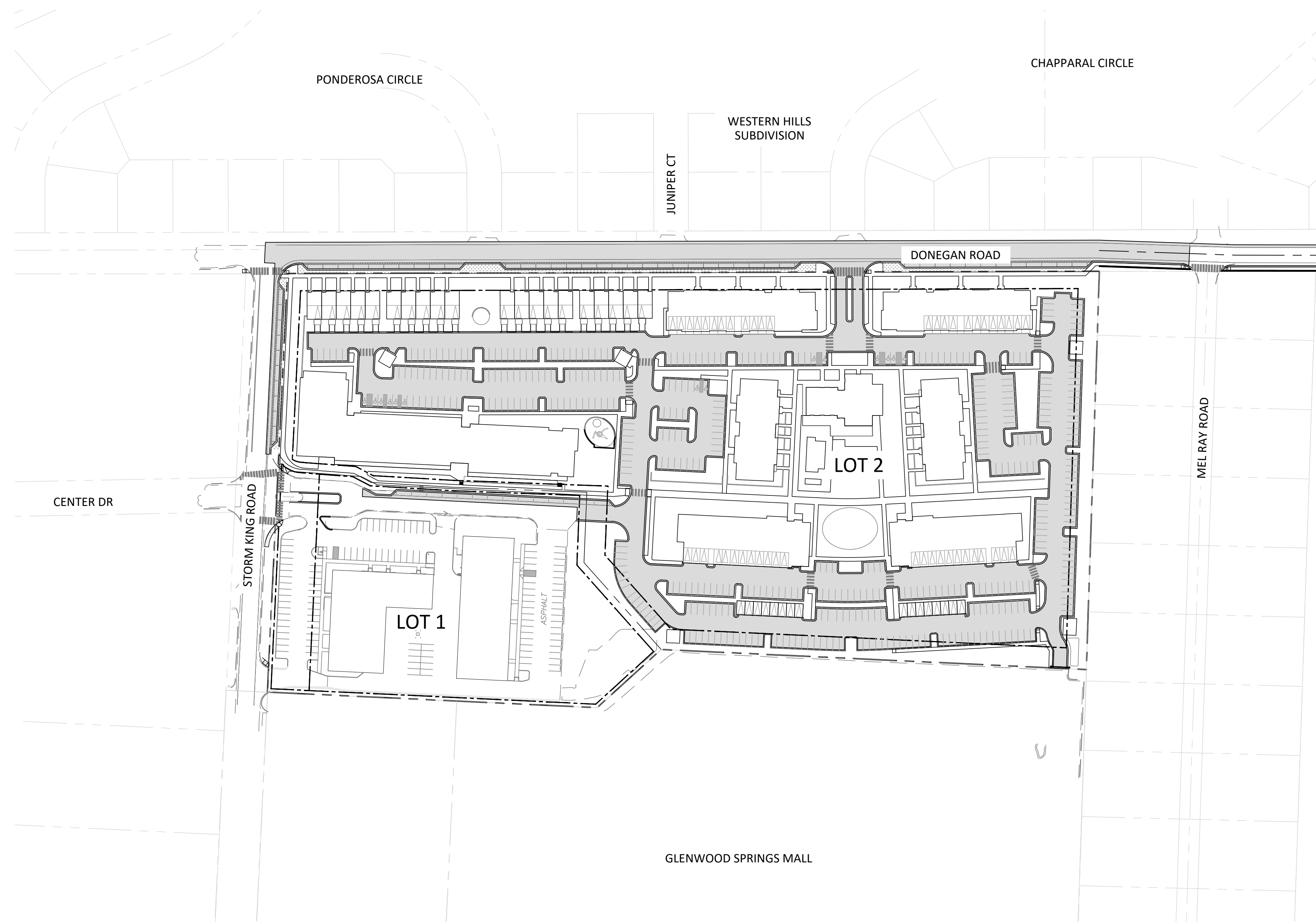
2. The rezonings are consistent with the purpose statements of the Commercial (CO) and Planned Unit Development (PUD) zoning districts;
3. Substantial changes in the area warrant a zoning change;
4. The intensity of existing and proposed development in the new zoning districts is not expected to create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

Recommended Conditions:

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

480 DONEGAN-PUD

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



VICINITY MAP
SCALE: 1" = 2000'

PLAN INDEX

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

SITE NOTES:

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

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

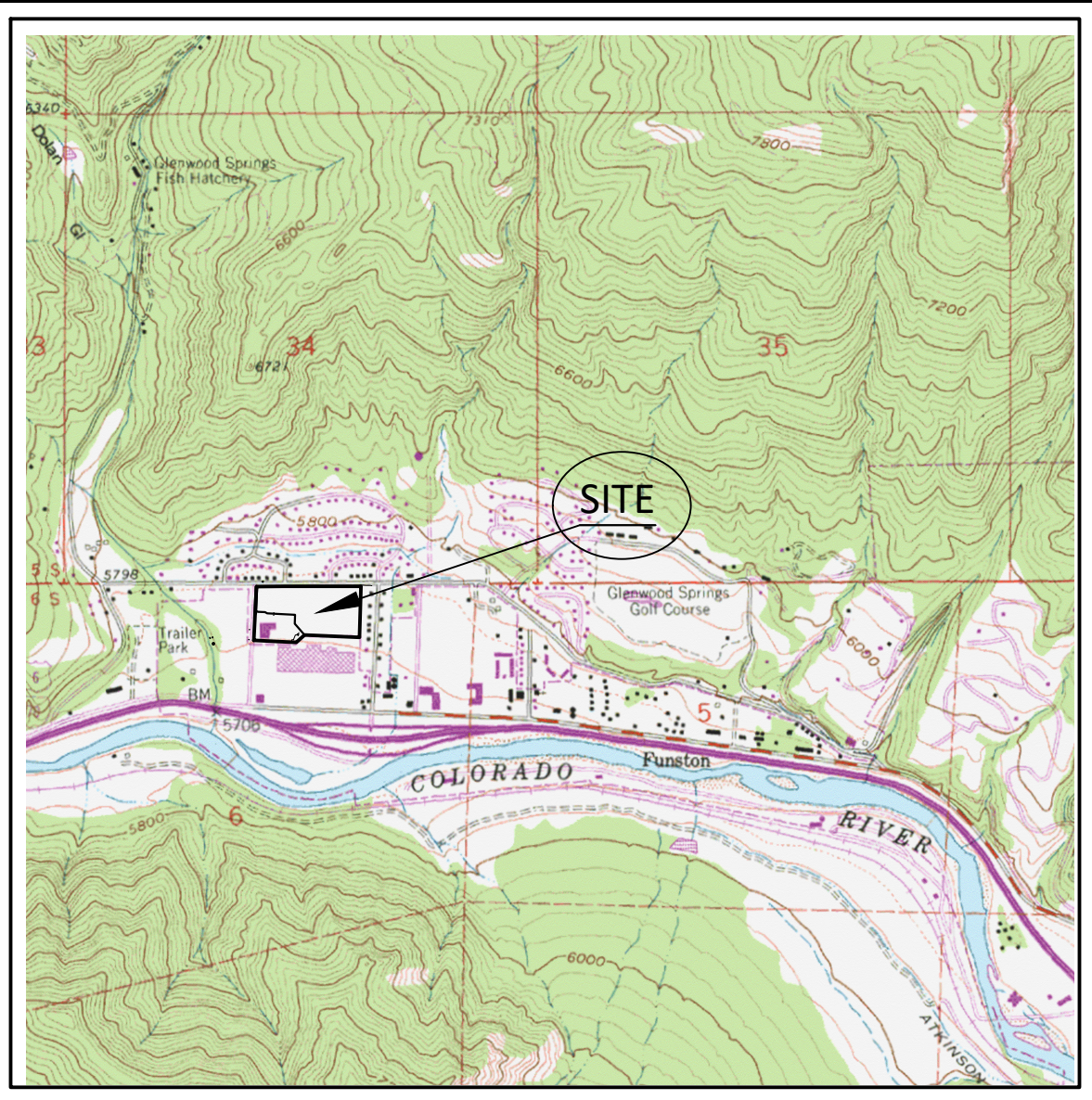
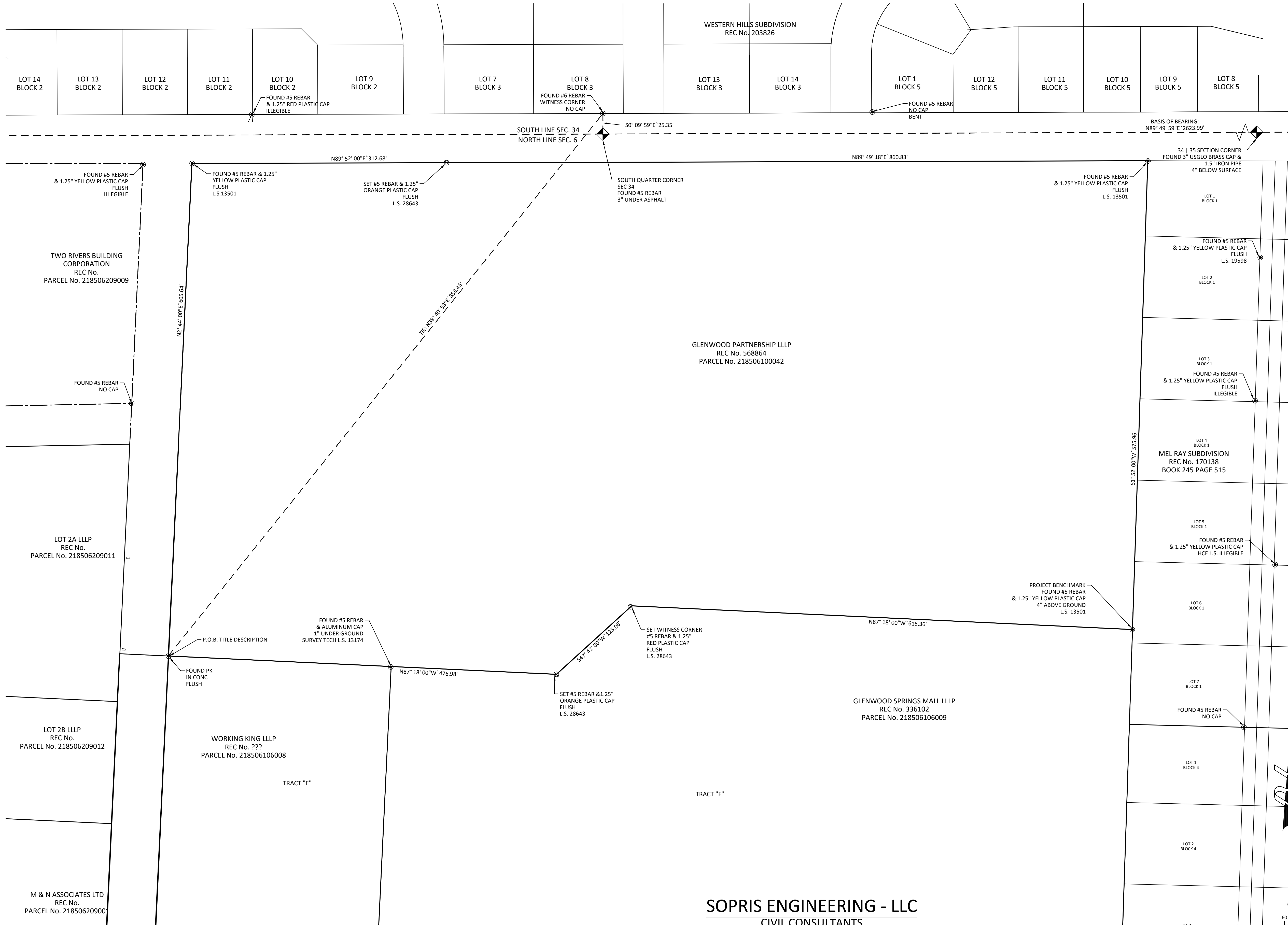
APPLICANT
214 CENTER DRIVE, LLC
PO BOX 9833
CINCINNATI, OH 45209

HORD COPLAN MACHT
ARCHITECTURE AND LANDSCAPE ARCHITECTURE
1800 WAZEE STREET, SUITE 450
DENVER, CO 80202

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

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)

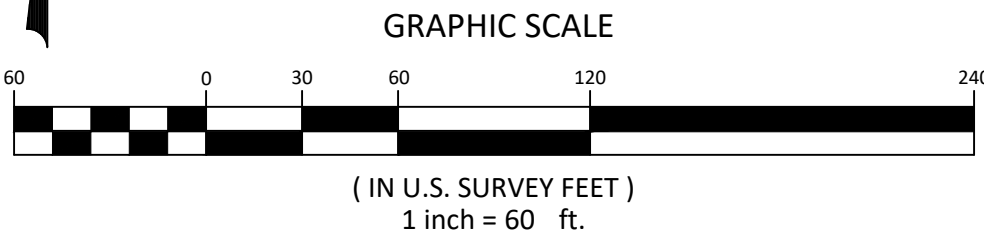
A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

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.



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

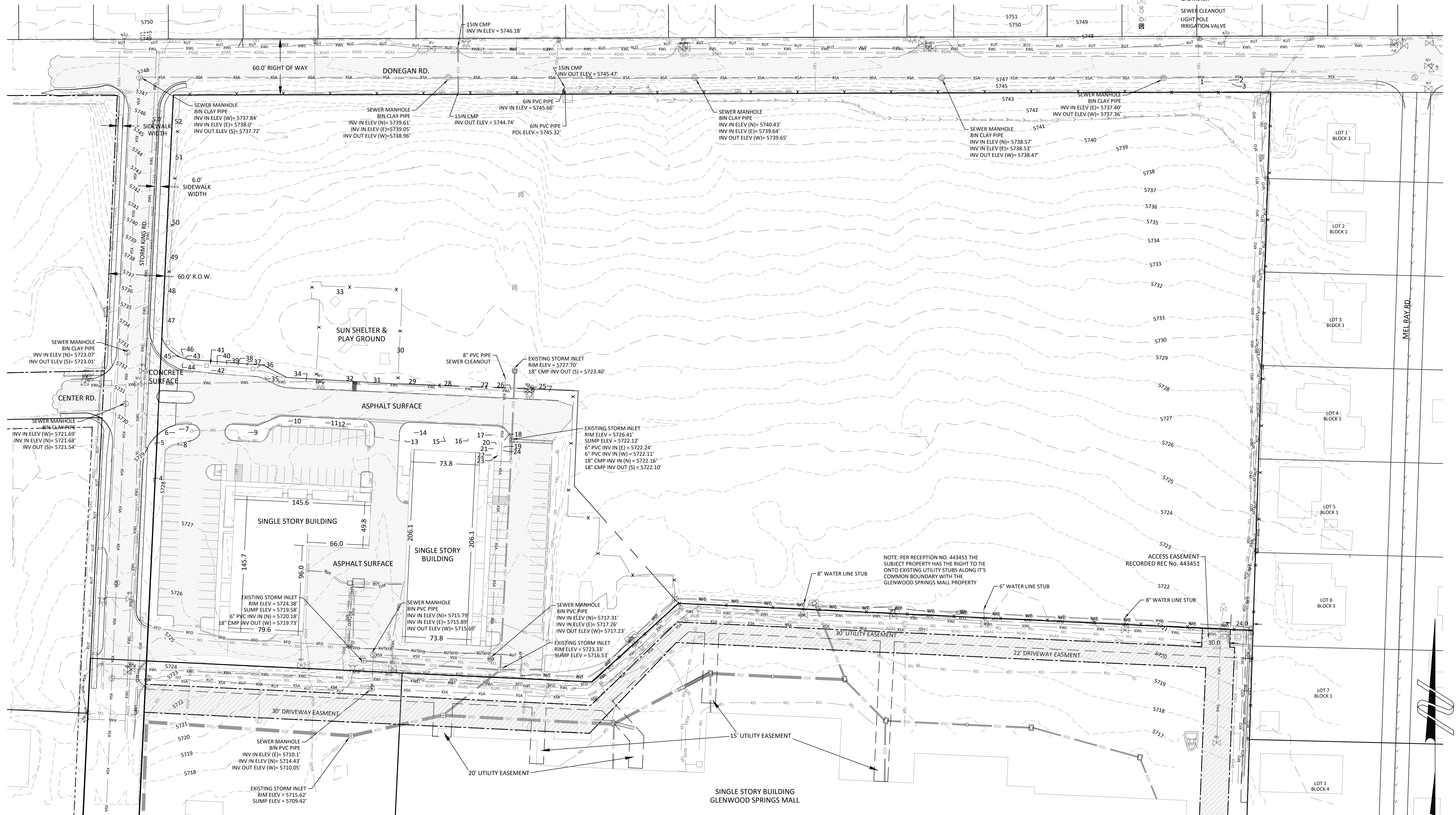
C-0.1

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

SHEET 2 OF 2

	SIGN		PVC PIPE		EXISTING WOODEN FENCE
	GAS METER		7900		EXISTING CONTOUR INTERVAL
	CATV PEDESTAL		HGAS		EXISTING GAS
	TELEPHONE PEDESTAL		XUT		EXISTING TELEPHONE
	ELECTRIC METER		XEL		EXISTING UNDERGROUND ELECTRIC
	ELECTRIC TRANSFORMER		XTV		EXISTING CABLE
	DRAINAGE DRY-WELL		XFO		EXISTING FIBER OPTIC
	SEWER MANHOLE		XWL		EXISTING 8" WATER MAIN
	GUY WIRE		XSA		EXISTING 8" SANITARY SEWER MAIN
	POWER POLE		0' 10' 20'		EXISTING SWALE OR DITCH
	FIRE HYDRANT				EXISTING STORM SEWER
	WATER VALVE				DECIDUOUS TREE
	WATER SHUT-OFF				CONIFEROUS TREE
	GAS METER				
	SEWER CLEANOUT				
	LIGHT POLE				
	IRRIGATION VALVE				



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

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

GRAPHIC SCALE



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

C-0.2

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

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

LOT 1 PROPOSED
ZONING

DRAWING NO.

C-1.1

PROPOSED LEGEND

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

DEVELOPMENT SUMMARY:

Gross Site Area: 3.54 AC (154,151.55 SF)

LAND USES:

BUILDING 1 (WEST L SHAPED BUILDING)

OFFICE	9,070 GSF +/-
WAREHOUSE	2,716 GSF +/-
PRESCHOOL	2,235 GSF +/-
SOILS LAB	959 GSF +/-
TOTAL BUILDING 1=	14,980 GSF +/-

BUILDING 2 (EAST RECTANGULAR BUILDING)

OFFICE	9,153 GSF +/-
WAREHOUSE	6,091 GSF +/-
TOTAL BUILDING 2=	15,244 GSF +/-

TOTAL BUILDING GROSS SQUARE FOOTAGE = 30,224 GSF +/-

COMMERCIAL (CO) DEVELOPMENT STANDARDS:

LANDSCAPING

Minimum Required: 0.35 AC (10% of the Gross Site Area)
Area Provided: 0.47 AC (13% of the Gross Site Area)

COMMON OPEN SPACE

Minimum Required: 0.35 AC (10% of the Gross Site Area)
Area Provided: 0.47 AC (13% of the Gross Site Area)

SETBACKS

FRONT:	
Minimum	5 feet
Max. (From arterial streets)	60 feet
Max. (From other streets)	40 feet
Building 1 (West L shaped building)	+/- 86 feet (Greater than maximum)

SIDE:	Minimum	5 feet
	No maximum designated	

Both buildings are greater than 5 feet

REAR:	
Minimum with alley	10 feet
Minimum without alley	7.5 feet
No maximum designated	

Both buildings are greater than 10 feet

BUILDING HEIGHT

Maximum Building Height: 40 feet

One story buildings, less than 40 feet tall

PARKING

Minimum Required Parking:

Office	18,223 SF	1 SP/300 SF	61 Spaces
Warehouse	8,087 SF	1 SP/400 SF	22 Spaces
Preschool	2,235 SF	1 SP/250 SF	9 Spaces
Soils lab (Assumption on parking)	959 SF	1 SP/250 SF	4 Spaces
	<i>Total</i>		<i>96 Spaces</i>

Existing Parking:

Building 1 (West L shaped building)	59 regular spaces, 2 ADA spaces
Building 2 (East rectangular building)	37 regular spaces, 2 ADA spaces
Between buildings	12 regular spaces, 0 ADA spaces
<i>Total existing spaces</i>	108 regular spaces, 4 ADA spaces



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

CALL 2-BUSINESS DAYS IN ADVANCE
BEFORE YOU DIG, GRADE, OR EXCAVATE
FOR THE MARKING OF UNDERGROUND
MEMBER UTILITIES

GENERAL PLAN NOTES:

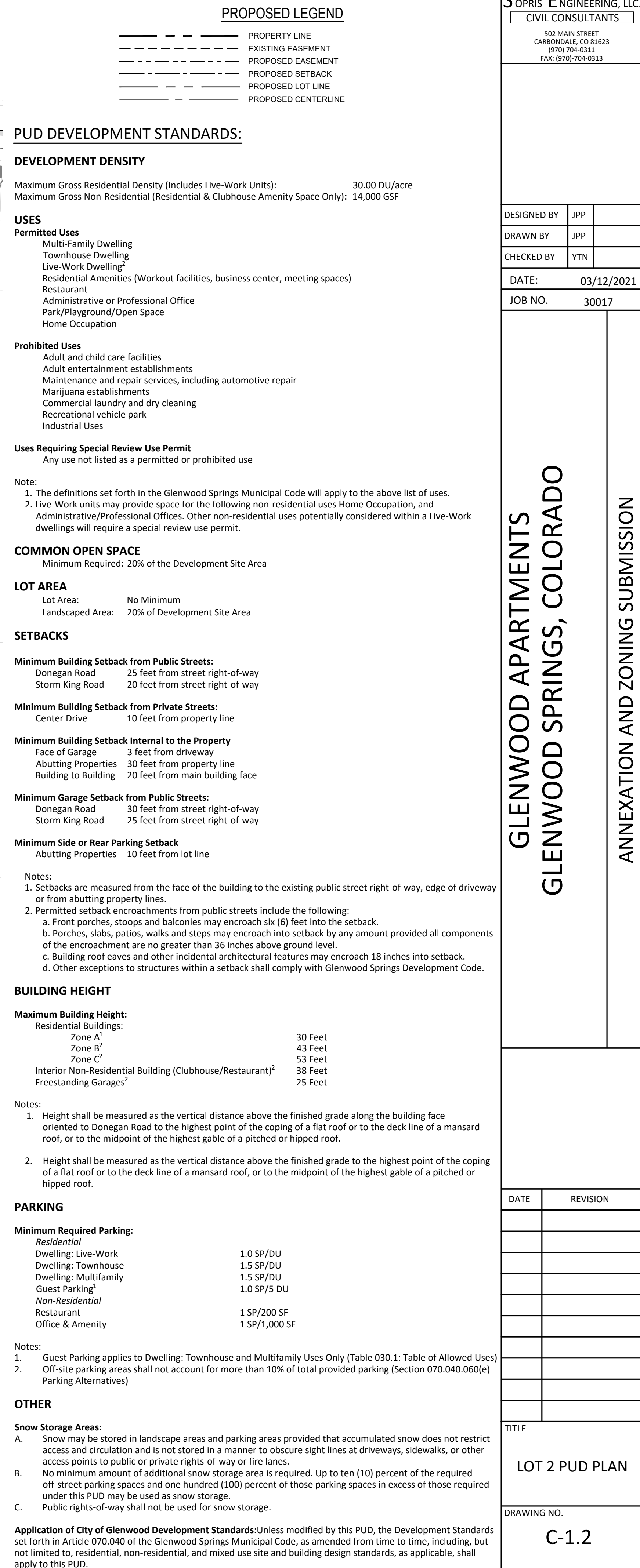
LOT 1 DESCRIPTION:

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

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION
 BEHIND THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 38°40'53" E 853.45
 FEET SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE
 OF THE GARFIELD COUNTY CLERK AND RECORDER;
 THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 345.39 FEET;
 THENCE DEPARTING SAID EAST PARCEL LINE ALONG THE ARC OF A NON TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 36.91 FEET AND A CENTRAL
 ANGLE OF 69° 23' 41", A DISTANCE OF 44.71 FEET (CHORD BEARS S 56° 33' 02" E 42.02 FEET)
 THENCE S 85° 36' 58" E 73.64 FEET;
 THENCE S 62° 12' 11" E 28.26 FEET;
 THENCE S 86° 38' 35" E 118.97 FEET;
 THENCE S 87° 50' 32" E 192.99 FEET;
 THENCE S 2° 20' 01" W 101.69 FEET;
 THENCE S 41° 37' 34" 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



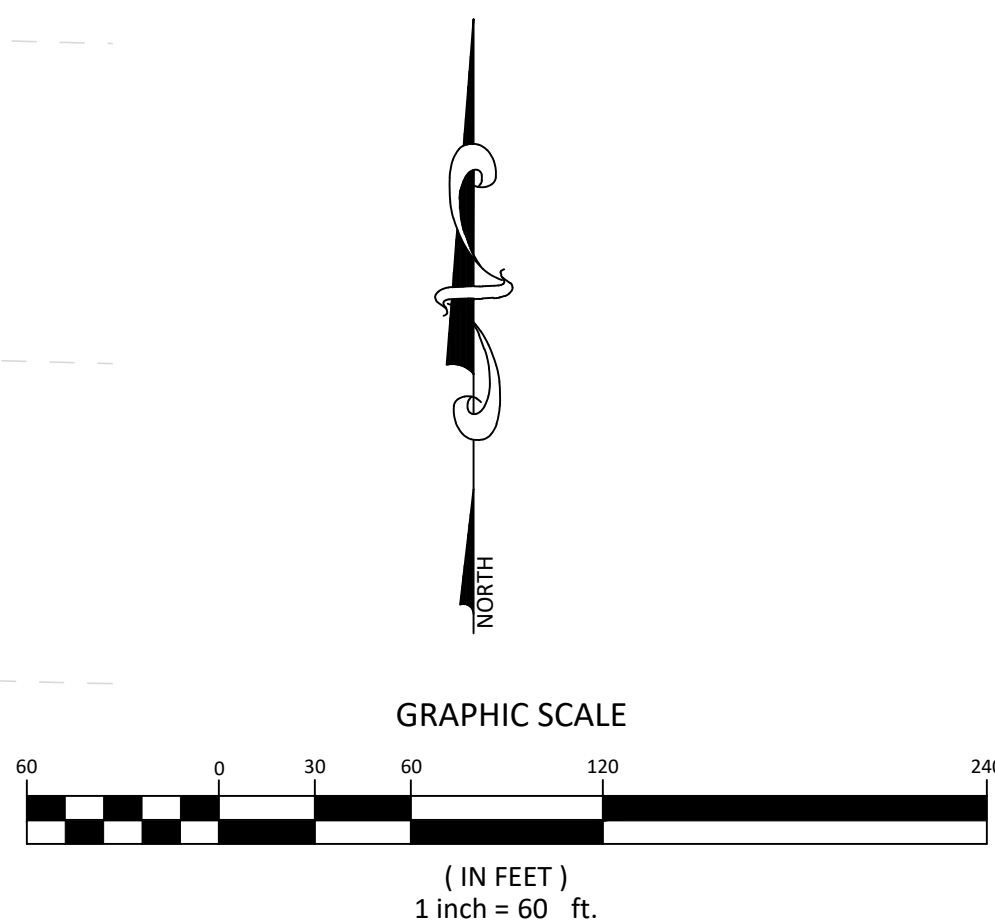
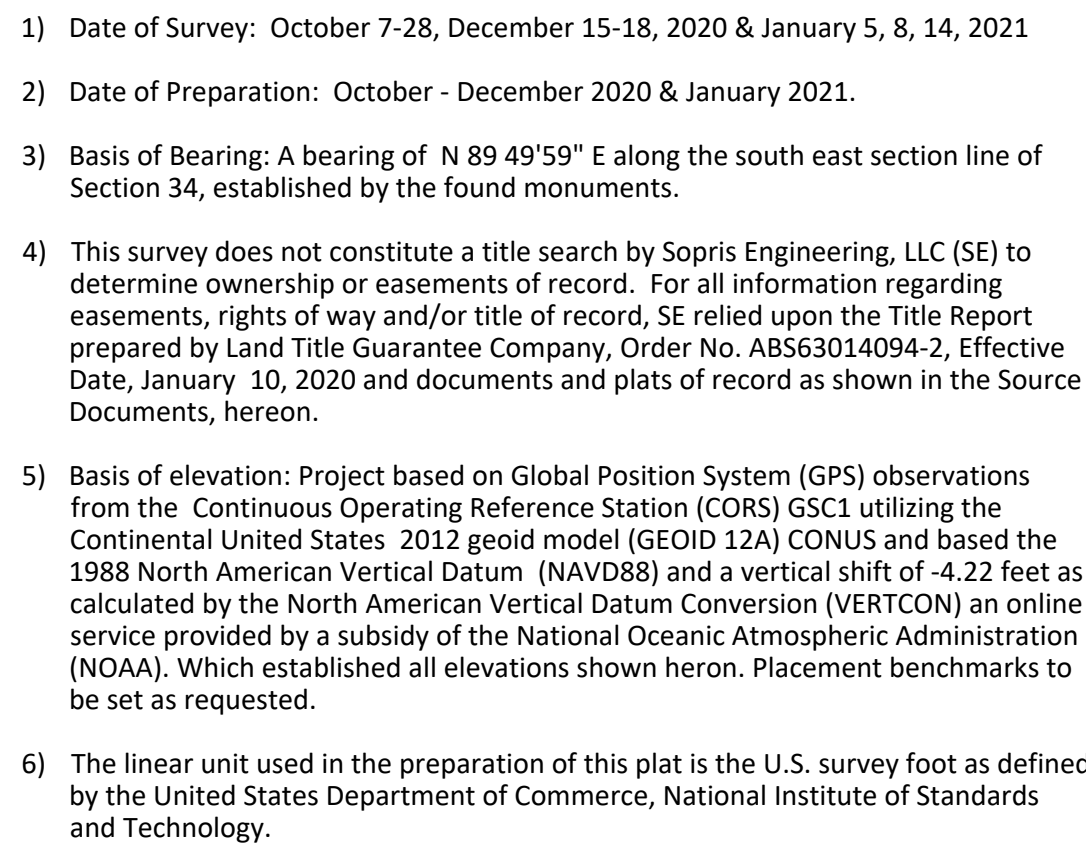
DATE:	03/12/2021
JOB NO.	30017

480 DONEGAN
GLENWOOD SPRINGS, COLORADO

ANNEXATION AND ZONING SUBMISSION

TITLE	CONCEPTUAL PLAT
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C-1.3



COUNTY OF GARFIELD
STATE OF COLORADO.

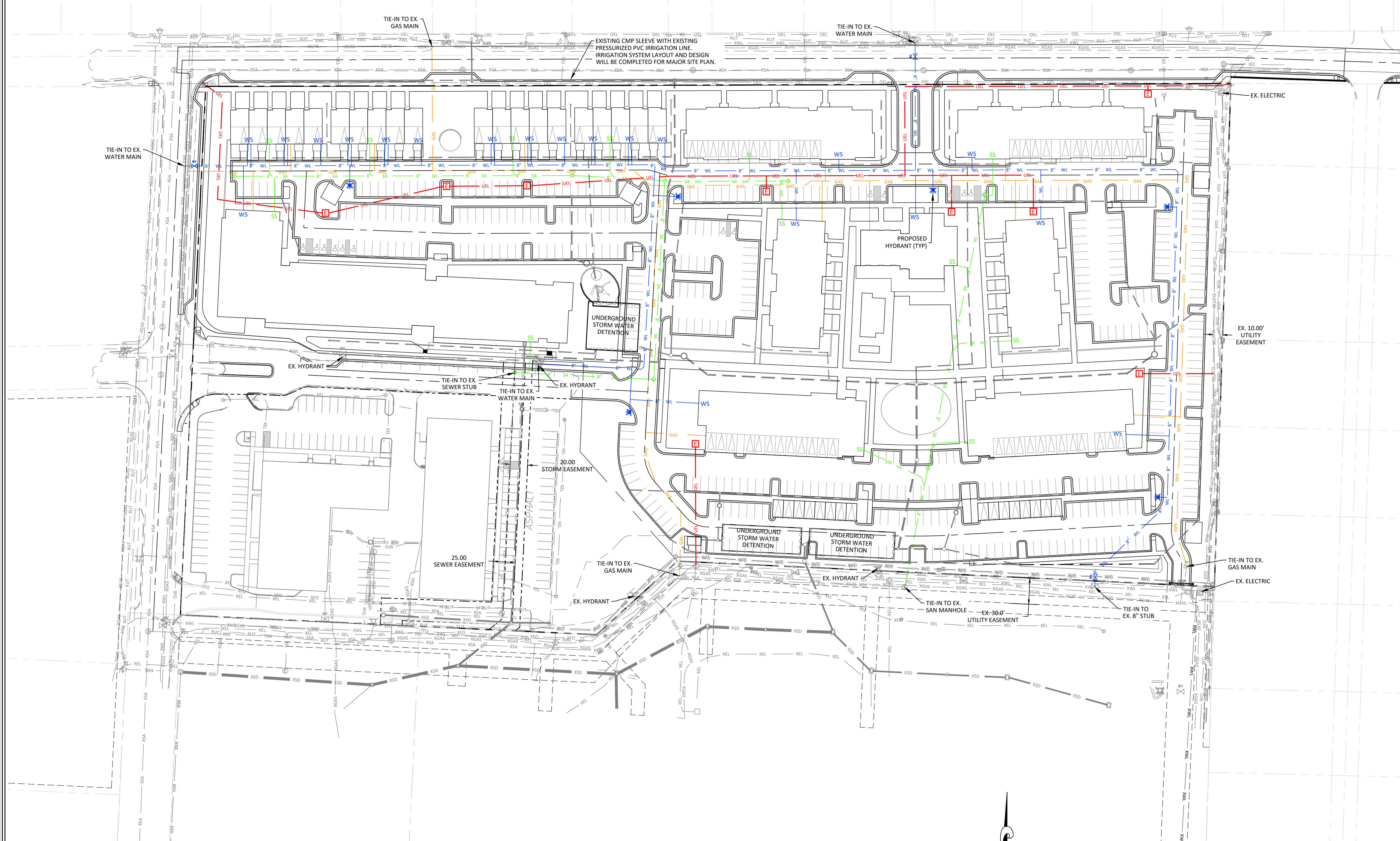
DESIGNED BY	JPP	
DRAWN BY	JPP	
CHECKED BY	YTN	
DATE:		03/12/2021
JOB NO.		30017

GLENWOOD APARTMENTS
GLENWOOD SPRINGS, COLORADO

ANNEXATION AND ZONING SUBMISSION

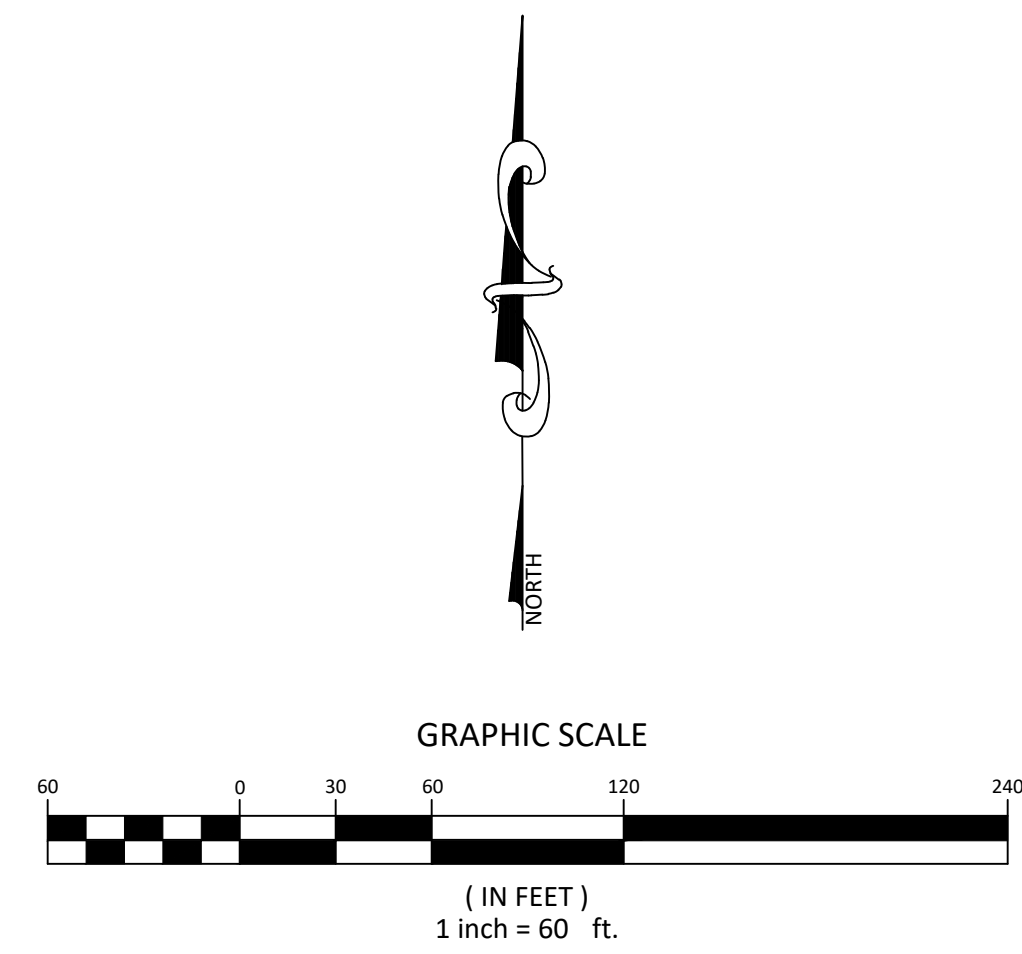
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TITLE	
CONCEPTUAL UTILITY PLAN	
DRAWING NO.	
C-2.0	



UTILITY NOTES:

1. THE LOCATIONS OF UNDERGROUND UTILITIES HAVE BEEN PLOTTED BASED ON UTILITY MAPS, CONSTRUCTION/DESIGN PLANS, OTHER INFORMATION PROVIDED BY UTILITY COMPANIES AND ACTUAL FIELD LOCATIONS IN SOME INSTANCES. THESE UTILITIES, AS SHOWN, MAY NOT REPRESENT ACTUAL FIELD CONDITIONS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT ALL UTILITY COMPANIES FOR FIELD LOCATION OF UTILITIES PRIOR TO CONSTRUCTION.
2. A SUBSURFACE UTILITY ENGINEERING (S.U.E.) WILL BE COMPLETED PRIOR TO MAJOR SITE PLAN.
3. SHALLOW UTILITY LINEWORK MUST BE COORDINATED WITH THE UTILITY PROVIDER. THE UTILITY PROVIDER IS TO PERFORM ALL UTILITY MAIN LINE WORK NECESSARY. UTILITY SERVICE WORK TO BE PERFORMED BY THE CONTRACTOR. CONTRACTOR TO PROVIDE ALL TRENCHING, BEDDING AND BACKFILL NECESSARY FOR LINEWORK.
4. THE SITE SANITARY SEWER SHALL BE CONSTRUCTED ACCORDING TO THE WEST GLENWOOD SPRINGS SANITATION DISTRICT. EXISTING SANITARY SEWER SERVICES SHALL BE ABANDONED AT THE MAIN ACCORDING TO THE DISTRICT STANDARDS USING A WATER-TIGHT PLUG.
5. THE SITE WATER MAIN SHALL BE CONSTRUCTED ACCORDING TO THE CITY OF GLENWOOD SPRINGS STANDARD DETAILS AND SPECIFICATIONS.
6. THE SITE WILL HAVE A PRESSURIZED IRRIGATION SYSTEM THAT WILL BE DETAILED FOR MAJOR SITE PLAN.
7. THE CITY HAS FIBER OPTIC AVAILABLE, PROJECT WILL PROVIDE 2" CONDUIT FOR SERVICE TO EACH BUILDING.

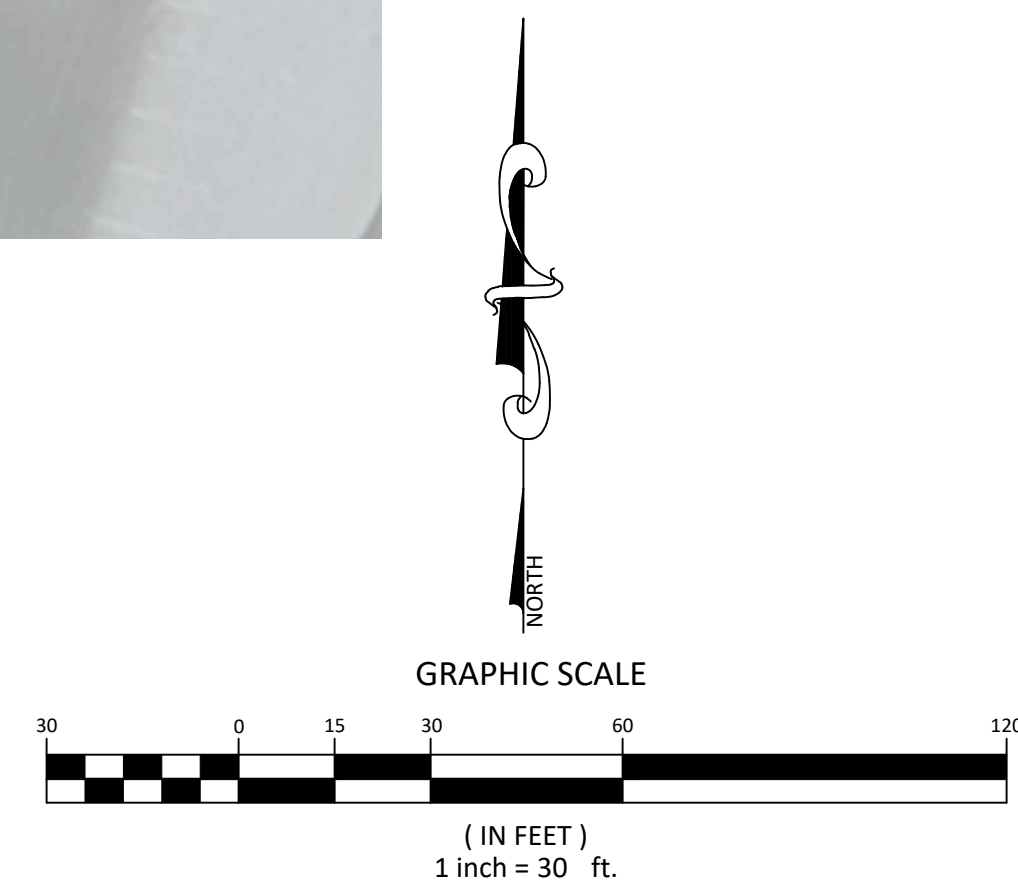
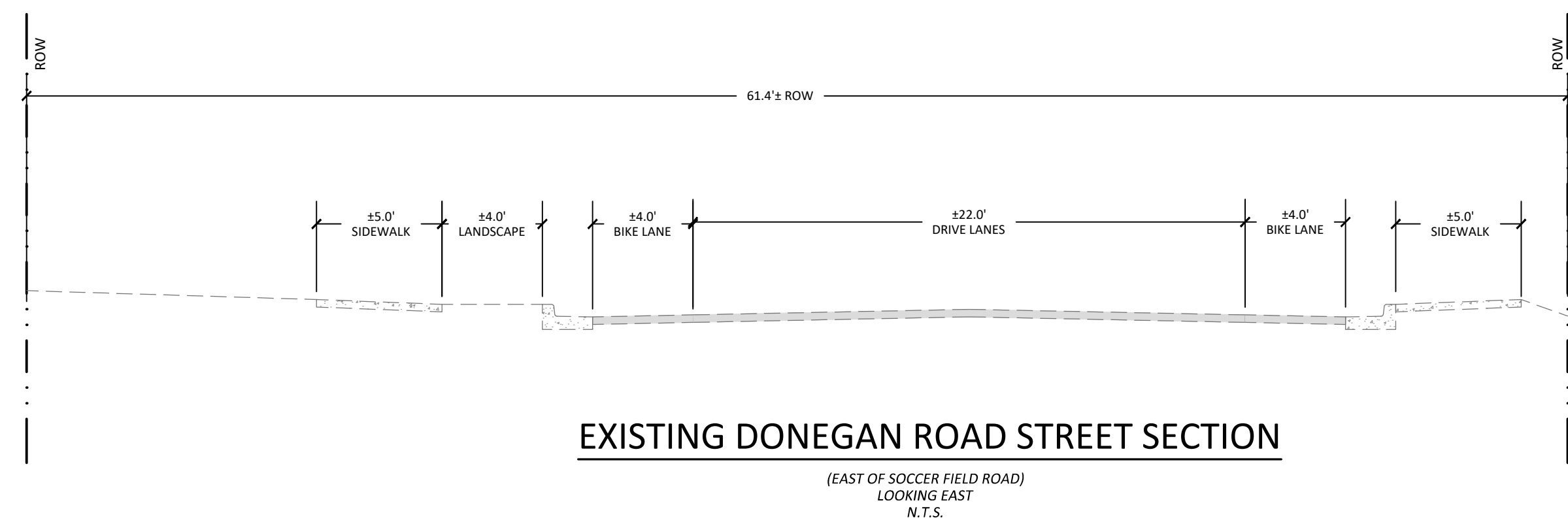
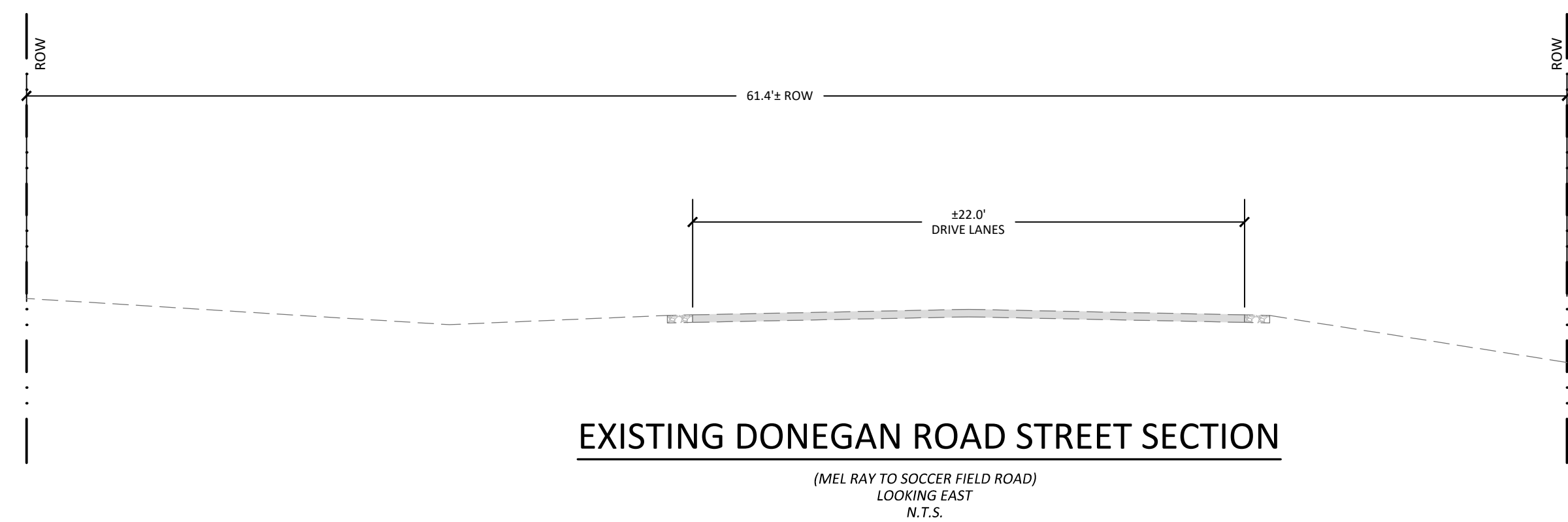
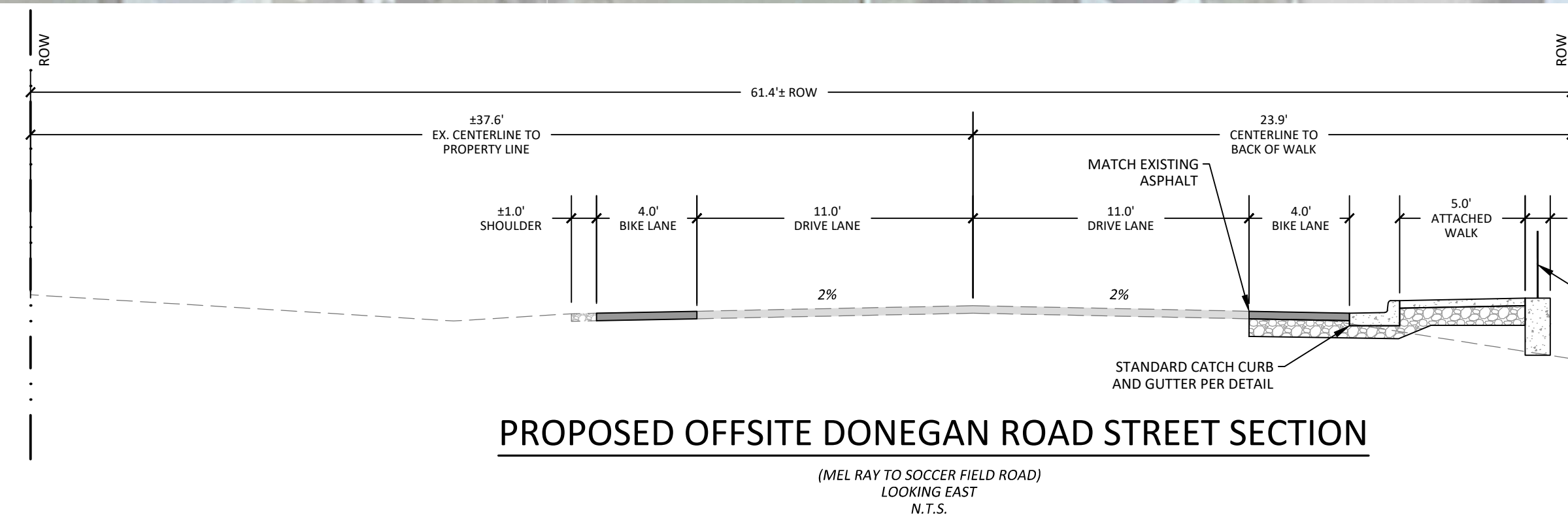


ANNEXATION AND ZONING SUBMISSION

[illegible]

DRAWING NO.

C-3.1



480 DONEGAN
GLENWOOD SPRINGS, COLORADO

ANNEXATION AND ZONING SUBMISSION

[illegible]

TITLE OFFSITE DRAINAGE PLAN	DRAWING NO. C-4.0



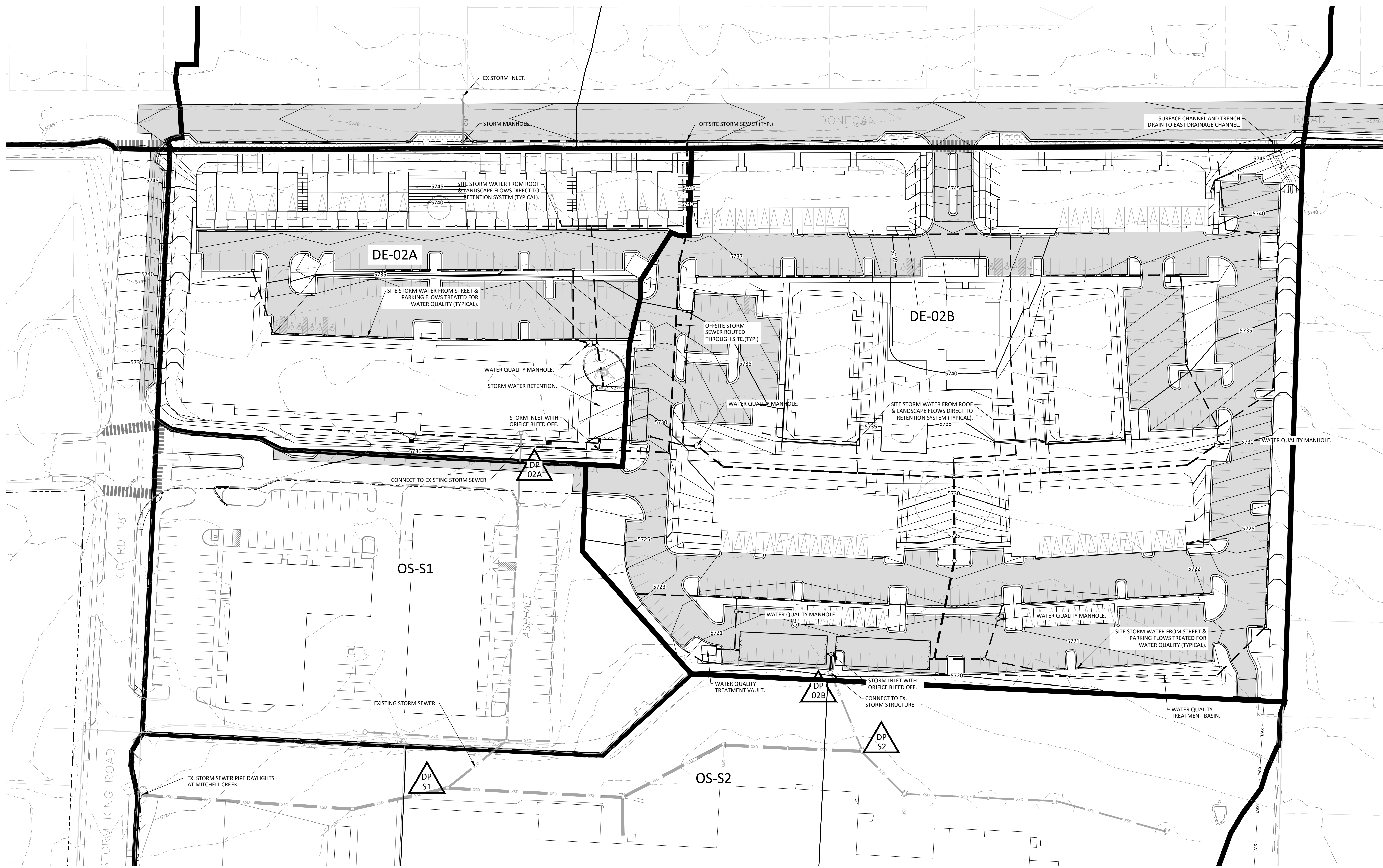
EXISTING LEGEND

	EXISTING CONTOUR
	EXISTING CONTOUR INTERVAL
	EXISTING FLOW PATH
	EXISTING FLOW ARROW
	EXISTING DRAINAGE BASIN
	DESIGN POINT

(IN FEET)
1 inch = 300 ft.



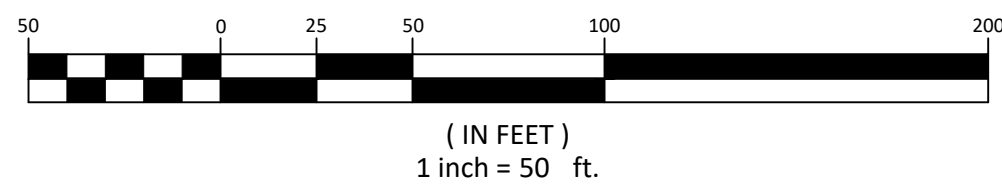
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DRAINAGE LEGEND

- 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

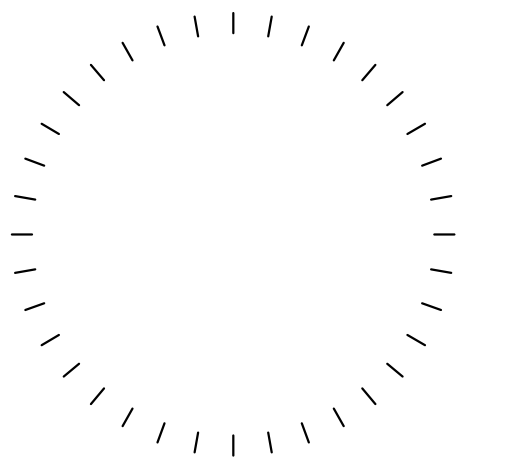
DESIGNED BY JPP
DRAWN BY JPP
CHECKED BY YTN
DATE: 03/12/2021
JOB NO. 30017

480 DONEGAN
GLENWOOD SPRINGS, COLORADO
ANNEXATION AND ZONING SUBMISSION

DATE	REVISION

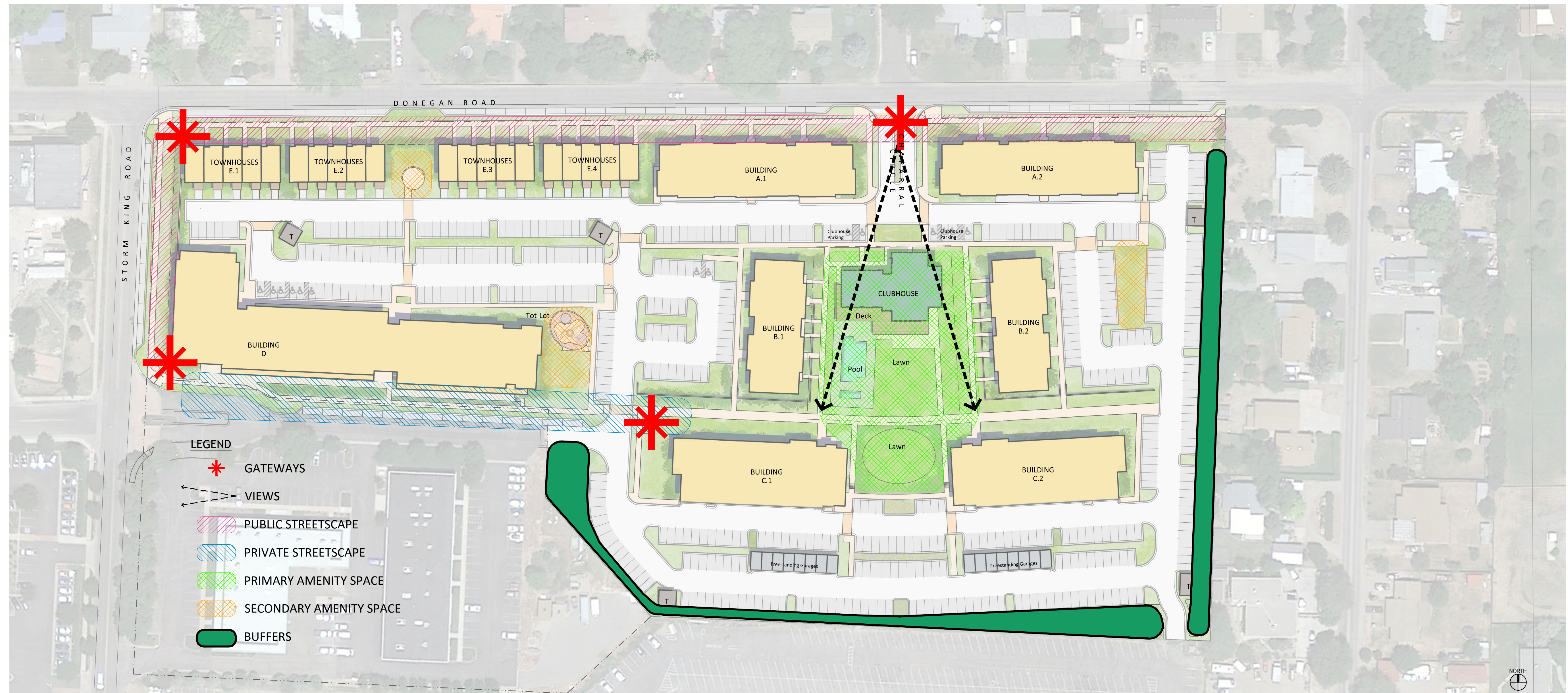
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**CONCEPTUAL
ONSITE
DRAINAGE
PLAN**
DRAWING NO.
C-4.1

ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN

[illegible]

Drawing

ANNEXATION AND ZONING SUBMISSION



1 | OPEN SPACE FRAMEWORK PLAN

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

Common Open Space Provided (Article 070.040.040, Glenwood Springs Development Code)		
	Land Area	
Open Space #1	6,938.03	SF
Open Space #2	22,581.94	SF
Open Space #3	6,801.81	SF
Open Space #4	4,263.39	SF
Open Space #5	59,019.81	SF
Open Space #6	6,518.92	SF
Open Space #7	2,994.95	SF
Total Common Open Space	109,118.85	SF
	2.51	Acres



2 | OPEN SPACE PLAN

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

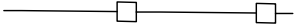
*SHRUBS BEING PROVIDED TO ACCOUNT FOR DEFICIT IN
TREES PROVIDED AT RATE OF 10 SHRUBS PER 1 TREE

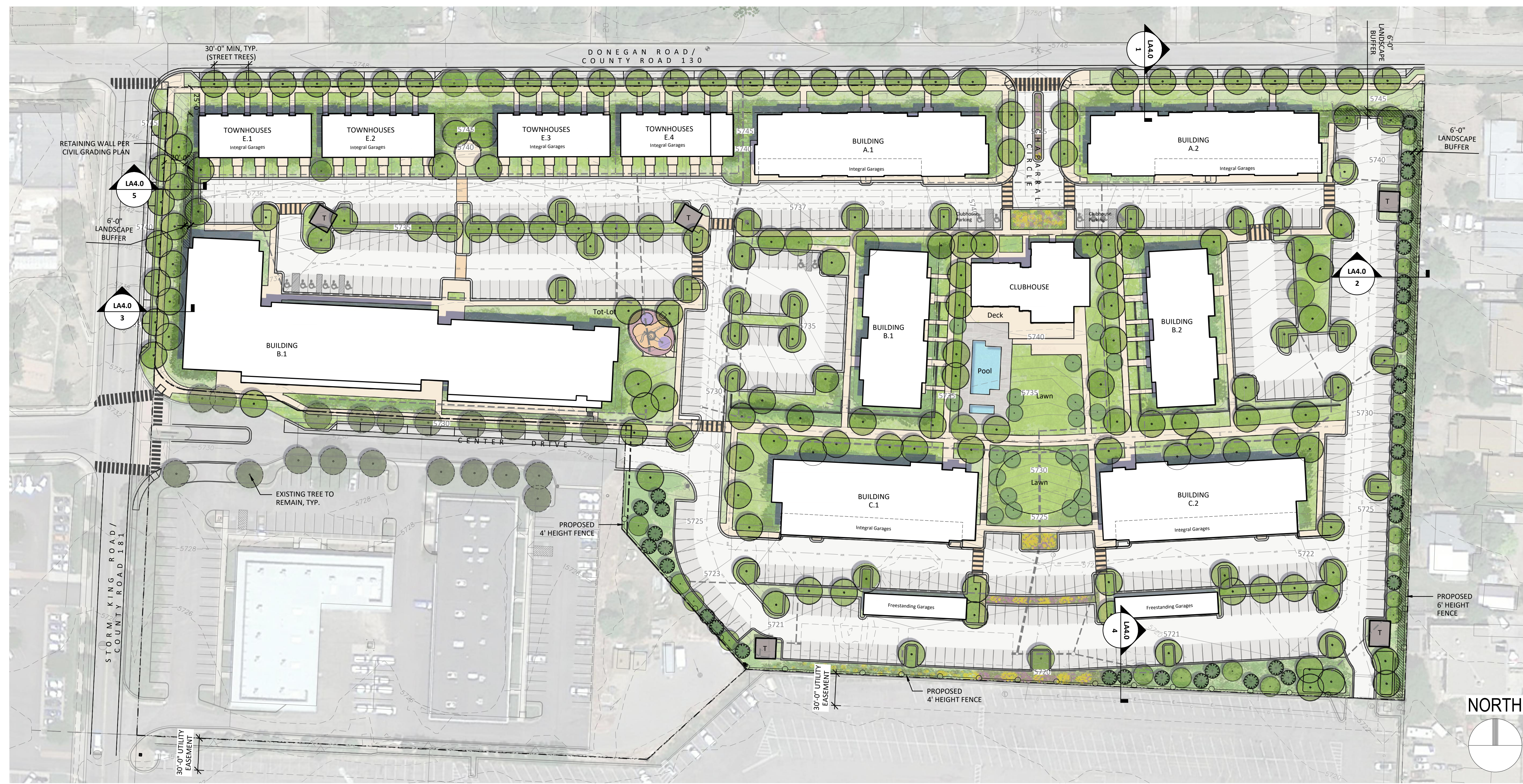
Streetscape Elements Required (Article 070.040.050, Glenwood Springs Development Code)		
		Quantity
Street Trees Required	1 per 50 FT Street Frontage	40
Street Trees Provided		49
Planting Strip Required	Min. 5 FT Wide From Back of Curb	
Planting Strip Provided	Min. 5 FT Wide From Back of Curb	PROVIDED

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

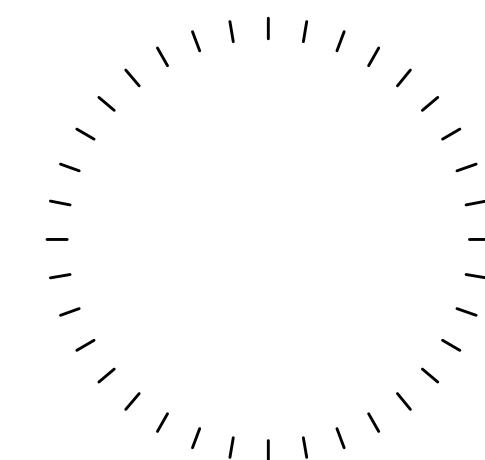
LEGAL
Garfield & Hecht, P.C.
901 Grand Avenue
Glenwood Springs, CO 81601
p. 970. 947. 1936

480 DONEGAN

GLENWOOD SPRINGS, COLORADO

hord | coplan | macht

ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN



no.	date	revision

Project Name
480 DONEGAN

Project Number
22023.00

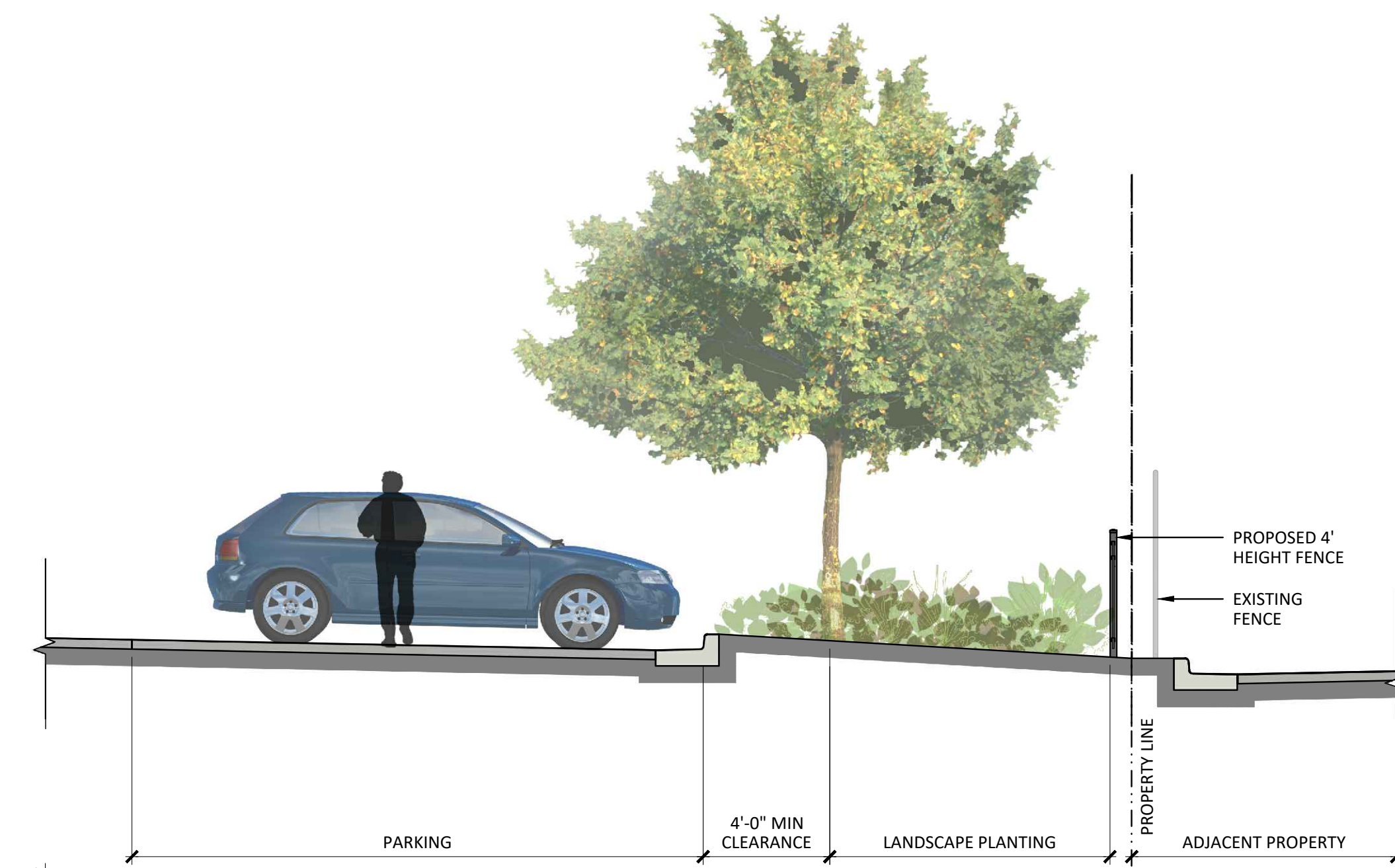
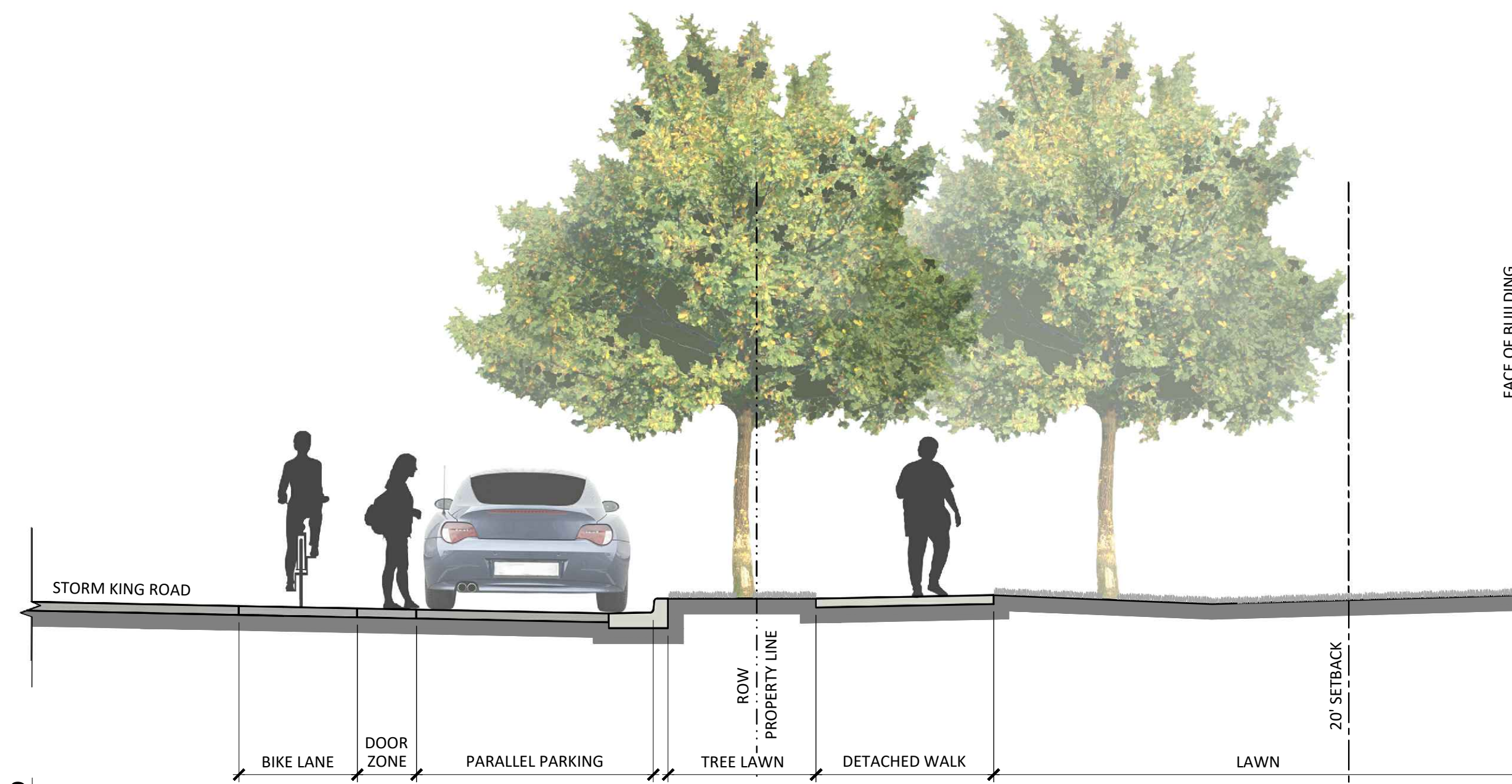
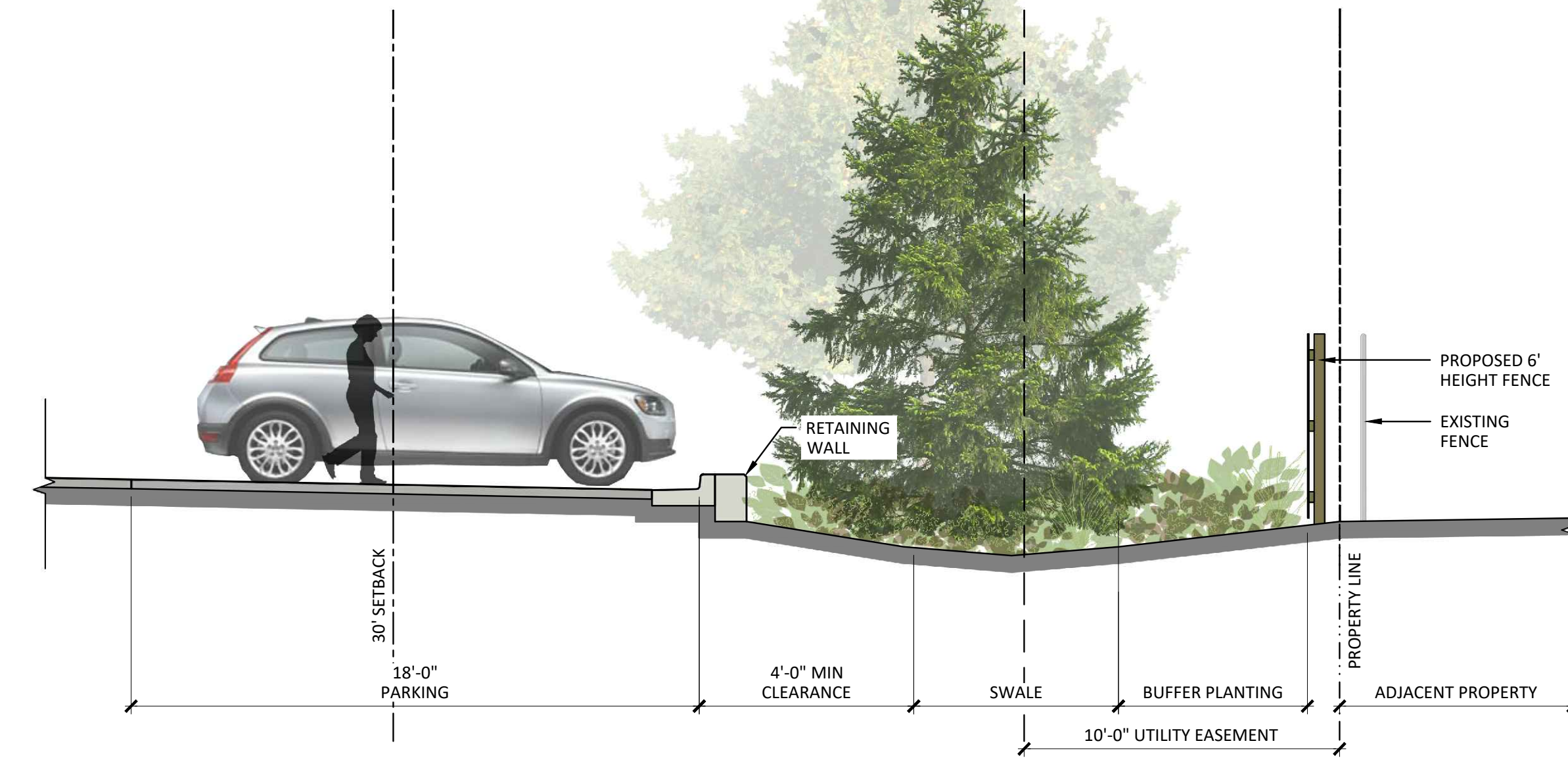
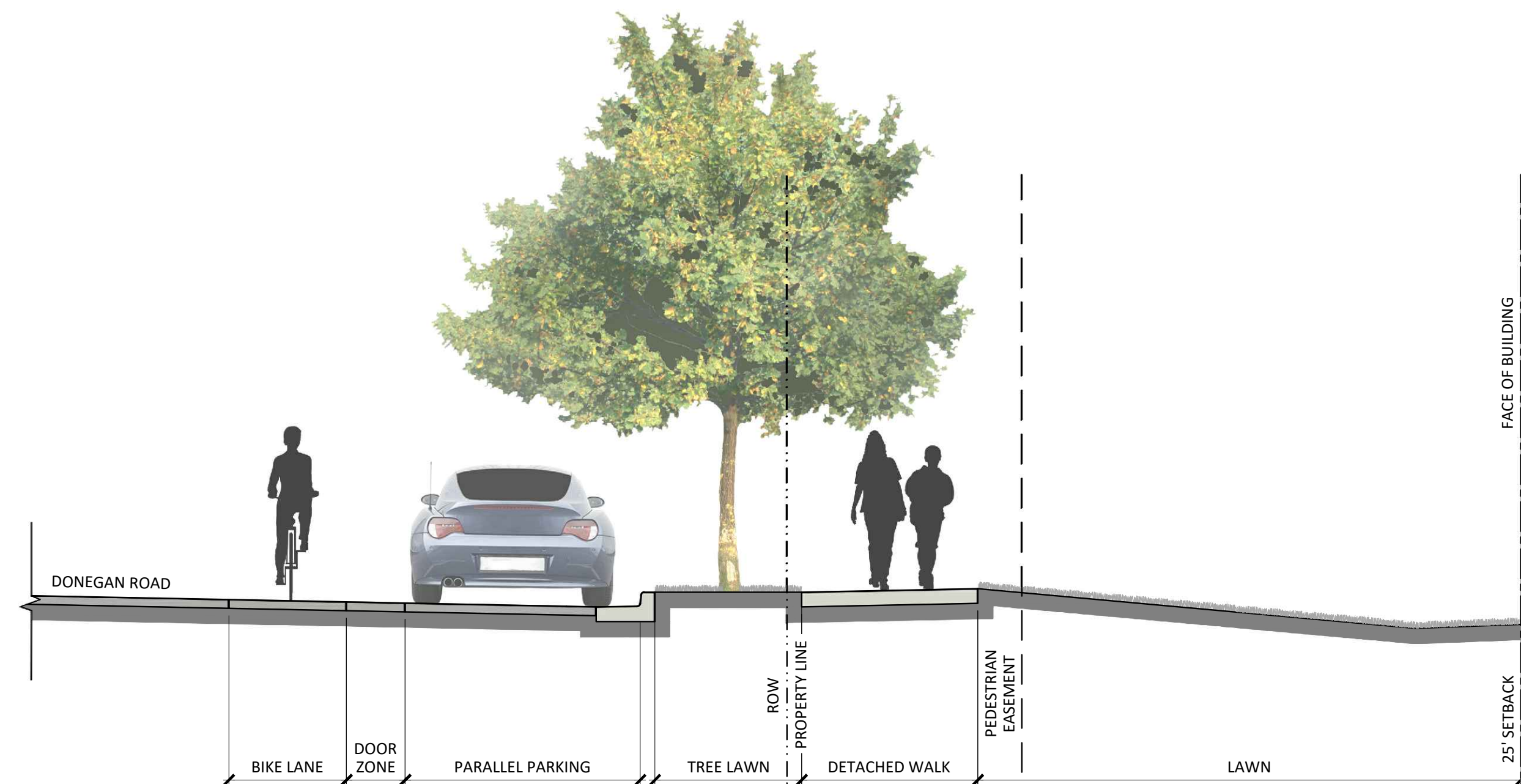
Date
03/12/2021

Scale
AS NOTED

ILLUSTRATIVE LANDSCAPE PLAN

LA3.0

ANNEXATION AND ZONING SUBMISSION

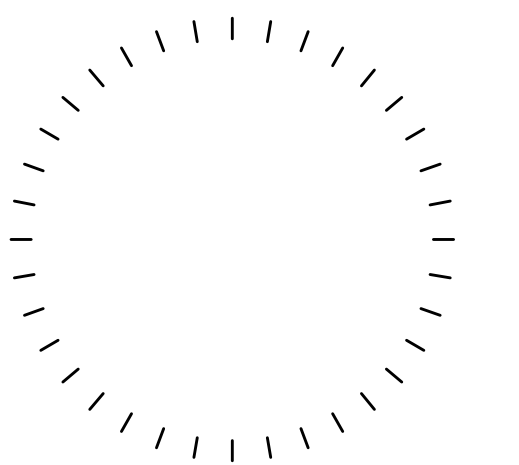


480 DONEGAN

GLENWOOD SPRINGS, COLORADO

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ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN

[illegible]

Project Number
22023.00

Date _____
03/12/2021

Scale _____
AS NOTED

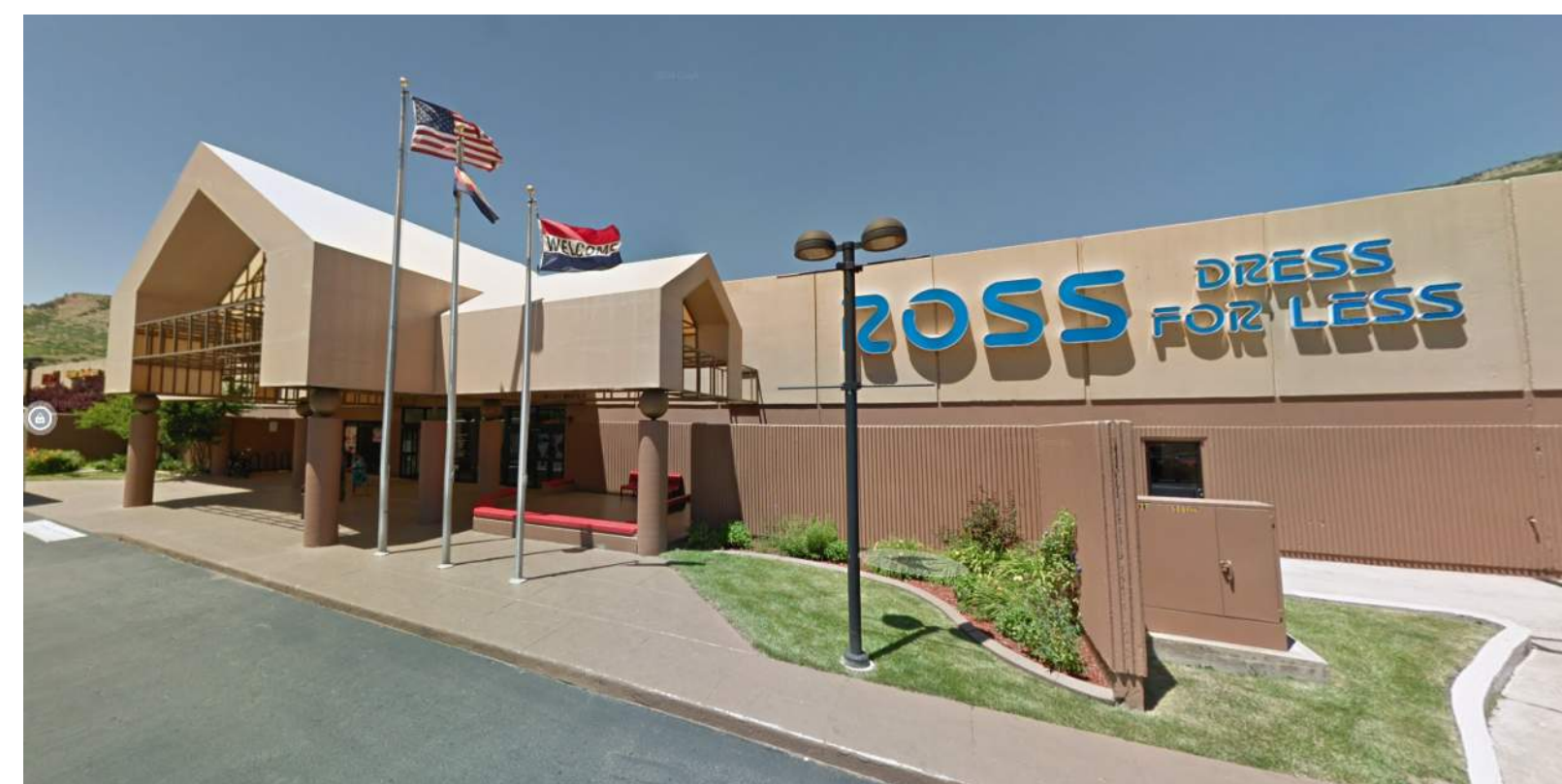
Drawing _____

SITE CROSS SECTIONS

LA4.0

ANNEXATION AND ZONING SUBMISSION

NOT FOR CONSTRUCTION



A photograph of the Hotel Denver, a historic brick building with arched windows and a prominent sign. The building is decorated with string lights and has striped awnings over the entrance. Several vintage cars are parked along the street in front of the hotel.



A photograph of a historic brick building in downtown St. Louis. The building features a mix of brick and stone masonry, with multiple levels of arched windows and a balcony on the upper floor. A large, leafless tree stands in the foreground on the left, partially obscuring the building. A dark SUV and a silver sedan are parked on the street in front of the building. The sky is clear and blue.



2
480 DONEGAN

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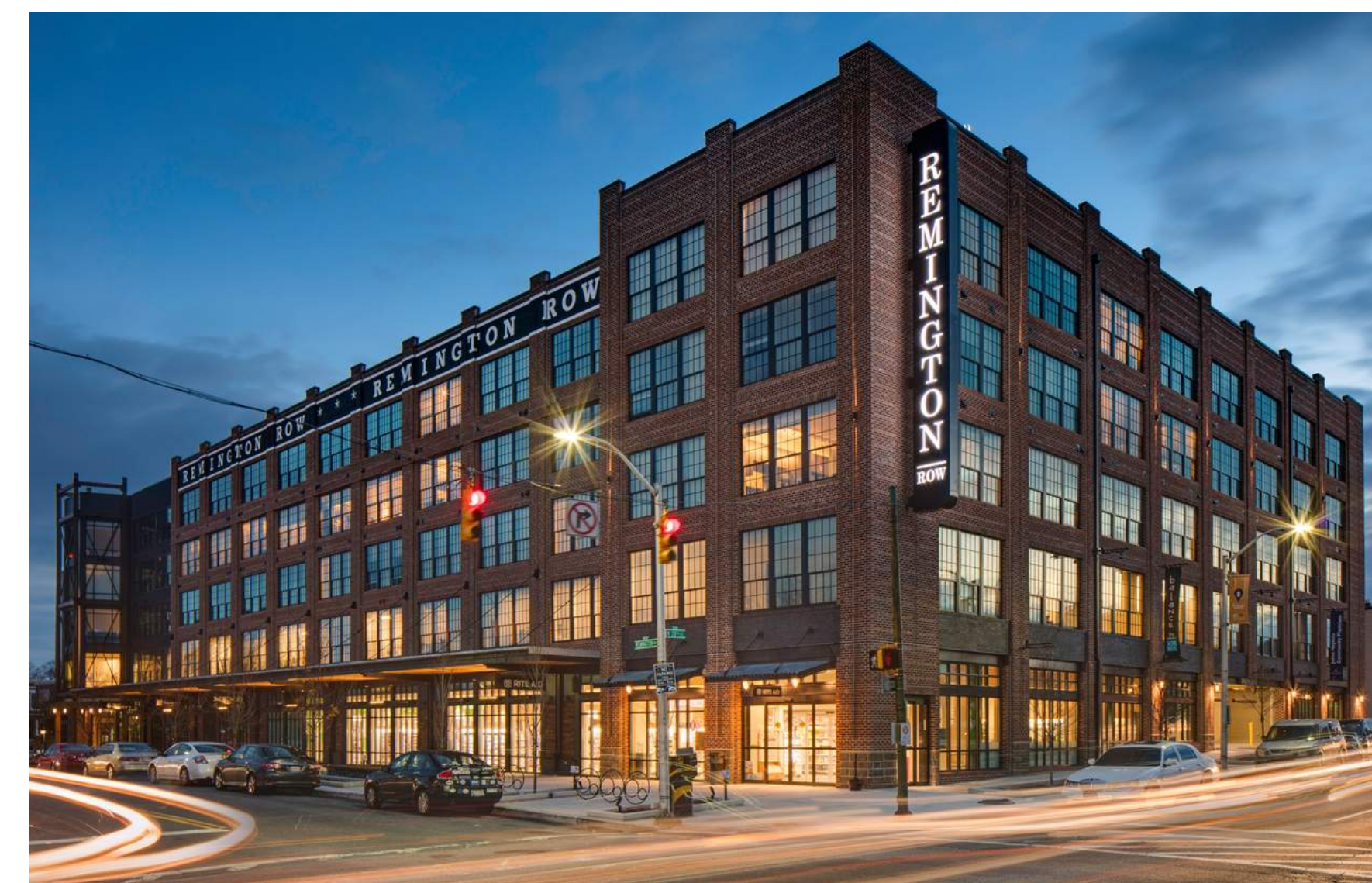
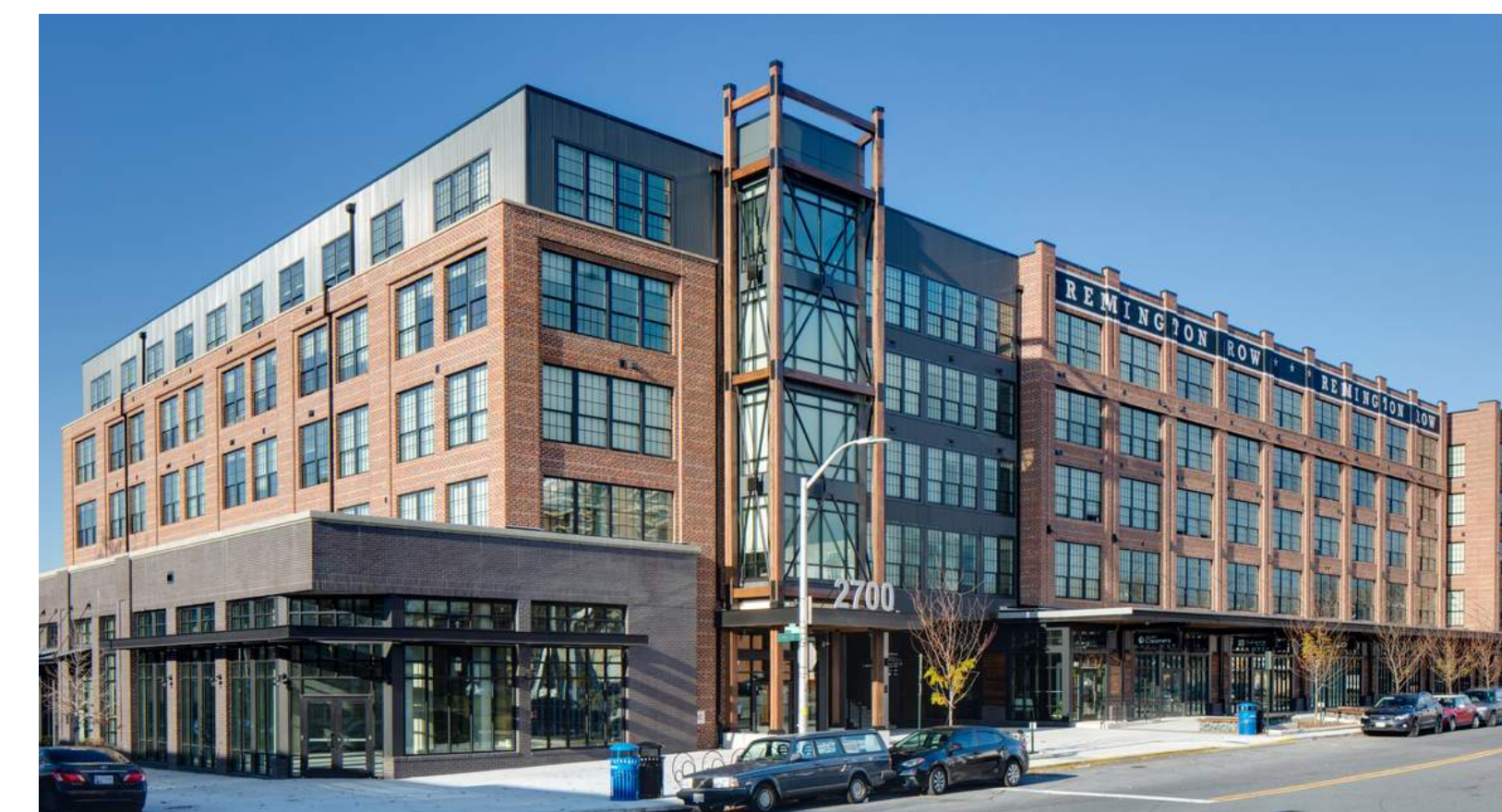
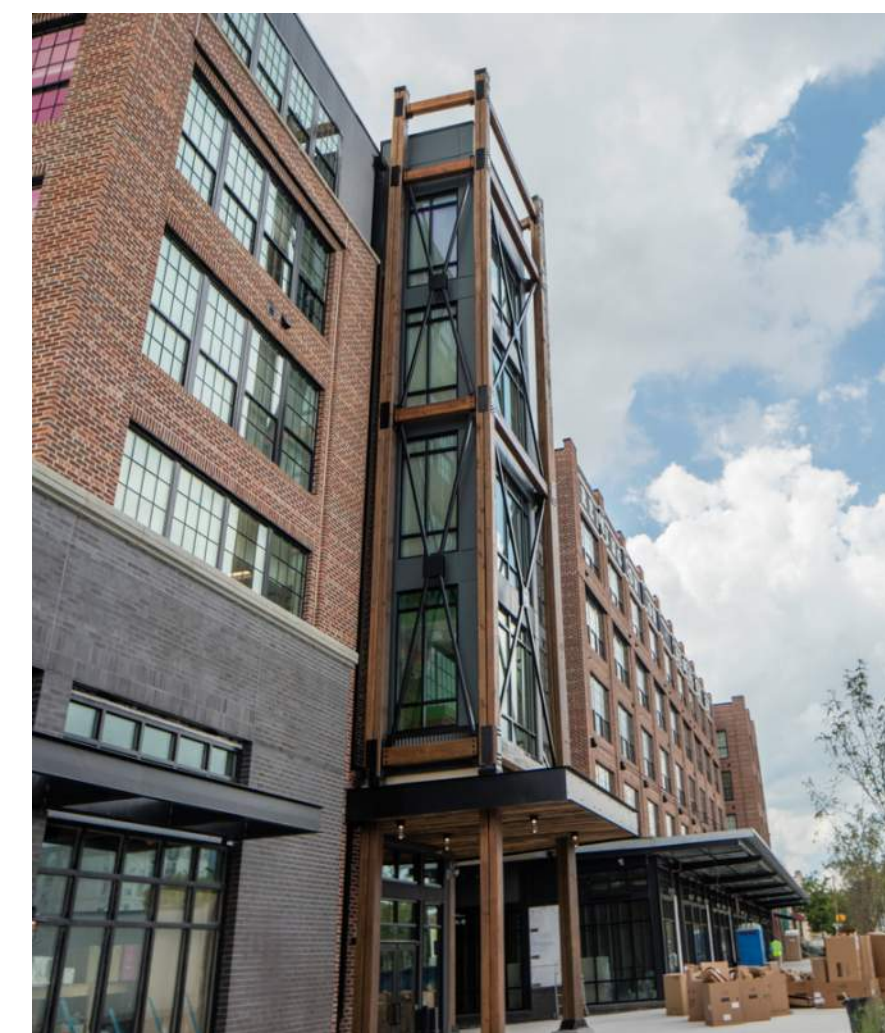
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Hord Coplan Macht, Inc.



A large, multi-story red brick building with many windows, illuminated at night. The building has a dark blue ground floor and is located on a street corner. A red awning is visible on the left side of the ground floor.



APPLICANT

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

ARCHITECTURE / PLANNING

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

CIVIL ENGINEER

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

LEGAL

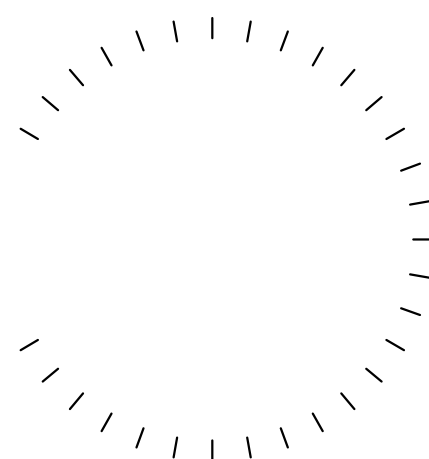
Garfield & Hecht, P.C.
901 Grand Avenue Glenwood Springs, CO 81601
p. 970. 947. 1936

480 DONEGAN

GLENWOOD SPRINGS, COLORADO

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ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN

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Project Name
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Project Number
22023.00

Date
03/12/2021

Scale
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Drawing

ARCHITECTURAL PRECEDENT

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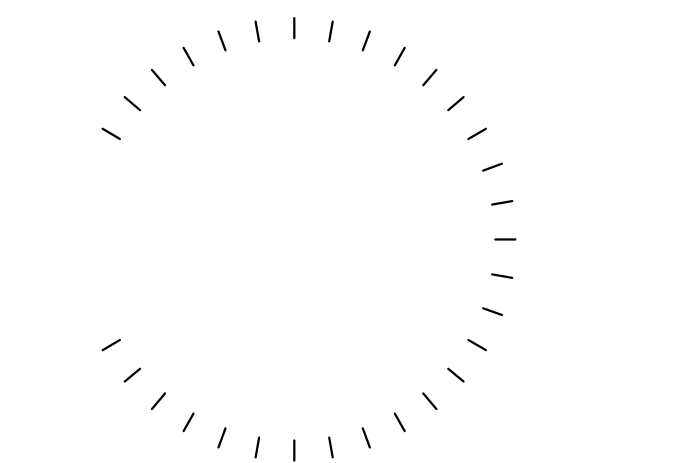
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Garfield & Hecht, P.C.
901 Grand Avenue
Glenwood Springs, CO 81601
p. 970. 947. 1936

ARCHITECTURE

LANDSCAPE ARCHITECTURE

PLANNING

INTERIOR DESIGN

[illegible]

Drawing

CONCEPT RENDERING

ANNEXATION AND ZONING
SUBMISSION

KEY PLAN

PROPOSED MATERIAL LEGEND

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

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

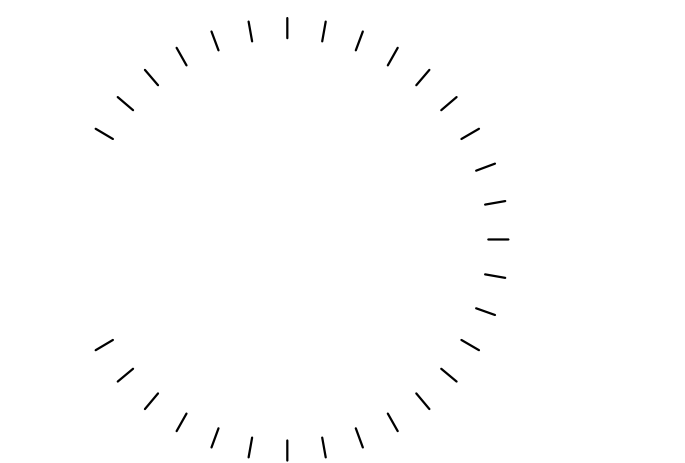
GLENWOOD SPRINGS, COLORADO

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

CONCEPT RENDERING

ANNEXATION AND ZONING
SUBMISSION

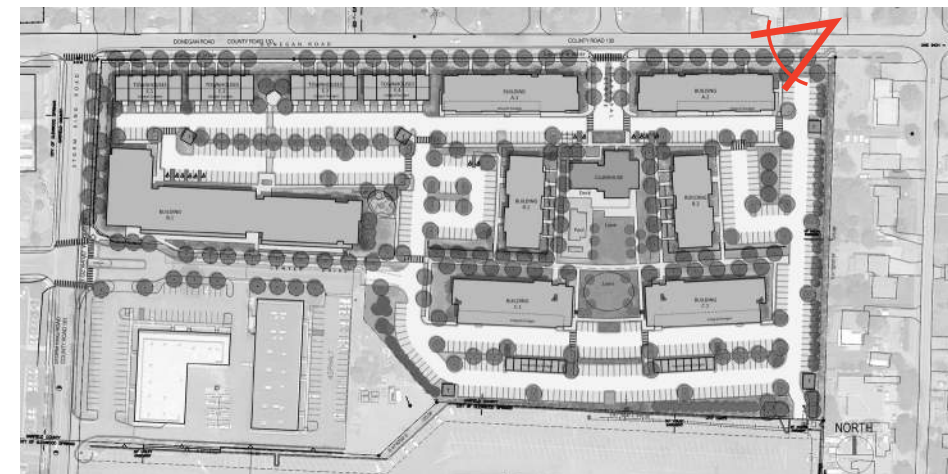
KEY PLAN

③ METAL SUNSHADE

⑥ METAL COPING

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

ANNEXATION AND ZONING SUBMISSION



KEY PLAN

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

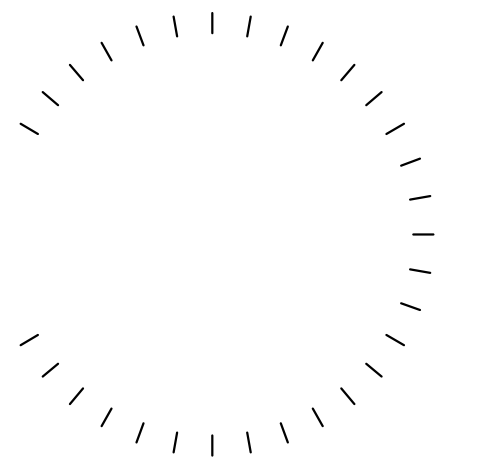
LEGAL
Garfield & Hecht, P.C.
901 Grand Avenue
Glenwood Springs, CO 81601
p. 970.947.1936

480 DONEGAN

GLENWOOD SPRINGS, COLORADO

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ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN

[illegible]

Project Name
480 DONEGAN

Project Number
22023.00

Date 03/12/2021

Scale _____
AS NOTED

Drawing

CONCEPT RENDERING

A2.3

ANNEXATION AND ZONING
SUBMISSION

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CONCEPT RENDERING - VIEW LOOKING NORTHEAST FROM CENTER DRIVE

PROPOSED MATERIAL LEGEND

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



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.

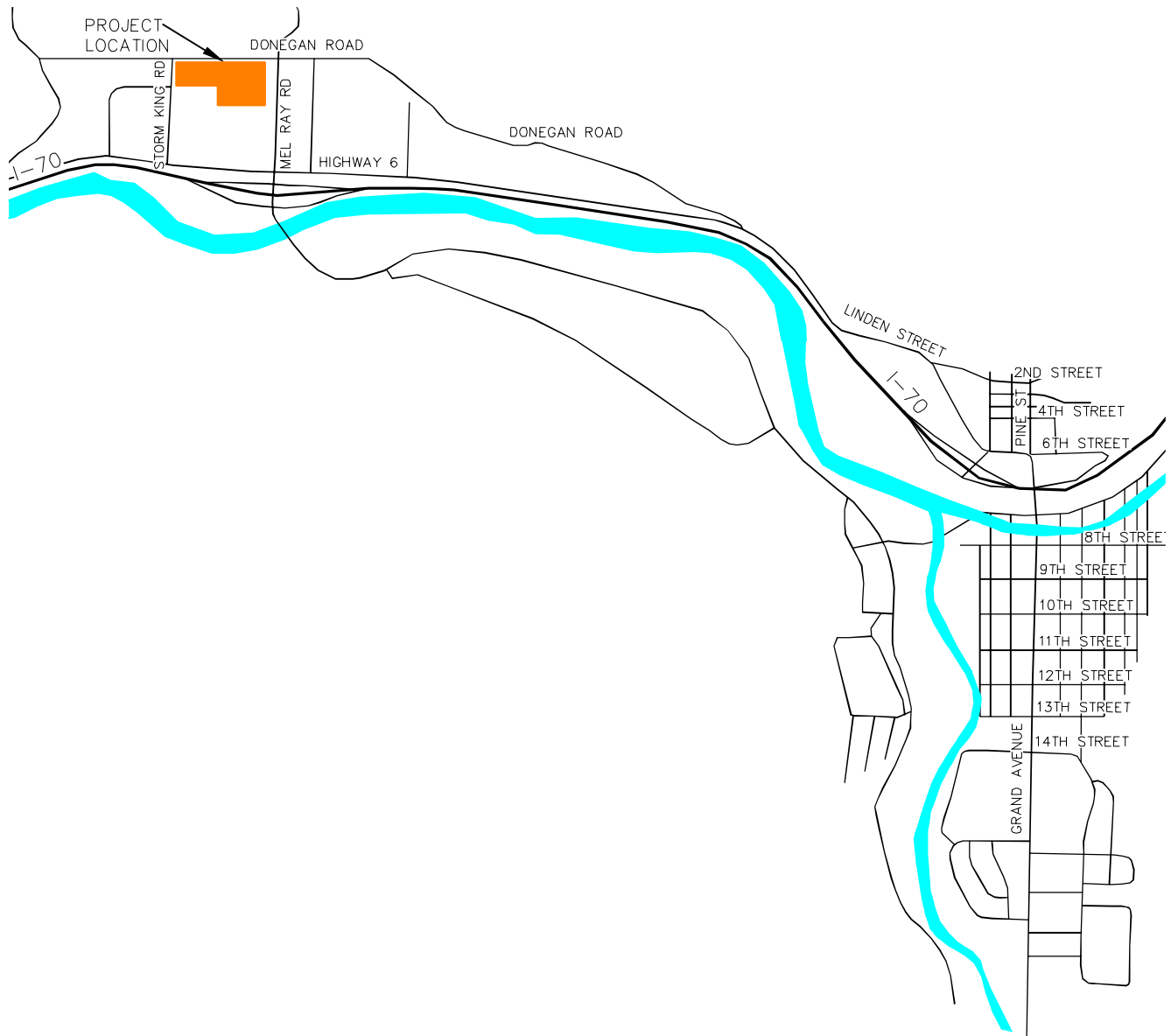
2.0 INTRODUCTION

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.

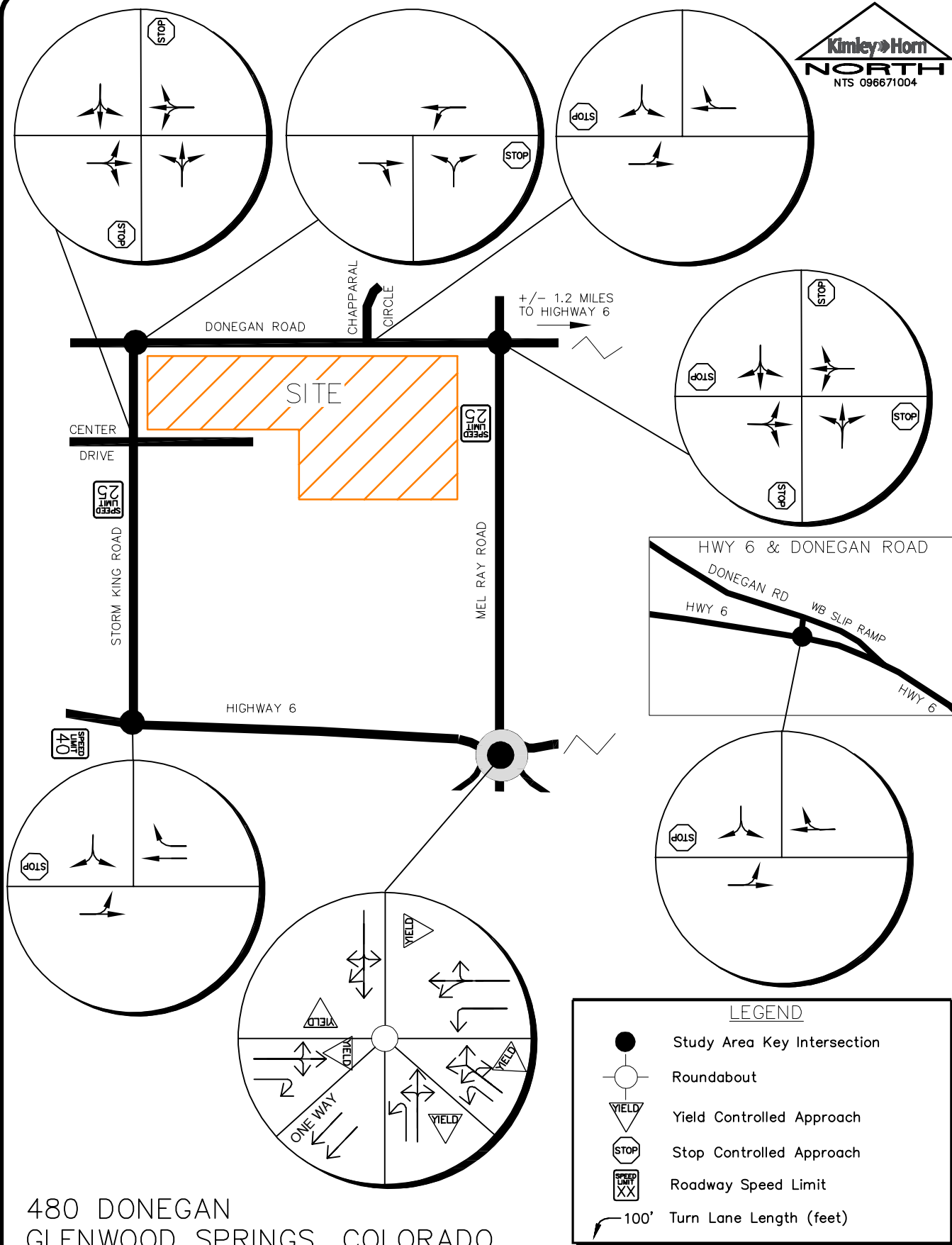


FIGURE 3

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**.

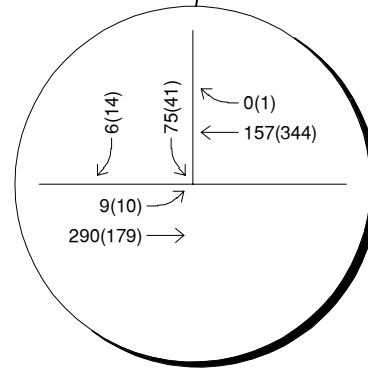
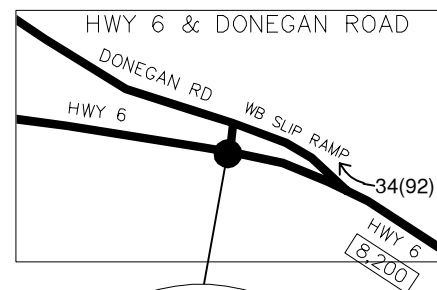
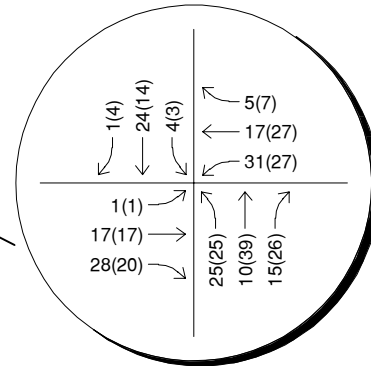
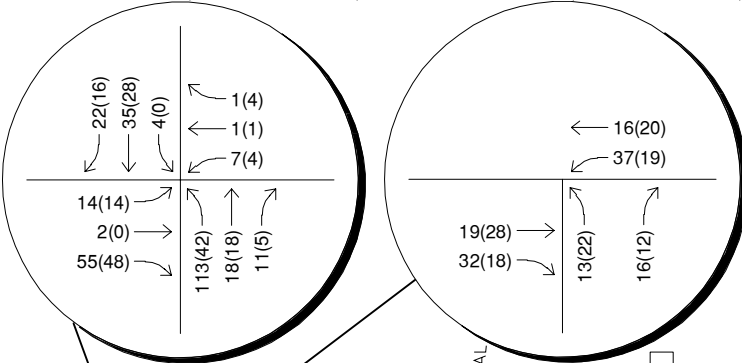
3.4 Unspecified Development Traffic Growth

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.

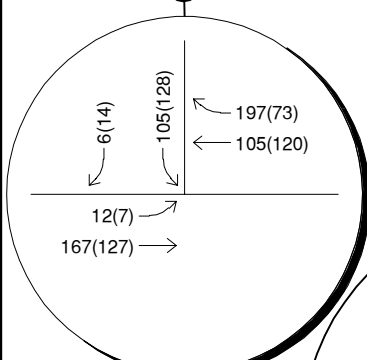
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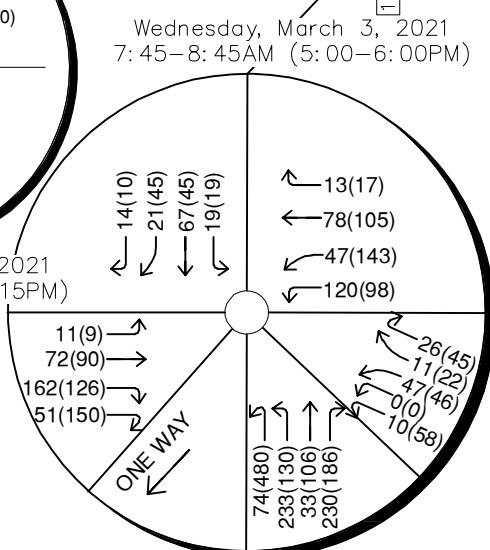
Wednesday, March 3, 2021 8: 00-9: 00AM (4: 15-5: 15PM)



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



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



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

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



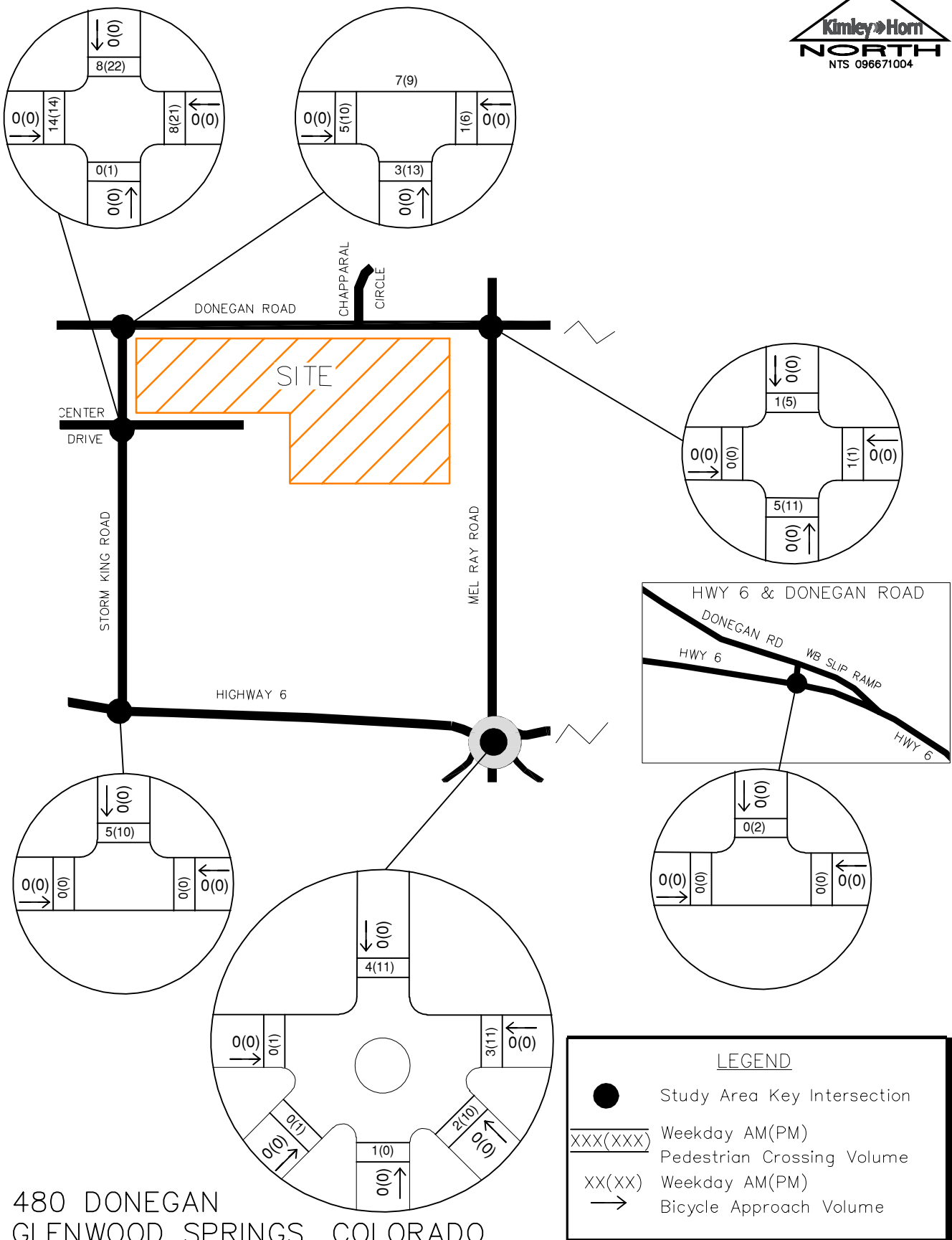


FIGURE 5

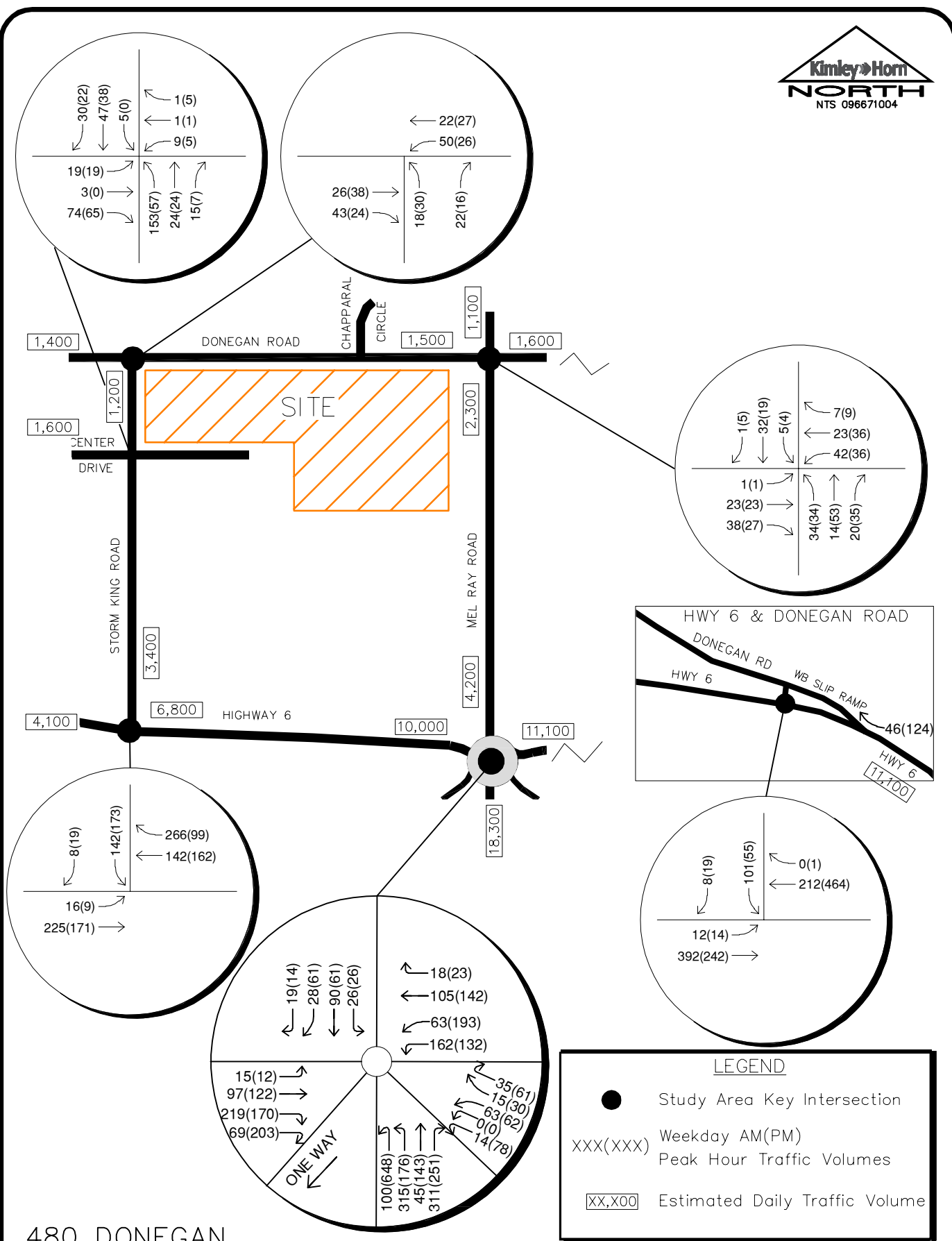


FIGURE 6

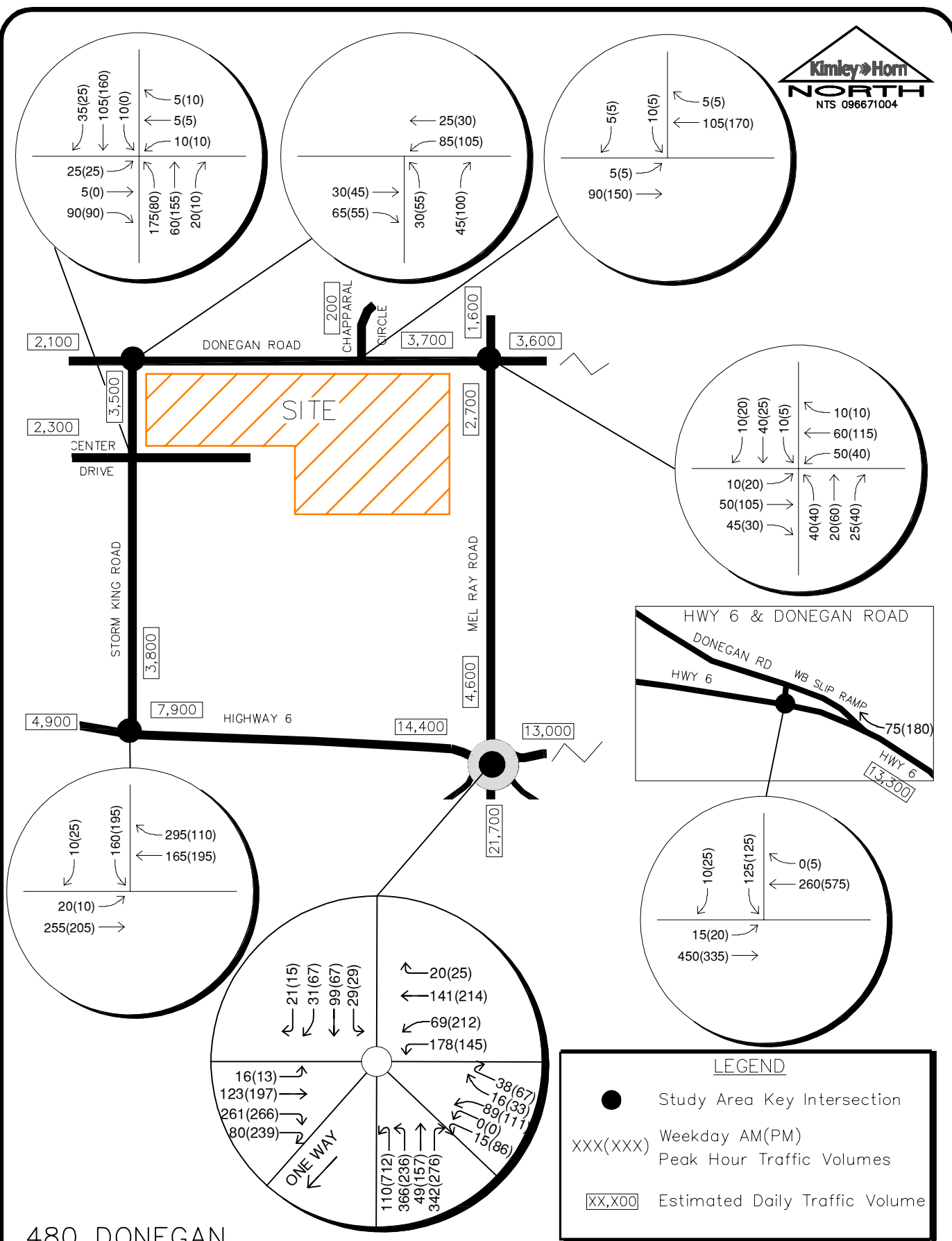


FIGURE 8

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.

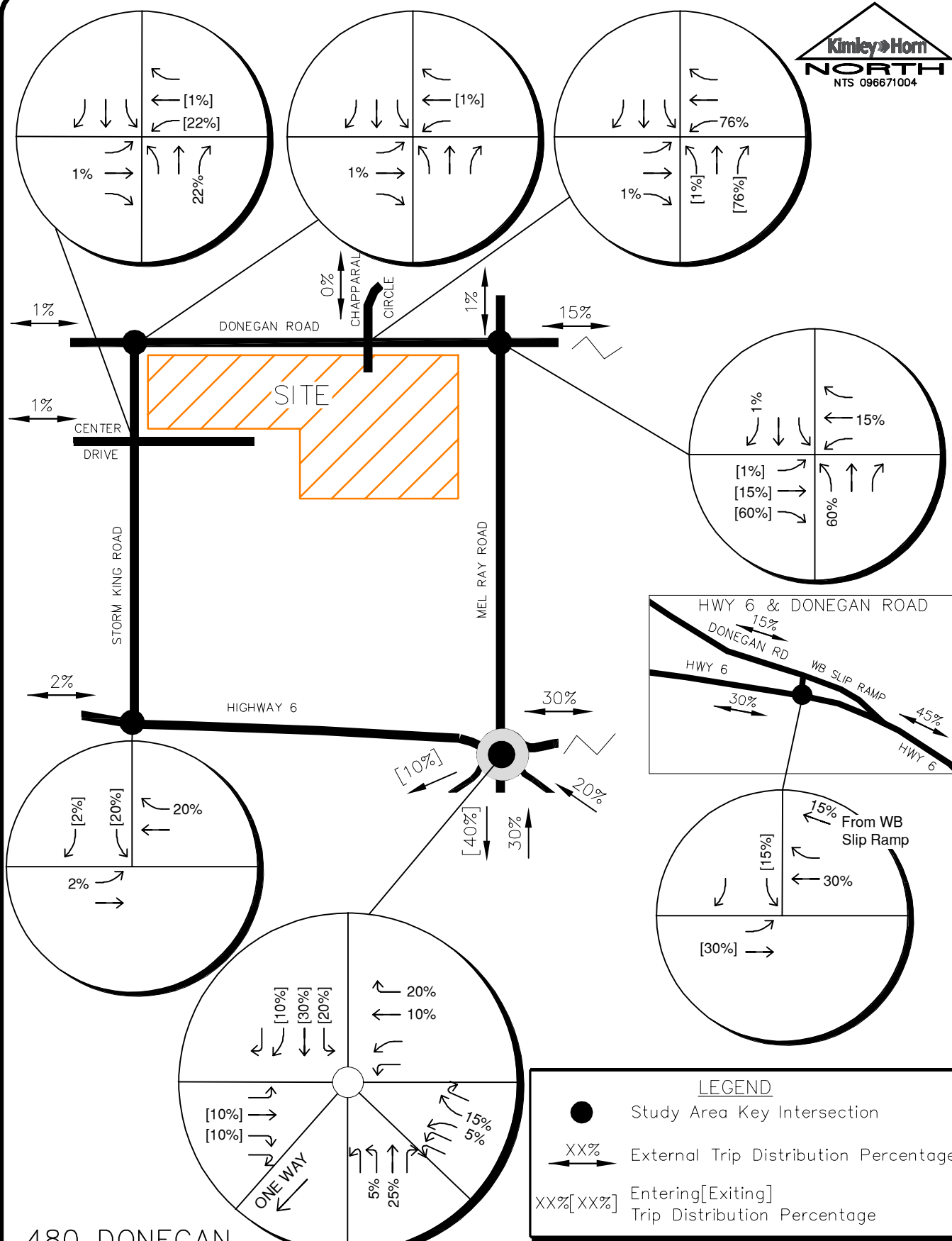


FIGURE 9

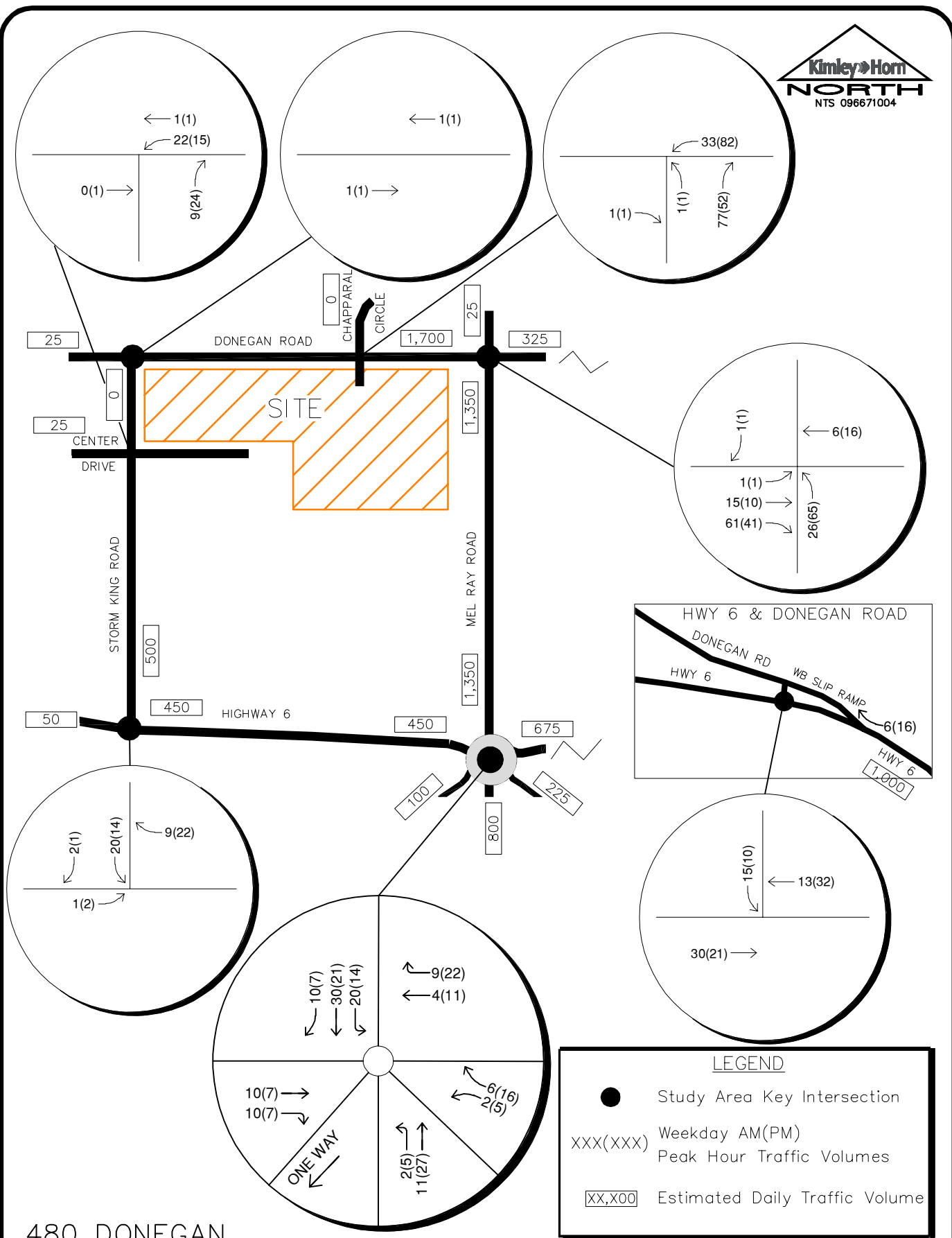


FIGURE 10

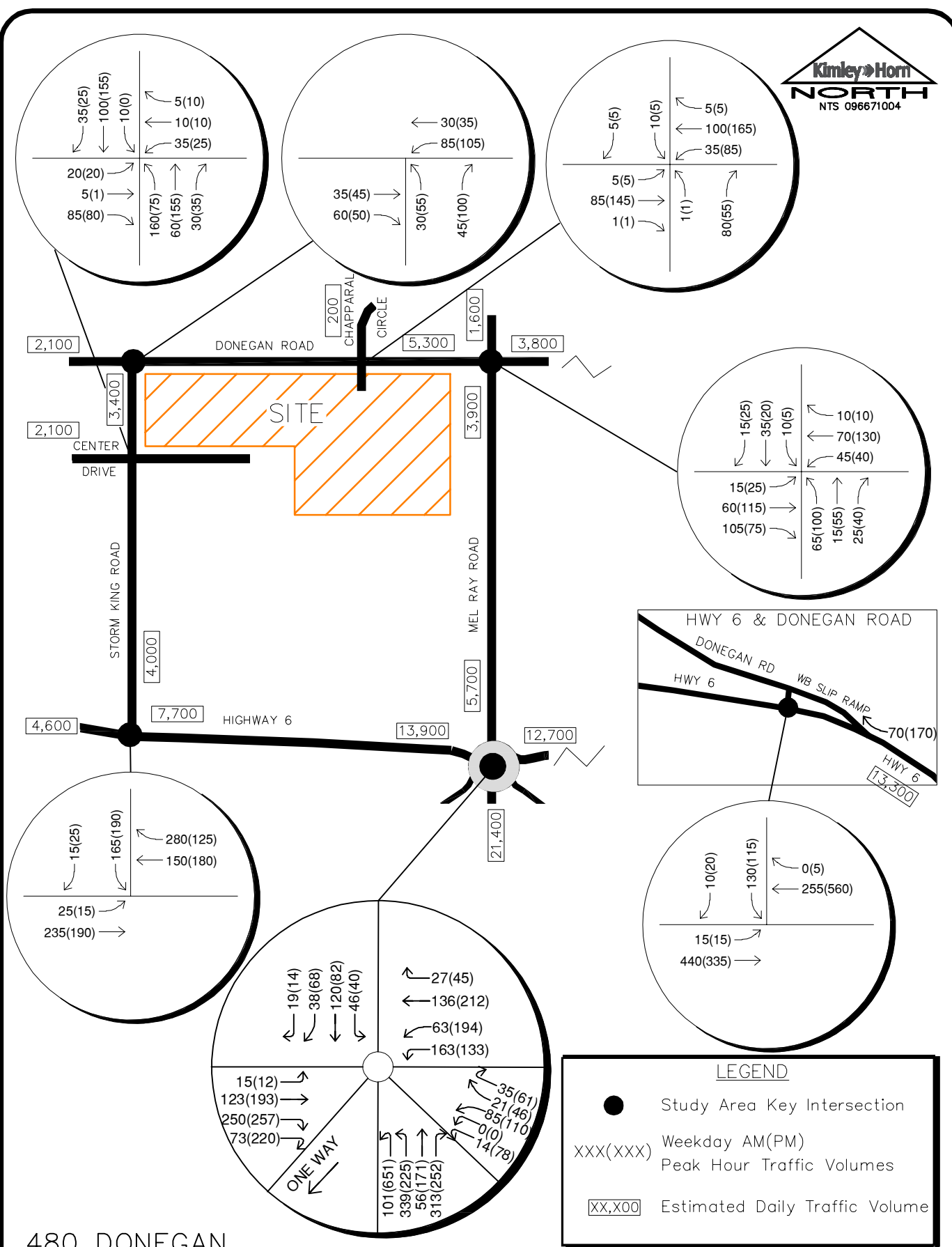
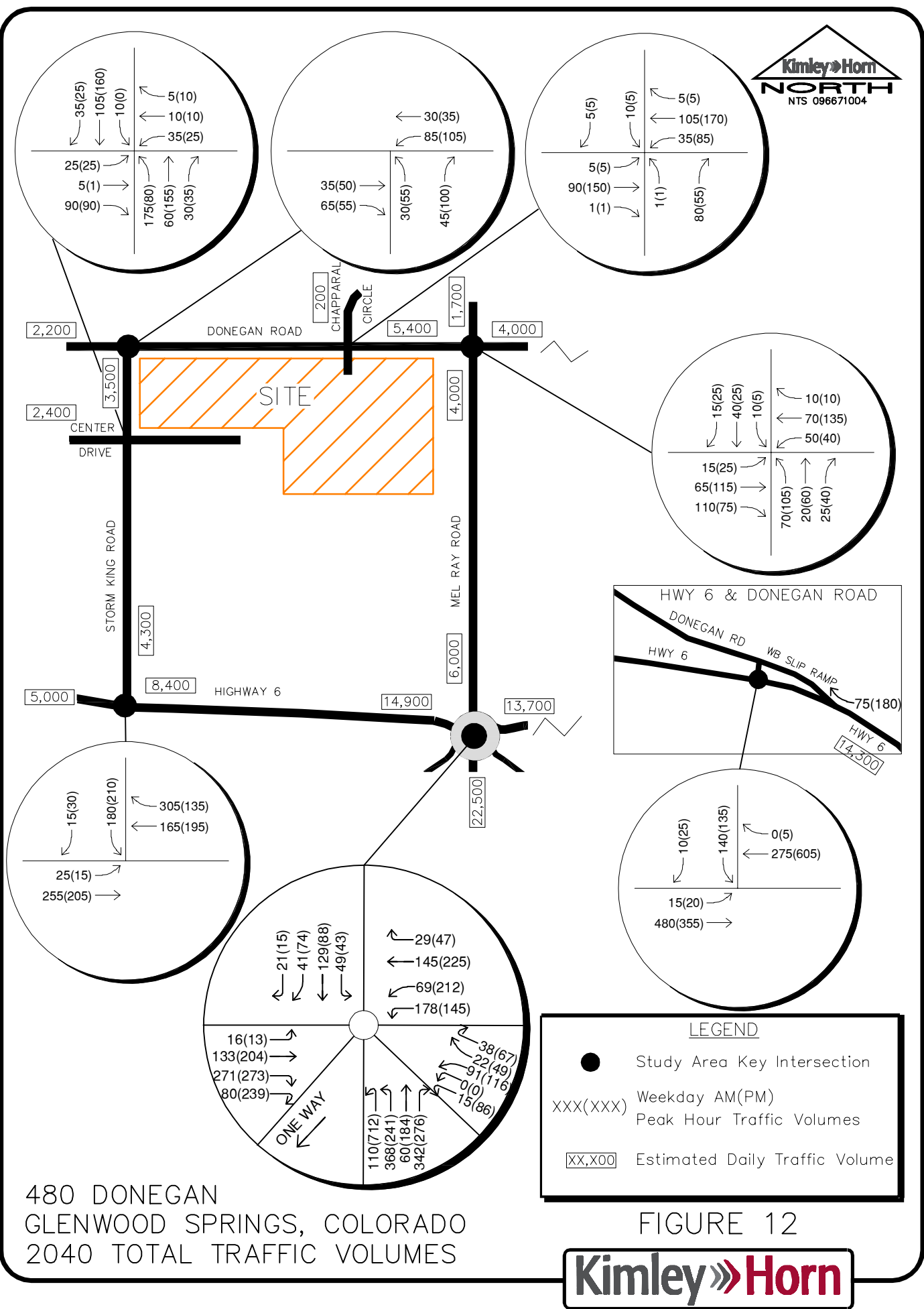


FIGURE 11



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/Donagan 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.

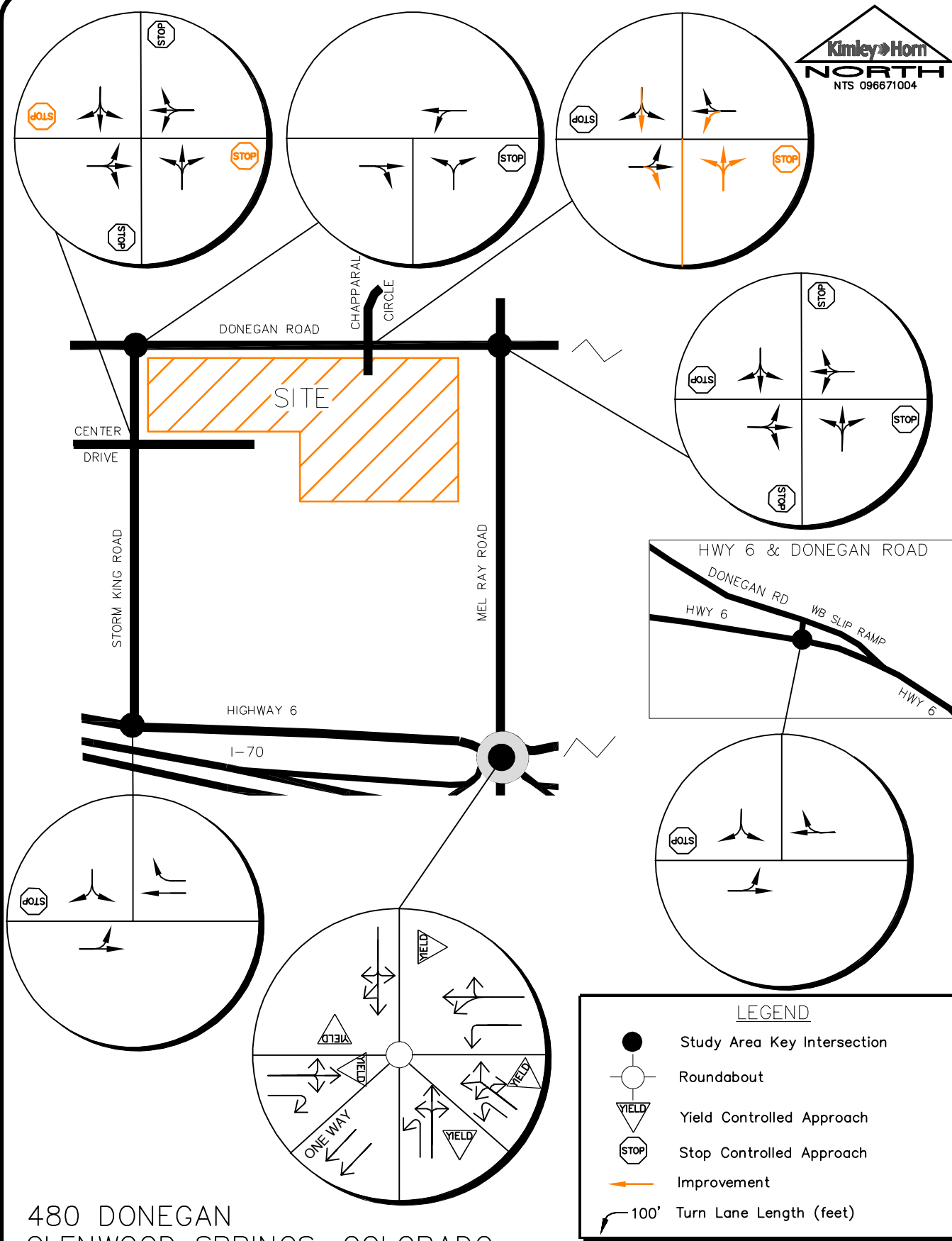
5.5 Bicycle and Pedestrian Access

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

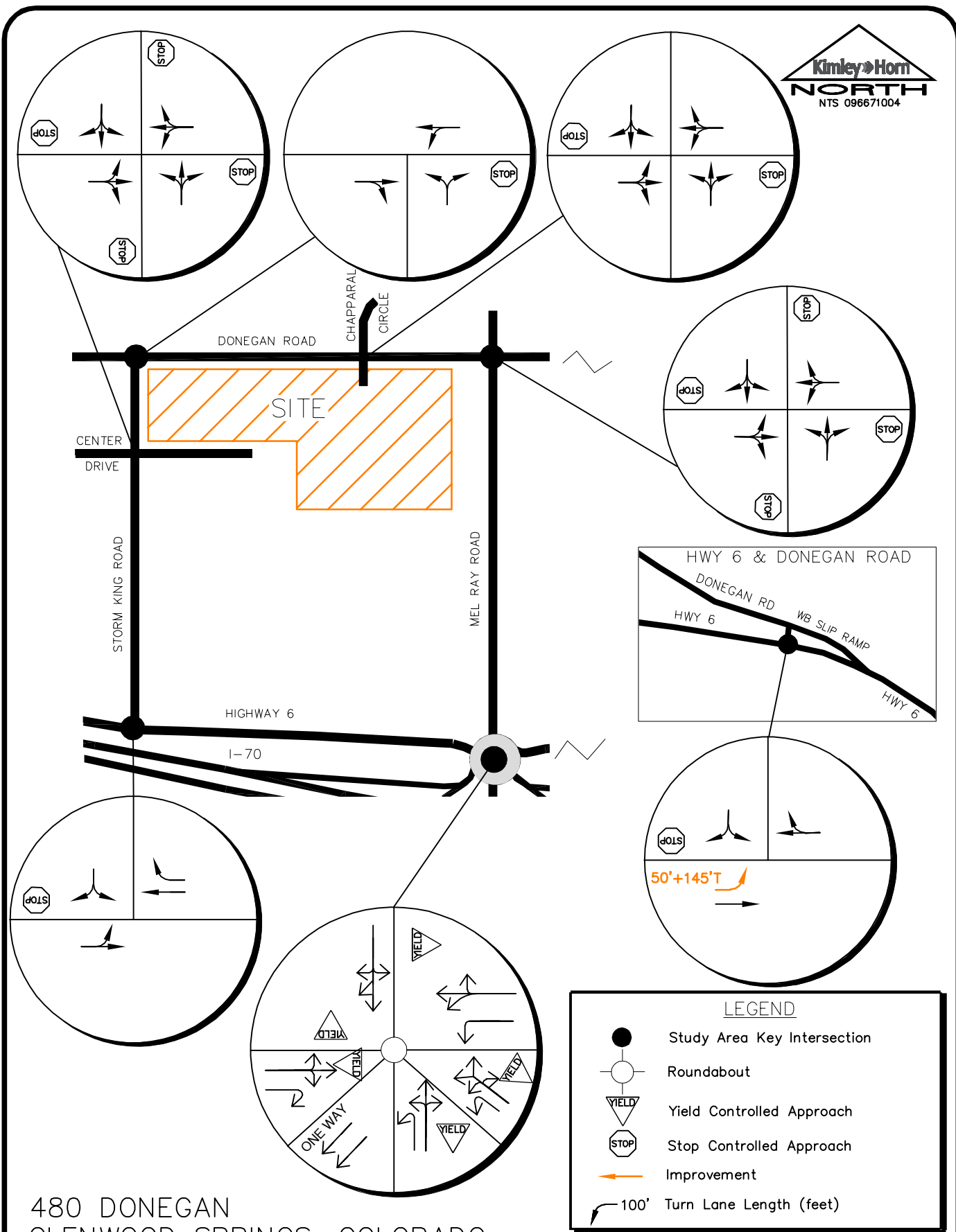


FIGURE 14

6.0 CONCLUSIONS AND RECOMMENDATIONS

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

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

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

APPENDICES

APPENDIX A

Intersection Count Sheets

MEL RAY RD DONEGAN RD

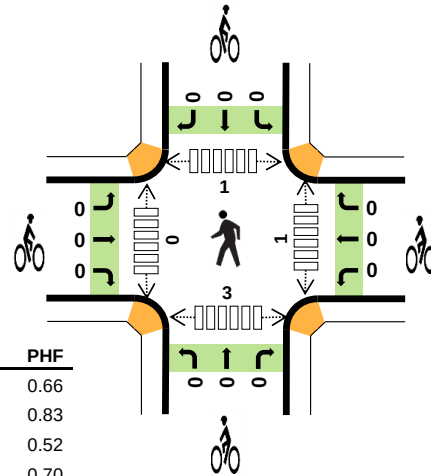
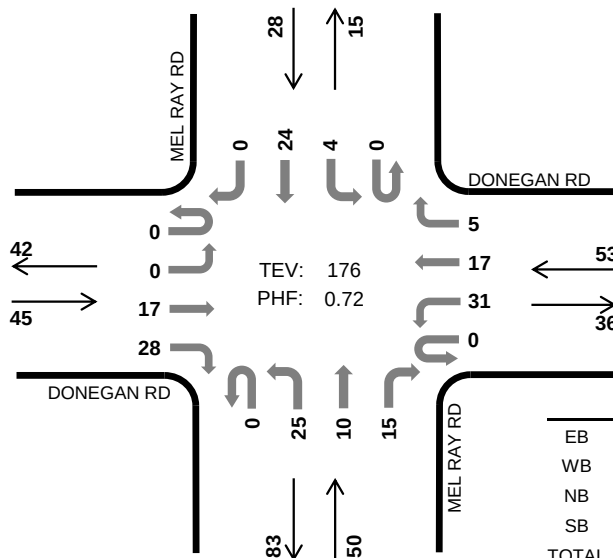


Peak Hour

Date: 03/03/2021

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

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



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

Two-Hour Count Summaries

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

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

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

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

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

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

MEL RAY RD DONEGAN RD

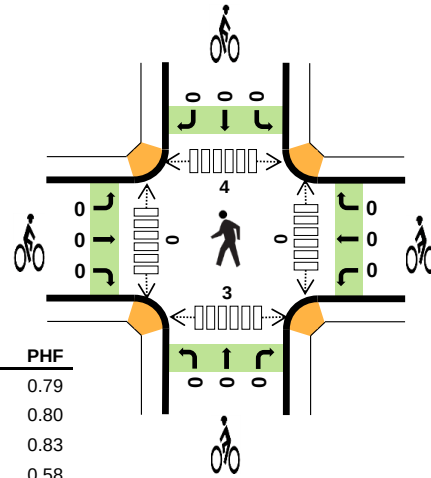
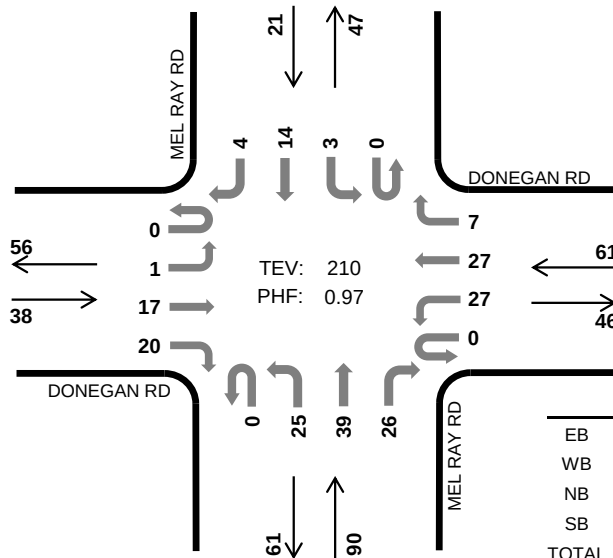


Peak Hour

Date: 03/03/2021

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

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



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

Four-Hour Count Summaries

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

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

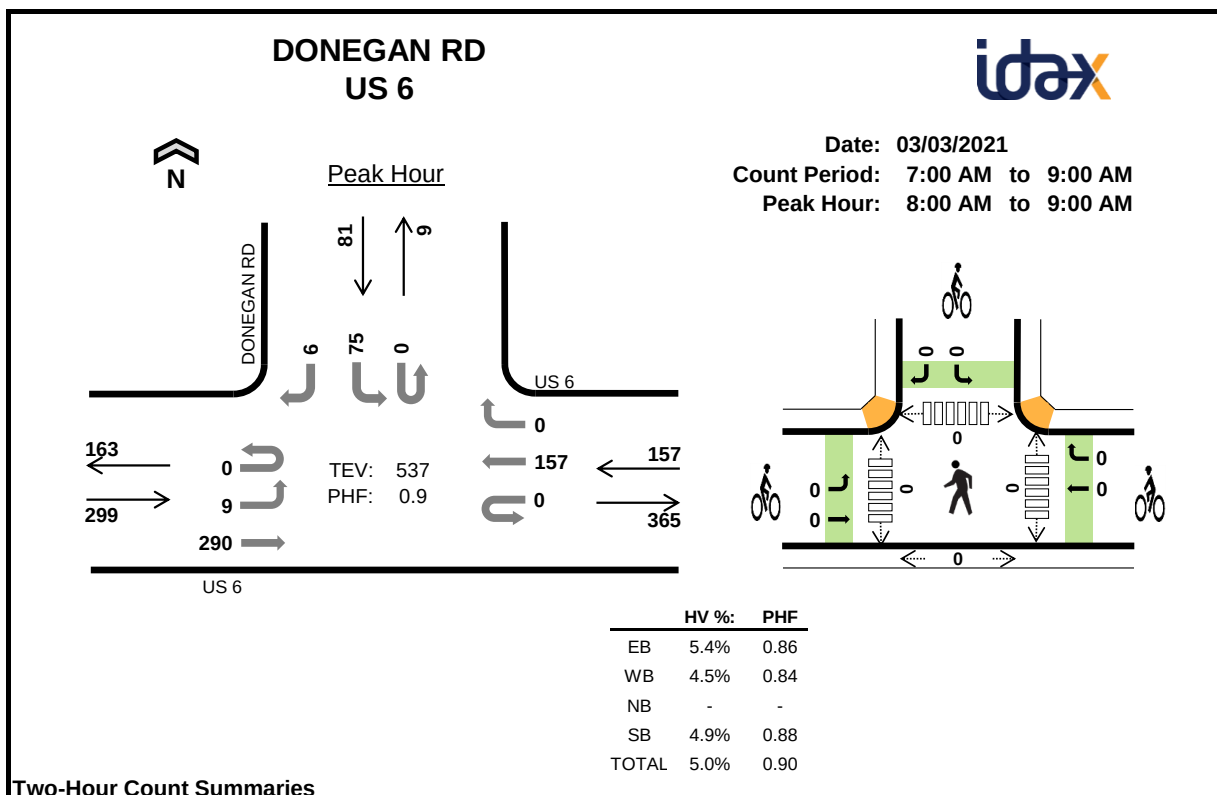
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	2	5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

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

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

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

**Two-Hour Count Summaries**

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

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

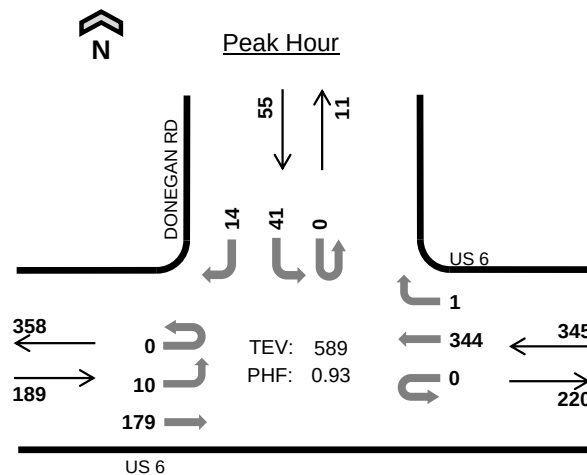
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	1	0	3	4	0	0	0	0	0	0	0	0	0	0
7:15 AM	2	1	0	1	4	0	0	0	0	0	0	0	0	0	0
7:30 AM	2	1	0	1	4	0	0	0	0	0	0	0	0	0	0
7:45 AM	2	1	0	1	4	0	0	0	0	0	0	0	0	0	0
8:00 AM	5	2	0	7	14	0	0	0	0	0	0	0	0	0	0
8:15 AM	4	2	0	1	7	0	0	0	0	0	0	0	0	0	0
8:30 AM	4	1	0	1	6	0	0	0	0	0	0	0	0	0	0
8:45 AM	3	2	0	2	7	0	0	0	0	0	0	0	0	0	0
Count Total	22	11	0	10	43	0	0	0	0	0	0	0	0	0	0
Peak Hr	16	7	0	4	27	0	0	0	0	0	0	0	0	0	0

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

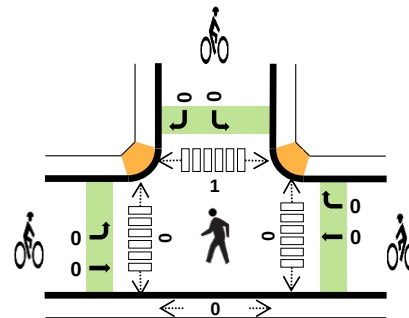
Two-Hour Count Summaries - Bikes																		
Interval Start	US 6			US 6			0			DONEGAN RD						15-min Total	Rolling One Hour	
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT			
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0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

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

DONEGAN RD US 6



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



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

Two-Hour Count Summaries

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

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

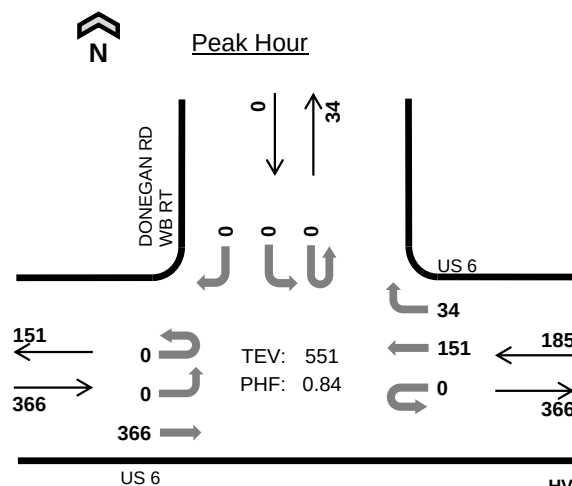
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	3	3	0	1	7	0	0	0	0	0	0	0	0	0	0
4:15 PM	2	2	0	0	4	0	0	0	0	0	0	0	2	0	2
4:30 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0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

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

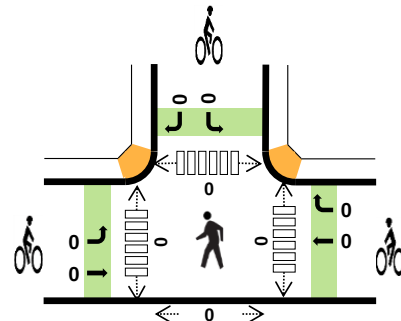
Two-Hour Count Summaries - Bikes																			
Interval Start	US 6			US 6			0			DONEGAN RD						15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound			Southbound									
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0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

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

DONEGAN RD WB RT US 6



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



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

Two-Hour Count Summaries

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

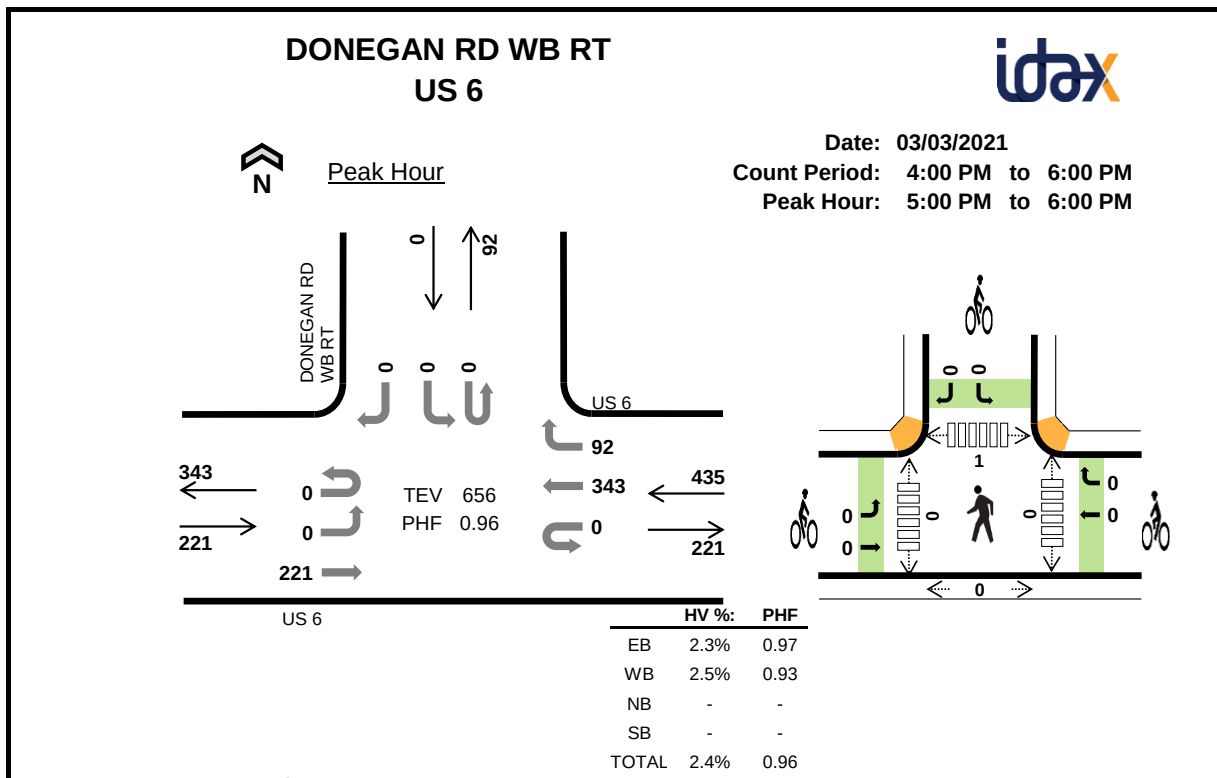
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

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

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

Two-Hour Count Summaries - Bikes																		
Interval Start	US 6			US 6			0			DONEGAN RD WB RT			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
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	0			
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

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

STORM KING RD CENTER DR

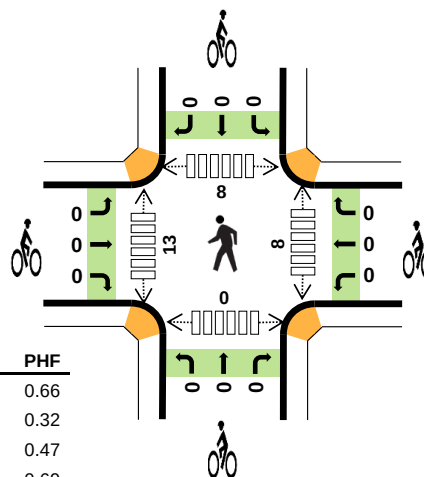
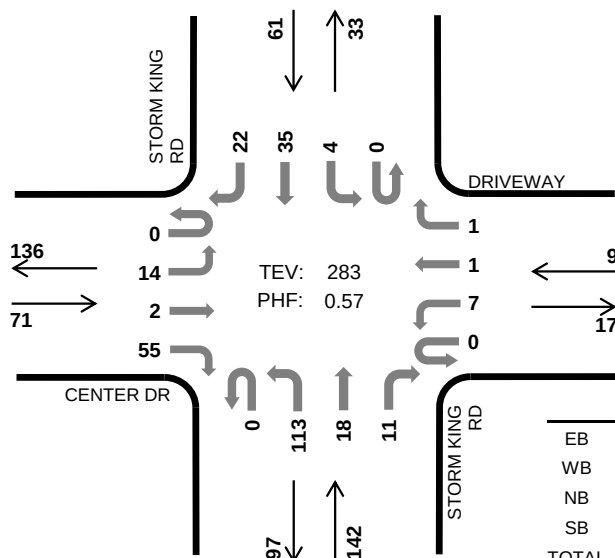


Peak Hour

Date: 03/03/2021

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

Peak Hour: 7:45 AM to 8:45 AM



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

Two-Hour Count Summaries

Interval Start		CENTER DR				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.

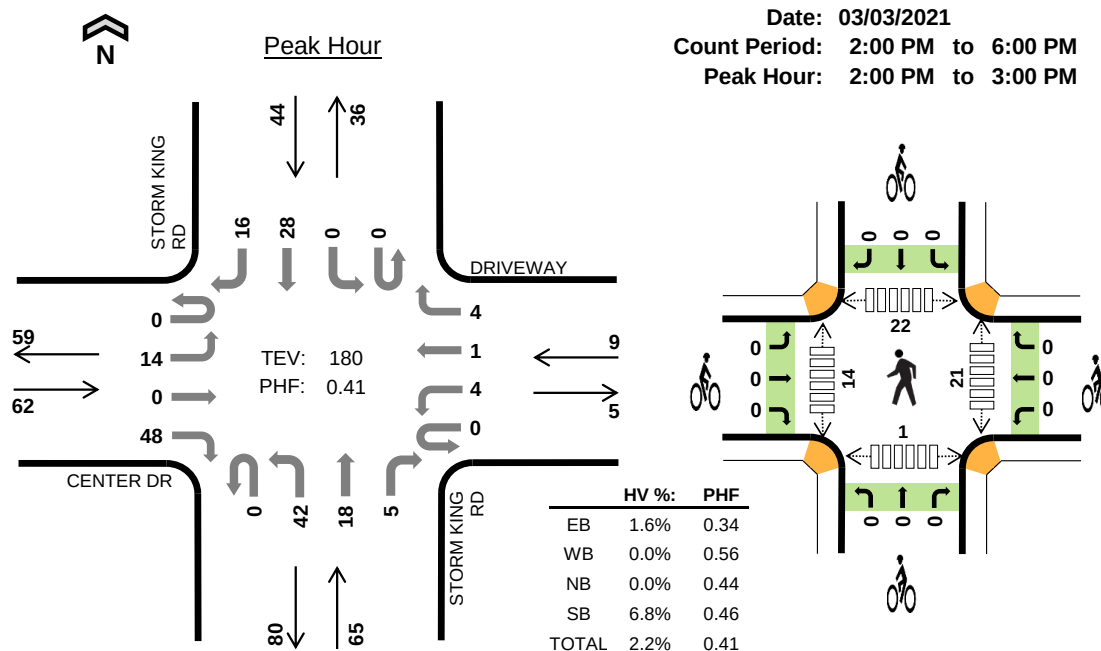
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	4	3	4	0	11
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.

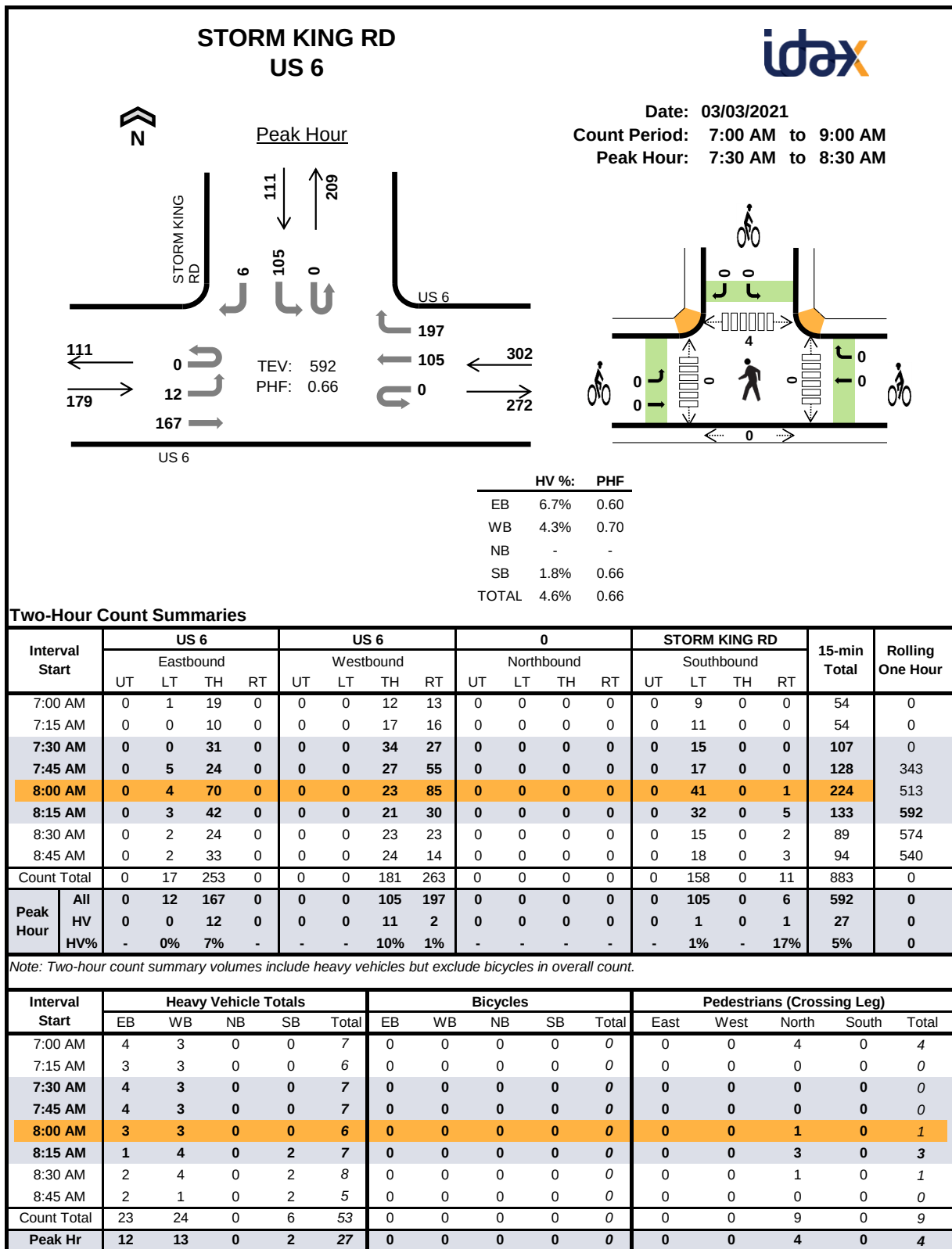
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	0	3	3	0	0	0	0	0	19	11	22	1	53
2:15 PM	1	0	0	0	1	0	0	0	0	0	2	1	0	0	3
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	2	0	0	2			
2:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:00 PM		1	1	0	1	3	0	0	0	0	0	0	1	3	0	4			
3:15 PM		1	0	0	1	2	0	0	0	0	0	2	1	0	0	3			
3:30 PM		0	0	1	0	1	0	0	0	0	0	0	3	1	0	4			
3:45 PM		0	0	0	0	0	0	0	0	0	2	2	0	0	1	5			
4:00 PM		0	0	0	1	1	0	0	0	0	0	0	0	0	0	0			
4:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM		0	0	0	1	1	0	0	0	0	1	0	0	0	0	1			
4:45 PM		1	0	0	0	1	0	0	0	0	1	0	0	0	0	1			
5:00 PM		0	0	1	0	1	0	0	0	0	1	1	0	0	0	2			
5:15 PM		0	0	0	0	0	0	0	0	0	0	3	0	0	0	3			
5:30 PM		0	0	0	0	0	0	0	0	0	2	0	1	0	0	3			
5:45 PM		1	0	0	0	1	0	0	0	0	0	0	0	0	0	0			
Count Total		5	1	2	7	15	0	0	0	0	0	30	25	27	2	84			
Peak Hour		1	0	0	3	4	0	0	0	0	0	21	14	22	1	58			

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

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

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

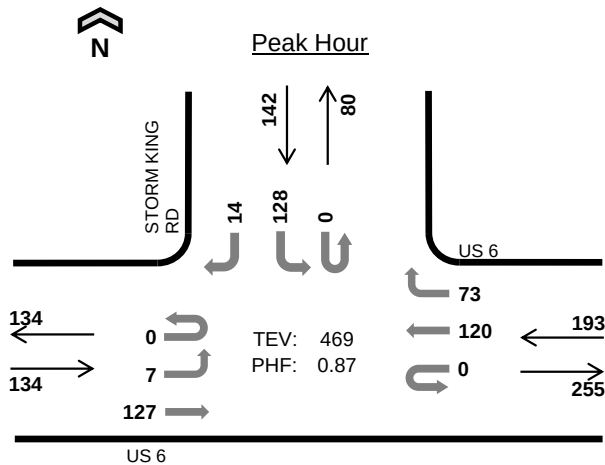


Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	US 6				US 6				0				STORM KING RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	7	0
7:15 AM	0	0	3	0	0	0	2	1	0	0	0	0	0	0	0	0	6	0
7:30 AM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	7	0
7:45 AM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	7	27
8:00 AM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	6	26
8:15 AM	0	0	1	0	0	0	2	2	0	0	0	0	0	0	1	1	7	27
8:30 AM	0	1	1	0	0	0	2	2	0	0	0	0	0	0	2	0	8	28
8:45 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	2	0	5	26
Count Total	0	1	22	0	0	0	19	5	0	0	0	0	0	0	5	0	53	0
Peak Hour	0	0	12	0	0	0	11	2	0	0	0	0	0	0	1	0	27	0

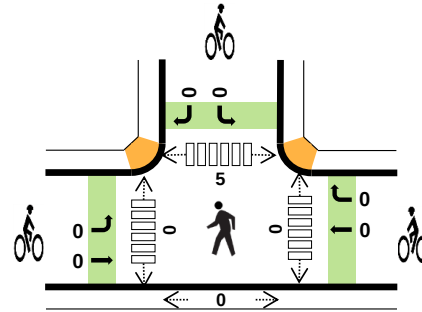
Two-Hour Count Summaries - Bikes																		
Interval Start	US 6			US 6			0			STORM KING RD			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM	0	0	0	0	0	0	0	0	0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

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

STORM KING RD US 6



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



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

Four-Hour Count Summaries

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

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

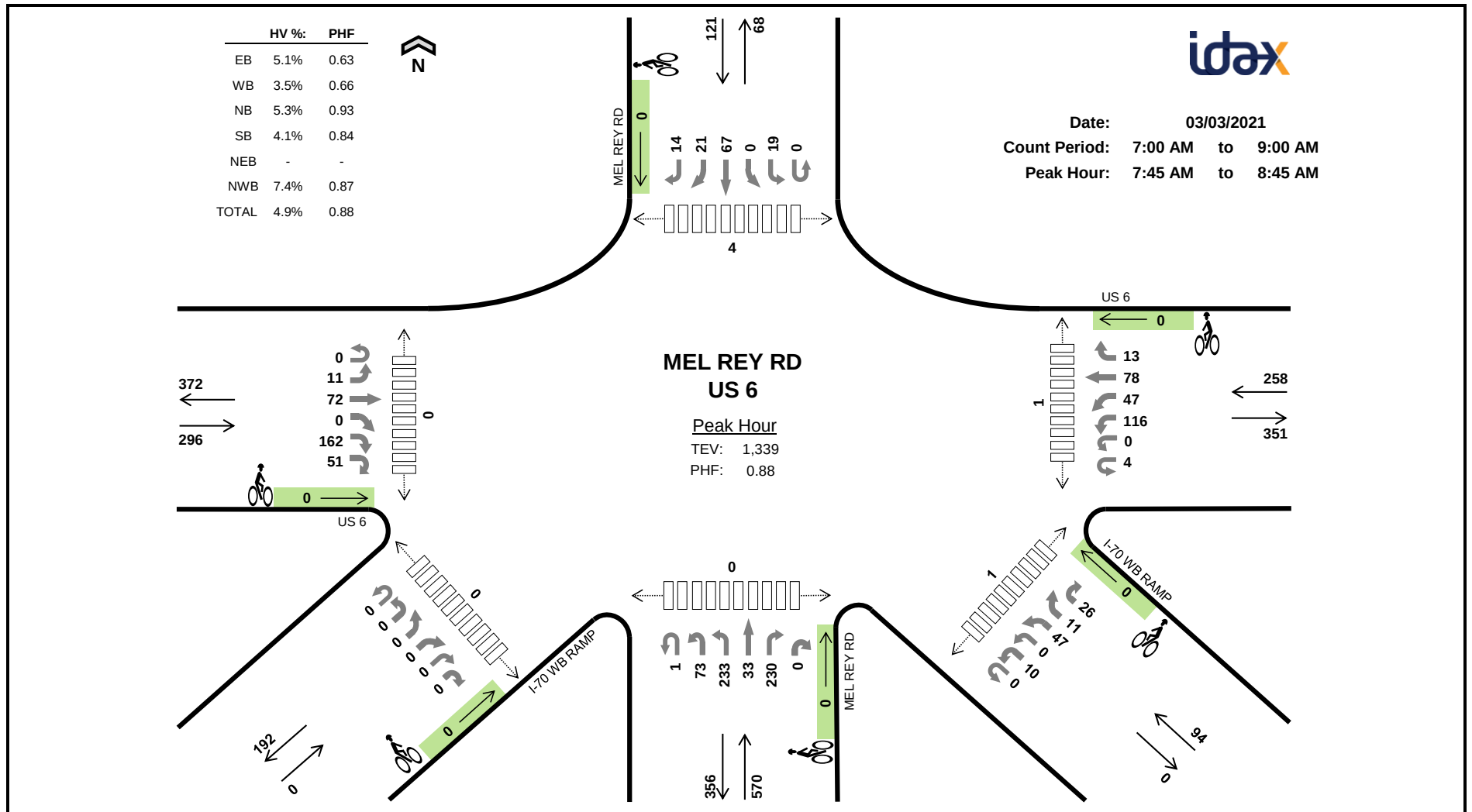
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:15 PM	2	2	0	1	5	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	3	0	1	5	0	0	0	0	0	0	0	1	0	1
4:45 PM	1	2	0	1	4	0	0	0	0	0	0	0	1	0	1
5:00 PM	1	3	0	1	5	0	0	0	0	0	0	0	3	0	3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

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



Two-Hour Count Summaries

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

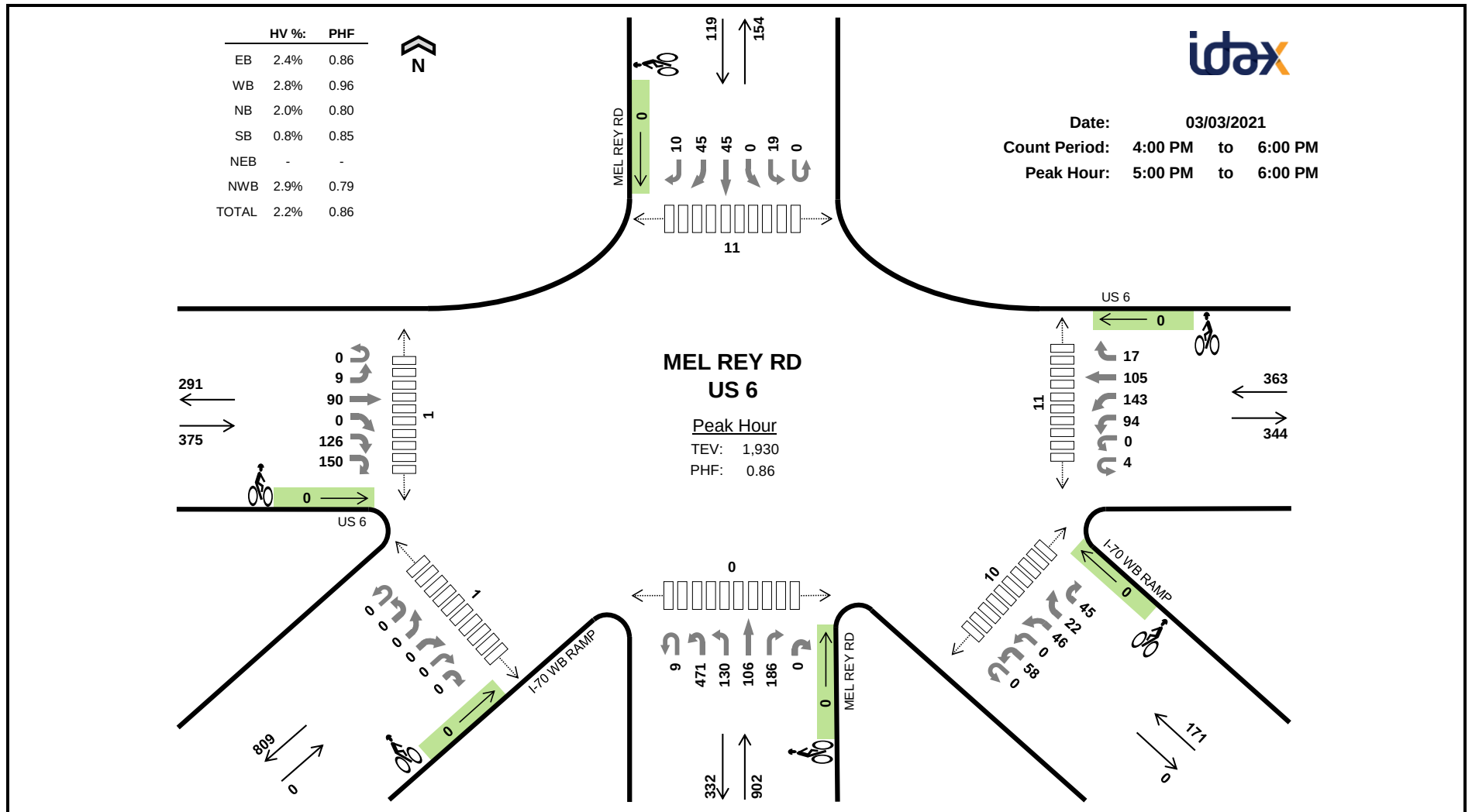
Interval Start	Heavy Vehicle Totals							Bicycles							Pedestrians (Crossing Leg)						
	EB	WB	NB	SB	NEB	NWB	Total	EB	WB	NB	SB	NEB	NWB	Total	East	West	North	South	SE	SW	Total
7:00 AM	3	0	6	0	0	1	10	0	0	0	0	0	0	0	1	0	0	1	0	0	2
7:15 AM	3	2	2	0	0	0	7	0	0	0	0	0	0	0	2	0	2	0	1	0	5
7:30 AM	4	4	3	0	0	1	12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

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	US 6						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	1	0	0	0	0	10	0
7:15 AM	0	0	1	0	2	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0
7:30 AM	0	0	1	0	2	1	0	0	0	1	3	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	12	0
7:45 AM	0	0	1	0	2	2	0	0	0	0	0	0	0	1	4	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	14	43
8:00 AM	0	0	0	0	2	0	0	0	0	0	1	0	0	2	1	3	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	12	45
8:15 AM	0	0	3	0	1	1	0	0	0	2	1	1	0	1	3	1	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	2	22	60
8:30 AM	0	0	0	0	2	1	0	0	1	1	2	0	0	4	2	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	18	66
8:45 AM	0	0	0	0	3	0	0	0	1	0	0	0	0	2	0	1	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	1	0	1	16	68
Count Total	0	1	6	0	15	6	0	0	3	5	7	1	0	14	15	6	12	0	0	1	0	7	0	0	0	0	0	0	0	0	0	4	0	4	0	4	111	0
Peak Hour	0	0	4	0	7	4	0	0	1	3	4	1	0	8	10	5	7	0	0	1	0	4	0	0	0	0	0	0	0	0	0	2	0	2	0	3	66	0

Two-Hour Count Summaries - Bikes

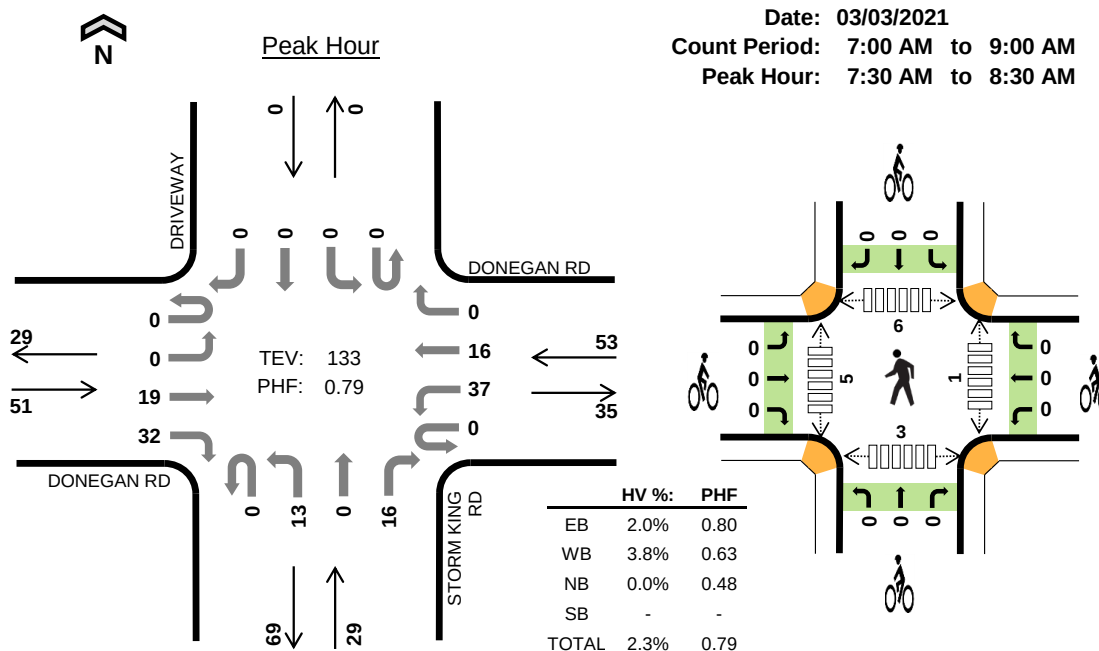
[illegible]



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

[illegible]

STORM KING RD DONEGAN RD



Two-Hour Count Summaries

Interval Start		DONEGAN RD				DONEGAN RD				STORM KING RD				DRIVEWAY				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	5	4	0	0	1	0	0	0	0	2	0	0	0	0	12	0
7:15 AM		0	0	1	8	0	2	0	0	0	4	0	0	0	0	0	0	15	0
7:30 AM		0	0	5	11	0	3	2	0	0	2	0	0	0	0	0	0	23	0
7:45 AM		0	0	1	10	0	8	6	0	0	3	0	3	0	0	0	0	31	81
8:00 AM		0	0	7	8	0	16	5	0	0	4	0	2	0	0	0	0	42	111
8:15 AM		0	0	6	3	0	10	3	0	0	4	0	11	0	0	0	0	37	133
8:30 AM		0	0	6	5	0	3	2	0	0	5	0	1	0	0	0	0	22	132
8:45 AM		0	0	1	3	0	5	2	0	0	4	0	3	0	0	0	0	18	119
Count Total		0	0	32	52	0	47	21	0	0	26	0	22	0	0	0	0	200	0
Peak Hour	All	0	0	19	32	0	37	16	0	0	13	0	16	0	0	0	0	133	0
	HV	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3	0
	HV%	-	-	5%	0%	-	5%	0%	-	-	0%	-	0%	-	-	-	-	2%	0

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

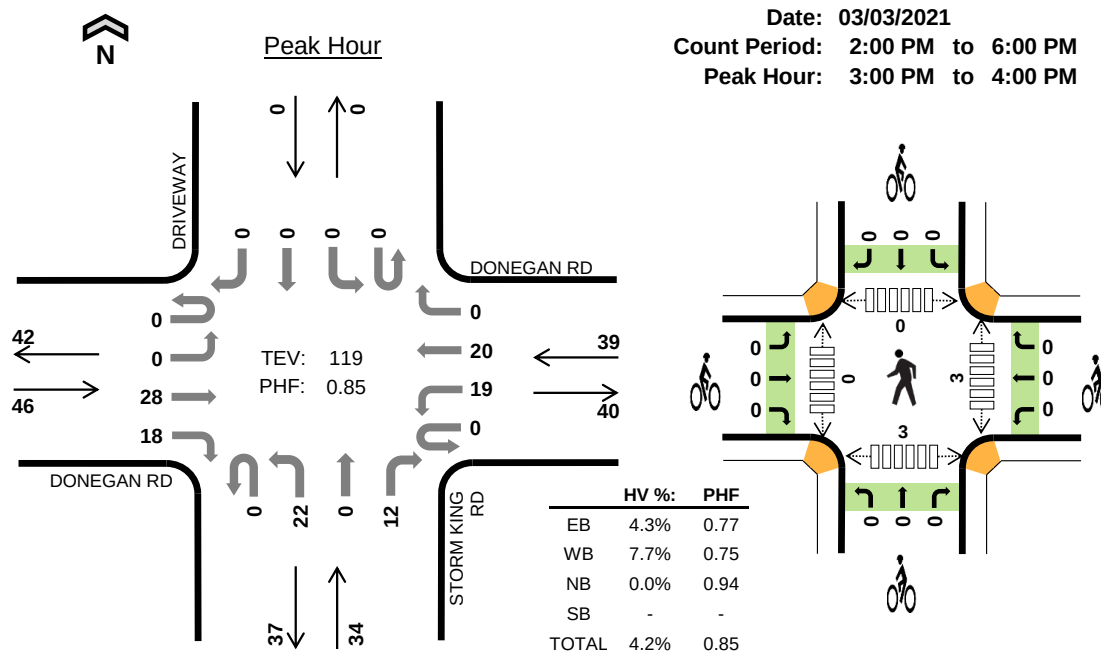
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	1	3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

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

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

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

STORM KING RD DONEGAN RD



Four-Hour Count Summaries																			
Interval Start		DONEGAN RD				DONEGAN RD				STORM KING RD				DRIVEWAY				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM		0	0	3	6	0	12	7	0	0	5	0	12	0	0	1	0	46	0
2:15 PM		0	0	5	3	0	1	2	0	0	3	0	6	0	0	0	1	21	0
2:30 PM		0	0	3	4	0	4	3	0	0	1	0	3	0	0	0	0	18	0
2:45 PM		0	0	2	6	0	3	4	0	0	1	0	4	0	0	0	0	20	105
3:00 PM		0	0	5	8	0	7	6	0	0	7	0	2	0	0	0	0	35	94
3:15 PM		0	0	10	5	0	8	4	0	0	5	0	3	0	0	0	0	35	108
3:30 PM		0	0	8	2	0	1	4	0	0	5	0	4	0	0	0	0	24	114
3:45 PM		0	0	5	3	0	3	6	0	0	5	0	3	0	0	0	0	25	119
4:00 PM		0	0	7	8	0	5	6	0	0	2	0	3	0	0	0	0	31	115
4:15 PM		0	0	3	4	0	4	4	0	0	5	0	5	0	0	0	0	25	105
4:30 PM		0	0	3	4	0	5	4	0	0	5	0	3	0	0	0	0	24	105
4:45 PM		0	0	6	5	0	6	2	0	0	5	0	5	0	0	0	0	29	109
5:00 PM		0	0	2	6	0	5	5	0	0	7	0	5	0	0	0	0	30	108
5:15 PM		0	0	1	5	0	2	4	0	0	9	0	1	0	0	0	0	22	105
5:30 PM		0	0	1	4	0	3	3	0	0	8	0	2	0	0	0	0	21	102
5:45 PM		0	0	0	5	0	2	2	0	0	6	0	4	0	0	0	0	19	92
Count Total		0	0	64	78	0	71	66	0	0	79	0	65	0	0	1	1	425	0
Peak Hour	All	0	0	28	18	0	19	20	0	0	22	0	12	0	0	0	0	119	0
	HV	0	0	2	0	0	2	1	0	0	0	0	0	0	0	0	0	5	0
	HV%	-	-	7%	0%	-	11%	5%	-	-	0%	-	0%	-	-	-	-	4%	0
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)								
	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	Directional Distribution:	23% ent.	77% exit.
Ln(T) = 0.95 * Ln(20.0) - 0.51	T = 10	Average Vehicle Trip Ends	
	2 entering	8	exiting
	2 + 8	= 10	

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

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

Weekday (Series 200 Page 31)

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

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

(T) = 1.08*(X) - 33.24	Directional Distribution:	50% ent.	50% exit.
(T) = 1.08 * 20 - 33.24	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)

$\begin{aligned} \ln(T) &= 0.98 \ln(X) - 0.98 \\ \ln(T) &= 0.98 * \ln(340.0) - 0.98 \end{aligned}$	Directional Distribution: 26% ent. 74% exit. T = 114 Average Vehicle Trip Ends 30 entering 84 exiting 30 + 84 = 114
--	--

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (Series 200 Page 75)

$\begin{aligned} \ln(T) &= 0.96 \ln(X) - 0.63 \\ \ln(T) &= 0.96 * \ln(340.0) - 0.63 \end{aligned}$	Directional Distribution: 61% ent. 39% exit. T = 143 Average Vehicle Trip Ends 87 entering 56 exiting 87 + 56 = 143
--	--

Weekday (Series 200 Page 73)

$\begin{aligned} (T) &= 5.45*(X) - 1.75 \\ (T) &= 5.45 * 340 - 1.75 \end{aligned}$	Directional Distribution: 50% ent. 50% exit. T = 1852 Average Vehicle Trip Ends 926 entering 926 exiting 926 + 926 = 1852
--	--

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

$\begin{aligned} (T) &= 0.42*(X) + 6.73 \\ (T) &= 0.42 * 340 + 6.73 \end{aligned}$	Directional Distribution: 49% ent. 51% exit. T = 150 Average Vehicle Trip Ends 72 entering 77 exiting 72 + 77 = not ok
--	---

Project	480 Donegan		
Subject	Trip Generation for High-Turnover (Sit-Down) Restaurant		
Designed by	JRP	Date	March 11, 2021
Job No.	096671004		
Checked by		Date	
Sheet No.	1	of	1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Average Rate Equations

Land Use Code - High Turnover Sit-Down Restaurant (932)

Independant Variable - 1000 Square Feet Gross Floor Area (X)

Gross Floor Area = 2,000 Square Feet

X = 2.000

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (900 Series Page 97)

Average Weekday	Directional Distribution:	55% ent.	45% exit.
T = 9.94 (X)	T = 20	Average Vehicle Trip Ends	
T = 9.94 * 2.000	11 entering	9	exiting

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (900 Series Page 98)

Average Weekday	Directional Distribution:	62% ent.	38% exit.
T = 9.77 (X)	T = 20	Average Vehicle Trip Ends	
T = 9.77 * 2.000	12 entering	8	exiting

Weekday (900 Series Page 96)

Average Weekday	Directional Distribution:	50% entering, 50% exiting
T = 112.18 (X)	T = 226	Average Vehicle Trip Ends
T = 112.18 * 2.000	113 entering	113 exiting

P.M. Peak Hour of Generator (900 Series Page 100)

Average Weekday	Directional Distribution:	52% ent.	48% exit.
T = 17.41 (X)	T = 35	Average Vehicle Trip Ends	
T = 17.41 * 2.000	18 entering	17	exiting

Saturday Peak Hour of Generator (900 Series Page 105)

Average Saturday	Directional Distribution:	51% ent.	49% exit.
T = 11.19 (X)	T = 24	Average Vehicle Trip Ends	
T = 11.19 * 2.000	12 entering	12	exiting

Non Pass-By Trip Volumes (Per ITE Trip Generation Handbook, 3rd Edition September 2017-Page 207)

AM Peak Hour =	57%	Non-Pass By	PM Peak Hour =	57%	Non-Pass By
	IN	Out	Total		
AM Peak	6	5	11		
PM Peak	7	5	11		
Daily	64	64	128		

PM Peak Hour Rate Applied to Daily

Pass-By Trip Volumes (Per ITE Trip Generation Handbook, 3rd Edition September 2017 -Page 207)

AM Peak Hour =	43%	Pass By	PM Peak Hour =	43%	Pass By
	IN	Out	Total		
AM Peak	5	4	9		
PM Peak	5	3	9		
Daily	49	49	98		

PM Peak Hour Rate Applied to Daily

APPENDIX D

Intersection Analysis Worksheets

Intersection

Int Delay, s/veh 0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	56	57	1	6	2
Future Vol, veh/h	3	56	57	1	6	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	61	62	1	7	2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	63	0	0 130 63
Stage 1	-	-	- 63 -
Stage 2	-	-	- 67 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1540	-	- 864 1002
Stage 1	-	-	- 960 -
Stage 2	-	-	- 956 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1540	-	- 862 1002
Mov Cap-2 Maneuver	-	-	- 862 -
Stage 1	-	-	- 958 -
Stage 2	-	-	- 956 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1540	-	-	-	893
HCM Lane V/C Ratio	0.002	-	-	-	0.01
HCM Control Delay (s)	7.3	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	48	73	2	3	1
Future Vol, veh/h	4	48	73	2	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	52	79	2	3	1
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	81	0	-	0	140	80
Stage 1	-	-	-	-	80	-
Stage 2	-	-	-	-	60	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1517	-	-	-	853	980
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	963	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1517	-	-	-	850	980
Mov Cap-2 Maneuver	-	-	-	-	850	-
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	963	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.6	0		9.1		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1517	-	-	-	879	
HCM Lane V/C Ratio	0.003	-	-	-	0.005	
HCM Control Delay (s)	7.4	0	-	-	9.1	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	85	100	5	10	5
Future Vol, veh/h	5	85	100	5	10	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	92	109	5	11	5
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	114	0	-	0	214	112
Stage 1	-	-	-	-	112	-
Stage 2	-	-	-	-	102	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1475	-	-	-	774	941
Stage 1	-	-	-	-	913	-
Stage 2	-	-	-	-	922	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1475	-	-	-	771	941
Mov Cap-2 Maneuver	-	-	-	-	771	-
Stage 1	-	-	-	-	909	-
Stage 2	-	-	-	-	922	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.4	0		9.5		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1475	-	-	-	820	
HCM Lane V/C Ratio	0.004	-	-	-	0.02	
HCM Control Delay (s)	7.5	0	-	-	9.5	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	145	165	5	5	5
Future Vol, veh/h	5	145	165	5	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	158	179	5	5	5

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	184	0	0 350 182
Stage 1	-	-	- 182 -
Stage 2	-	-	- 168 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1391	-	- 647 861
Stage 1	-	-	- 849 -
Stage 2	-	-	- 862 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1391	-	- 644 861
Mov Cap-2 Maneuver	-	-	- 644 -
Stage 1	-	-	- 846 -
Stage 2	-	-	- 862 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1391	-	-	-	737
HCM Lane V/C Ratio	0.004	-	-	-	0.015
HCM Control Delay (s)	7.6	0	-	-	10
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	85	1	35	100	5	1	0	80	10	0	5
Future Vol, veh/h	5	85	1	35	100	5	1	0	80	10	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	92	1	38	109	5	1	0	87	11	0	5
Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	114	0	0	93	0	0	293	293	93	334	291	112
Stage 1	-	-	-	-	-	-	103	103	-	188	188	-
Stage 2	-	-	-	-	-	-	190	190	-	146	103	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1475	-	-	1501	-	-	659	618	964	620	619	941
Stage 1	-	-	-	-	-	-	903	810	-	814	745	-
Stage 2	-	-	-	-	-	-	812	743	-	857	810	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1475	-	-	1501	-	-	640	599	964	551	600	941
Mov Cap-2 Maneuver	-	-	-	-	-	-	640	599	-	551	600	-
Stage 1	-	-	-	-	-	-	899	807	-	811	725	-
Stage 2	-	-	-	-	-	-	786	723	-	777	807	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0.4		1.9			9.1			10.8			
HCM LOS						A			B			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	958	1475	-	-	1501	-	-	639				
HCM Lane V/C Ratio	0.092	0.004	-	-	0.025	-	-	0.026				
HCM Control Delay (s)	9.1	7.5	0	-	7.5	0	-	10.8				
HCM Lane LOS	A	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0.1				

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	145	1	85	165	5	1	0	55	5	0	5
Future Vol, veh/h	5	145	1	85	165	5	1	0	55	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	158	1	92	179	5	1	0	60	5	0	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	184	0	0	159	0	0	537	537	159	565	535	182
Stage 1	-	-	-	-	-	-	169	169	-	366	366	-
Stage 2	-	-	-	-	-	-	368	368	-	199	169	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1391	-	-	1420	-	-	455	450	886	436	452	861
Stage 1	-	-	-	-	-	-	833	759	-	653	623	-
Stage 2	-	-	-	-	-	-	652	621	-	803	759	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1391	-	-	1420	-	-	426	416	886	383	418	861
Mov Cap-2 Maneuver	-	-	-	-	-	-	426	416	-	383	418	-
Stage 1	-	-	-	-	-	-	830	756	-	650	578	-
Stage 2	-	-	-	-	-	-	601	576	-	746	756	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			2.6			9.5			11.9		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	869	1391	-	-	1420	-	-	530				
HCM Lane V/C Ratio	0.07	0.004	-	-	0.065	-	-	0.021				
HCM Control Delay (s)	9.5	7.6	0	-	7.7	0	-	11.9				
HCM Lane LOS	A	A	A	-	A	A	-	B				
HCM 95th %tile O(veh)	0.2	0	-	-	0.2	-	-	0.1				

Intersection

Int Delay, s/veh 0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	90	105	5	10	5
Future Vol, veh/h	5	90	105	5	10	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	98	114	5	11	5

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	119	0	0 225 117
Stage 1	-	-	- 117 -
Stage 2	-	-	- 108 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1469	-	- 763 935
Stage 1	-	-	- 908 -
Stage 2	-	-	- 916 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1469	-	- 760 935
Mov Cap-2 Maneuver	-	-	- 760 -
Stage 1	-	-	- 904 -
Stage 2	-	-	- 916 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1469	-	-	-	811
HCM Lane V/C Ratio	0.004	-	-	-	0.02
HCM Control Delay (s)	7.5	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	150	170	5	5	5
Future Vol, veh/h	5	150	170	5	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	163	185	5	5	5

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	190	0	0 361 188
Stage 1	-	-	- 188 -
Stage 2	-	-	- 173 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1384	-	- 638 854
Stage 1	-	-	- 844 -
Stage 2	-	-	- 857 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1384	-	- 635 854
Mov Cap-2 Maneuver	-	-	- 635 -
Stage 1	-	-	- 841 -
Stage 2	-	-	- 857 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1384	-	-	-	728
HCM Lane V/C Ratio	0.004	-	-	-	0.015
HCM Control Delay (s)	7.6	0	-	-	10
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	90	1	35	105	5	1	0	80	10	0	5
Future Vol, veh/h	5	90	1	35	105	5	1	0	80	10	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	98	1	38	114	5	1	0	87	11	0	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	119	0	0	99	0	0	304	304	99	345	302	117
Stage 1	-	-	-	-	-	-	109	109	-	193	193	-
Stage 2	-	-	-	-	-	-	195	195	-	152	109	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1469	-	-	1494	-	-	648	609	957	609	611	935
Stage 1	-	-	-	-	-	-	896	805	-	809	741	-
Stage 2	-	-	-	-	-	-	807	739	-	850	805	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1469	-	-	1494	-	-	629	590	957	541	592	935
Mov Cap-2 Maneuver	-	-	-	-	-	-	629	590	-	541	592	-
Stage 1	-	-	-	-	-	-	892	802	-	806	721	-
Stage 2	-	-	-	-	-	-	781	719	-	770	802	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			1.8			9.2			10.9		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	951	1469	-	-	1494	-	-	629				
HCM Lane V/C Ratio	0.093	0.004	-	-	0.025	-	-	0.026				
HCM Control Delay (s)	9.2	7.5	0	-	7.5	0	-	10.9				
HCM Lane LOS	A	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0.1				

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	150	1	85	170	5	1	0	55	5	0	5
Future Vol, veh/h	5	150	1	85	170	5	1	0	55	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	163	1	92	185	5	1	0	60	5	0	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	190	0	0	164	0	0	548	548	164	576	546	188
Stage 1	-	-	-	-	-	-	174	174	-	372	372	-
Stage 2	-	-	-	-	-	-	374	374	-	204	174	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1384	-	-	1414	-	-	447	444	881	428	445	854
Stage 1	-	-	-	-	-	-	828	755	-	648	619	-
Stage 2	-	-	-	-	-	-	647	618	-	798	755	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1384	-	-	1414	-	-	418	410	881	375	411	854
Mov Cap-2 Maneuver	-	-	-	-	-	-	418	410	-	375	411	-
Stage 1	-	-	-	-	-	-	825	752	-	645	574	-
Stage 2	-	-	-	-	-	-	596	573	-	741	752	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			2.5			9.5			12.1		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	864	1384	-	-	1414	-	-	521				
HCM Lane V/C Ratio	0.07	0.004	-	-	0.065	-	-	0.021				
HCM Control Delay (s)	9.5	7.6	0	-	7.7	0	-	12.1				
HCM Lane LOS	A	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.2	0	-	-	0.2	-	-	0.1				

Intersection												
Intersection Delay, s/veh	7.8											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	23	38	42	23	7	34	14	20	5	32	1
Future Vol, veh/h	1	23	38	42	23	7	34	14	20	5	32	1
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	32	53	58	32	10	47	19	28	7	44	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.5	8	7.9	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	2%	58%	13%
Vol Thru, %	21%	37%	32%	84%
Vol Right, %	29%	61%	10%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	68	62	72	38
LT Vol	34	1	42	5
Through Vol	14	23	23	32
RT Vol	20	38	7	1
Lane Flow Rate	94	86	100	53
Geometry Grp	1	1	1	1
Degree of Util (X)	0.114	0.096	0.123	0.065
Departure Headway (Hd)	4.327	4.016	4.416	4.458
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	831	896	815	805
Service Time	2.339	2.027	2.427	2.473
HCM Lane V/C Ratio	0.113	0.096	0.123	0.066
HCM Control Delay	7.9	7.5	8	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.3	0.4	0.2

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	23	27	36	36	9	34	53	35	4	19	5
Future Vol, veh/h	1	23	27	36	36	9	34	53	35	4	19	5
Peak Hour Factor	0.79	0.79	0.79	0.80	0.80	0.80	0.83	0.83	0.83	0.58	0.58	0.58
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	29	34	45	45	11	41	64	42	7	33	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB	WB		NB		SB						
Opposing Approach	WB	EB		SB		NB						
Opposing Lanes	1	1		1		1						
Conflicting Approach Left	SB	NB		EB		WB						
Conflicting Lanes Left	1	1		1		1						
Conflicting Approach Right	NB	SB		WB		EB						
Conflicting Lanes Right	1	1		1		1						
HCM Control Delay	7.5	8.1		8.1		7.7						
HCM LOS	A	A		A		A						

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	28%	2%	44%	14%
Vol Thru, %	43%	45%	44%	68%
Vol Right, %	29%	53%	11%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	122	51	81	28
LT Vol	34	1	36	4
Through Vol	53	23	36	19
RT Vol	35	27	9	5
Lane Flow Rate	147	65	101	48
Geometry Grp	1	1	1	1
Degree of Util (X)	0.173	0.075	0.125	0.059
Departure Headway (Hd)	4.244	4.17	4.46	4.386
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	848	861	806	819
Service Time	2.258	2.184	2.475	2.401
HCM Lane V/C Ratio	0.173	0.075	0.125	0.059
HCM Control Delay	8.1	7.5	8.1	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.2	0.4	0.2

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	45	40	45	60	10	35	15	25	10	35	10
Future Vol, veh/h	10	45	40	45	60	10	35	15	25	10	35	10
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	63	56	63	83	14	49	21	35	14	49	14
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.1	8.7	8.3	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	47%	11%	39%	18%
Vol Thru, %	20%	47%	52%	64%
Vol Right, %	33%	42%	9%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	75	95	115	55
LT Vol	35	10	45	10
Through Vol	15	45	60	35
RT Vol	25	40	10	10
Lane Flow Rate	104	132	160	76
Geometry Grp	1	1	1	1
Degree of Util (X)	0.133	0.158	0.201	0.099
Departure Headway (Hd)	4.58	4.309	4.528	4.647
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	782	833	792	771
Service Time	2.609	2.337	2.556	2.678
HCM Lane V/C Ratio	0.133	0.158	0.202	0.099
HCM Control Delay	8.3	8.1	8.7	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.6	0.7	0.3

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	105	30	40	110	10	35	55	40	5	20	20
Future Vol, veh/h	20	105	30	40	110	10	35	55	40	5	20	20
Peak Hour Factor	0.79	0.79	0.79	0.80	0.80	0.80	0.83	0.83	0.83	0.58	0.58	0.58
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	133	38	50	138	13	42	66	48	9	34	34
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB	WB		NB		SB						
Opposing Approach	WB	EB		SB		NB						
Opposing Lanes	1	1		1		1						
Conflicting Approach Left	SB	NB		EB		WB						
Conflicting Lanes Left	1	1		1		1						
Conflicting Approach Right	NB	SB		WB		EB						
Conflicting Lanes Right	1	1		1		1						
HCM Control Delay	9.3	9.5		9.2		8.5						
HCM LOS	A	A		A		A						

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	27%	13%	25%	11%
Vol Thru, %	42%	68%	69%	44%
Vol Right, %	31%	19%	6%	44%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	130	155	160	45
LT Vol	35	20	40	5
Through Vol	55	105	110	20
RT Vol	40	30	10	20
Lane Flow Rate	157	196	200	78
Geometry Grp	1	1	1	1
Degree of Util (X)	0.21	0.254	0.264	0.104
Departure Headway (Hd)	4.83	4.654	4.747	4.827
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	739	767	754	737
Service Time	2.888	2.705	2.799	2.892
HCM Lane V/C Ratio	0.212	0.256	0.265	0.106
HCM Control Delay	9.2	9.3	9.5	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	1	1.1	0.3

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	60	105	45	70	10	65	15	25	10	35	15
Future Vol, veh/h	15	60	105	45	70	10	65	15	25	10	35	15
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	83	146	63	97	14	90	21	35	14	49	21
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB		WB		NB		SB					
Opposing Approach	WB		EB		SB		NB					
Opposing Lanes	1		1		1		1					
Conflicting Approach Left	SB		NB		EB		WB					
Conflicting Lanes Left	1		1		1		1					
Conflicting Approach Right	NB		SB		WB		EB					
Conflicting Lanes Right	1		1		1		1					
HCM Control Delay	9.4		9.3		9.3		8.7					
HCM LOS	A		A		A		A					

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	62%	8%	36%	17%
Vol Thru, %	14%	33%	56%	58%
Vol Right, %	24%	58%	8%	25%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	105	180	125	60
LT Vol	65	15	45	10
Through Vol	15	60	70	35
RT Vol	25	105	10	15
Lane Flow Rate	146	250	174	83
Geometry Grp	1	1	1	1
Degree of Util (X)	0.202	0.305	0.232	0.115
Departure Headway (Hd)	4.986	4.386	4.812	4.979
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	715	815	743	714
Service Time	3.049	2.434	2.867	3.049
HCM Lane V/C Ratio	0.204	0.307	0.234	0.116
HCM Control Delay	9.3	9.4	9.3	8.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	1.3	0.9	0.4

Intersection

Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	115	75	40	130	10	100	55	40	5	20	25
Future Vol, veh/h	25	115	75	40	130	10	100	55	40	5	20	25
Peak Hour Factor	0.79	0.79	0.79	0.80	0.80	0.80	0.83	0.83	0.83	0.58	0.58	0.58
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	146	95	50	163	13	120	66	48	9	34	43
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11	10.8	11.2	9.2
HCM LOS	B	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	51%	12%	22%	10%
Vol Thru, %	28%	53%	72%	40%
Vol Right, %	21%	35%	6%	50%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	195	215	180	50
LT Vol	100	25	40	5
Through Vol	55	115	130	20
RT Vol	40	75	10	25
Lane Flow Rate	235	272	225	86
Geometry Grp	1	1	1	1
Degree of Util (X)	0.348	0.376	0.327	0.128
Departure Headway (Hd)	5.337	4.975	5.226	5.342
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	674	724	689	671
Service Time	3.368	3.003	3.255	3.381
HCM Lane V/C Ratio	0.349	0.376	0.327	0.128
HCM Control Delay	11.2	11	10.8	9.2
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	1.6	1.8	1.4	0.4

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	50	45	50	60	10	40	20	25	10	40	10
Future Vol, veh/h	10	50	45	50	60	10	40	20	25	10	40	10
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	69	63	69	83	14	56	28	35	14	56	14
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB		WB		NB		SB					
Opposing Approach	WB		EB		SB		NB					
Opposing Lanes	1		1		1		1					
Conflicting Approach Left	SB		NB		EB		WB					
Conflicting Lanes Left	1		1		1		1					
Conflicting Approach Right	NB		SB		WB		EB					
Conflicting Lanes Right	1		1		1		1					
HCM Control Delay	8.3		8.9		8.6		8.3					
HCM LOS	A		A		A		A					

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	47%	10%	42%	17%
Vol Thru, %	24%	48%	50%	67%
Vol Right, %	29%	43%	8%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	85	105	120	60
LT Vol	40	10	50	10
Through Vol	20	50	60	40
RT Vol	25	45	10	10
Lane Flow Rate	118	146	167	83
Geometry Grp	1	1	1	1
Degree of Util (X)	0.153	0.177	0.213	0.109
Departure Headway (Hd)	4.667	4.37	4.609	4.726
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	767	820	778	757
Service Time	2.703	2.402	2.64	2.764
HCM Lane V/C Ratio	0.154	0.178	0.215	0.11
HCM Control Delay	8.6	8.3	8.9	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.6	0.8	0.4

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	105	30	40	115	10	40	60	40	5	25	20
Future Vol, veh/h	20	105	30	40	115	10	40	60	40	5	25	20
Peak Hour Factor	0.79	0.79	0.79	0.80	0.80	0.80	0.83	0.83	0.83	0.58	0.58	0.58
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	133	38	50	144	13	48	72	48	9	43	34
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB	WB		NB		SB						
Opposing Approach	WB	EB		SB		NB						
Opposing Lanes	1	1		1		1						
Conflicting Approach Left	SB	NB		EB		WB						
Conflicting Lanes Left	1	1		1		1						
Conflicting Approach Right	NB	SB		WB		EB						
Conflicting Lanes Right	1	1		1		1						
HCM Control Delay	9.4	9.7		9.4		8.6						
HCM LOS	A	A		A		A						

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	29%	13%	24%	10%
Vol Thru, %	43%	68%	70%	50%
Vol Right, %	29%	19%	6%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	140	155	165	50
LT Vol	40	20	40	5
Through Vol	60	105	115	25
RT Vol	40	30	10	20
Lane Flow Rate	169	196	206	86
Geometry Grp	1	1	1	1
Degree of Util (X)	0.229	0.257	0.275	0.117
Departure Headway (Hd)	4.884	4.72	4.805	4.894
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	730	755	743	727
Service Time	2.945	2.78	2.866	2.965
HCM Lane V/C Ratio	0.232	0.26	0.277	0.118
HCM Control Delay	9.4	9.4	9.7	8.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.9	1	1.1	0.4

Intersection

Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	65	110	50	70	10	70	20	25	10	40	15
Future Vol, veh/h	15	65	110	50	70	10	70	20	25	10	40	15
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	90	153	69	97	14	97	28	35	14	56	21
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.7	9.6	9.6	8.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	61%	8%	38%	15%
Vol Thru, %	17%	34%	54%	62%
Vol Right, %	22%	58%	8%	23%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	115	190	130	65
LT Vol	70	15	50	10
Through Vol	20	65	70	40
RT Vol	25	110	10	15
Lane Flow Rate	160	264	181	90
Geometry Grp	1	1	1	1
Degree of Util (X)	0.225	0.327	0.246	0.127
Departure Headway (Hd)	5.063	4.459	4.899	5.069
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	703	800	728	700
Service Time	3.14	2.519	2.967	3.154
HCM Lane V/C Ratio	0.228	0.33	0.249	0.129
HCM Control Delay	9.6	9.7	9.6	8.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.9	1.4	1	0.4

Intersection

Intersection Delay, s/veh 11.1

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	115	75	40	135	10	105	60	40	5	25	25
Future Vol, veh/h	25	115	75	40	135	10	105	60	40	5	25	25
Peak Hour Factor	0.79	0.79	0.79	0.80	0.80	0.80	0.83	0.83	0.83	0.58	0.58	0.58
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	146	95	50	169	13	127	72	48	9	43	43
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.2	11.1	11.6	9.4
HCM LOS	B	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	51%	12%	22%	9%
Vol Thru, %	29%	53%	73%	45%
Vol Right, %	20%	35%	5%	45%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	205	215	185	55
LT Vol	105	25	40	5
Through Vol	60	115	135	25
RT Vol	40	75	10	25
Lane Flow Rate	247	272	231	95
Geometry Grp	1	1	1	1
Degree of Util (X)	0.37	0.382	0.341	0.143
Departure Headway (Hd)	5.395	5.059	5.304	5.432
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	667	710	678	659
Service Time	3.429	3.093	3.337	3.474
HCM Lane V/C Ratio	0.37	0.383	0.341	0.144
HCM Control Delay	11.6	11.2	11.1	9.4
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	1.7	1.8	1.5	0.5

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	392	212	0	101	8
Future Vol, veh/h	12	392	212	0	101	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	436	236	0	112	9
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	236	0	-	0	698	236
Stage 1	-	-	-	-	236	-
Stage 2	-	-	-	-	462	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1331	-	-	-	407	803
Stage 1	-	-	-	-	803	-
Stage 2	-	-	-	-	634	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1331	-	-	-	402	803
Mov Cap-2 Maneuver	-	-	-	-	402	-
Stage 1	-	-	-	-	793	-
Stage 2	-	-	-	-	634	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.2	0		17.1		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1331	-	-	-	417	
HCM Lane V/C Ratio	0.01	-	-	-	0.29	
HCM Control Delay (s)	7.7	0	-	-	17.1	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	1.2	

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	242	464	1	55	19
Future Vol, veh/h	14	242	464	1	55	19
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	260	499	1	59	20
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	502	0	-	0	792	502
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	290	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1062	-	-	-	358	569
Stage 1	-	-	-	-	608	-
Stage 2	-	-	-	-	759	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1060	-	-	-	350	568
Mov Cap-2 Maneuver	-	-	-	-	350	-
Stage 1	-	-	-	-	596	-
Stage 2	-	-	-	-	757	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.5	0		16.7		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1060	-	-	-	388	
HCM Lane V/C Ratio	0.014	-	-	-	0.205	
HCM Control Delay (s)	8.4	0	-	-	16.7	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	0.8	

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	410	240	0	115	10
Future Vol, veh/h	15	410	240	0	115	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	456	267	0	128	11
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	267	0	-	0	757	267
Stage 1	-	-	-	-	267	-
Stage 2	-	-	-	-	490	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1297	-	-	-	375	772
Stage 1	-	-	-	-	778	-
Stage 2	-	-	-	-	616	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1297	-	-	-	368	772
Mov Cap-2 Maneuver	-	-	-	-	368	-
Stage 1	-	-	-	-	764	-
Stage 2	-	-	-	-	616	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.3	0		19.6		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1297	-	-	-	384	
HCM Lane V/C Ratio	0.013	-	-	-	0.362	
HCM Control Delay (s)	7.8	0	-	-	19.6	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	1.6	

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	310	525	5	105	20
Future Vol, veh/h	15	310	525	5	105	20
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	333	565	5	113	22
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	572	0	-	0	935	570
Stage 1	-	-	-	-	570	-
Stage 2	-	-	-	-	365	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1001	-	-	-	295	521
Stage 1	-	-	-	-	566	-
Stage 2	-	-	-	-	702	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	999	-	-	-	288	520
Mov Cap-2 Maneuver	-	-	-	-	288	-
Stage 1	-	-	-	-	554	-
Stage 2	-	-	-	-	701	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.4	0		25.2		
HCM LOS	D					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	999	-	-	-	310	
HCM Lane V/C Ratio	0.016	-	-	-	0.434	
HCM Control Delay (s)	8.7	0	-	-	25.2	
HCM Lane LOS	A	A	-	-	D	
HCM 95th %tile Q(veh)	0	-	-	-	2.1	

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	440	255	0	130	10
Future Vol, veh/h	15	440	255	0	130	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	489	283	0	144	11
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	283	0	-	0	806	283
Stage 1	-	-	-	-	283	-
Stage 2	-	-	-	-	523	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1279	-	-	-	351	756
Stage 1	-	-	-	-	765	-
Stage 2	-	-	-	-	595	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1279	-	-	-	345	756
Mov Cap-2 Maneuver	-	-	-	-	345	-
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	595	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.3	0		22.5		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1279	-	-	-	359	
HCM Lane V/C Ratio	0.013	-	-	-	0.433	
HCM Control Delay (s)	7.9	0	-	-	22.5	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	2.1	

Intersection						
Int Delay, s/veh	4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	335	560	5	115	20
Future Vol, veh/h	15	335	560	5	115	20
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	360	602	5	124	22
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	609	0	-	0	999	607
Stage 1	-	-	-	-	607	-
Stage 2	-	-	-	-	392	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	970	-	-	-	270	496
Stage 1	-	-	-	-	544	-
Stage 2	-	-	-	-	683	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	968	-	-	-	263	495
Mov Cap-2 Maneuver	-	-	-	-	263	-
Stage 1	-	-	-	-	531	-
Stage 2	-	-	-	-	682	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.4	0		30.4		
HCM LOS				D		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	968	-	-	-	283	
HCM Lane V/C Ratio	0.017	-	-	-	0.513	
HCM Control Delay (s)	8.8	0	-	-	30.4	
HCM Lane LOS	A	A	-	-	D	
HCM 95th %tile Q(veh)	0.1	-	-	-	2.7	

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	450	260	0	125	10
Future Vol, veh/h	15	450	260	0	125	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	500	289	0	139	11
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	289	0	-	0	823	289
Stage 1	-	-	-	-	289	-
Stage 2	-	-	-	-	534	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1273	-	-	-	343	750
Stage 1	-	-	-	-	760	-
Stage 2	-	-	-	-	588	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1273	-	-	-	337	750
Mov Cap-2 Maneuver	-	-	-	-	337	-
Stage 1	-	-	-	-	746	-
Stage 2	-	-	-	-	588	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.3	0		22.7		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1273	-	-	-	351	
HCM Lane V/C Ratio	0.013	-	-	-	0.427	
HCM Control Delay (s)	7.9	0	-	-	22.7	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	2.1	

Intersection						
Int Delay, s/veh	5.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	335	575	5	125	25
Future Vol, veh/h	20	335	575	5	125	25
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	360	618	5	134	27
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	625	0	-	0	1027	623
Stage 1	-	-	-	-	623	-
Stage 2	-	-	-	-	404	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	956	-	-	-	260	486
Stage 1	-	-	-	-	535	-
Stage 2	-	-	-	-	674	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	954	-	-	-	251	485
Mov Cap-2 Maneuver	-	-	-	-	251	-
Stage 1	-	-	-	-	518	-
Stage 2	-	-	-	-	673	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.5	0		35.6		
HCM LOS	E					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	954	-	-	-	273	
HCM Lane V/C Ratio	0.023	-	-	-	0.591	
HCM Control Delay (s)	8.9	0	-	-	35.6	
HCM Lane LOS	A	A	-	-	E	
HCM 95th %tile Q(veh)	0.1	-	-	-	3.5	

Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	480	275	0	140	10
Future Vol, veh/h	15	480	275	0	140	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	533	306	0	156	11
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	306	0	-	0	873	306
Stage 1	-	-	-	-	306	-
Stage 2	-	-	-	-	567	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1255	-	-	-	321	734
Stage 1	-	-	-	-	747	-
Stage 2	-	-	-	-	568	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1255	-	-	-	315	734
Mov Cap-2 Maneuver	-	-	-	-	315	-
Stage 1	-	-	-	-	733	-
Stage 2	-	-	-	-	568	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.2	0		26.9		
HCM LOS				D		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1255	-	-	-	327	
HCM Lane V/C Ratio	0.013	-	-	-	0.51	
HCM Control Delay (s)	7.9	0	-	-	26.9	
HCM Lane LOS	A	A	-	-	D	
HCM 95th %tile Q(veh)	0	-	-	-	2.7	

Intersection						
Int Delay, s/veh	6.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	355	605	5	135	25
Future Vol, veh/h	20	355	605	5	135	25
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	382	651	5	145	27
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	658	0	-	0	1082	656
Stage 1	-	-	-	-	656	-
Stage 2	-	-	-	-	426	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	930	-	-	-	241	465
Stage 1	-	-	-	-	516	-
Stage 2	-	-	-	-	659	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	928	-	-	-	233	464
Mov Cap-2 Maneuver	-	-	-	-	233	-
Stage 1	-	-	-	-	499	-
Stage 2	-	-	-	-	658	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.5	0		44.9		
HCM LOS				E		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	928	-	-	-	253	
HCM Lane V/C Ratio	0.023	-	-	-	0.68	
HCM Control Delay (s)	9	0	-	-	44.9	
HCM Lane LOS	A	A	-	-	E	
HCM 95th %tile Q(veh)	0.1	-	-	-	4.4	

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	480	275	0	140	10
Future Vol, veh/h	15	480	275	0	140	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	533	306	0	156	11
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	306	0	-	0	873	306
Stage 1	-	-	-	-	306	-
Stage 2	-	-	-	-	567	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1255	-	-	-	321	734
Stage 1	-	-	-	-	747	-
Stage 2	-	-	-	-	568	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1255	-	-	-	317	734
Mov Cap-2 Maneuver	-	-	-	-	433	-
Stage 1	-	-	-	-	737	-
Stage 2	-	-	-	-	568	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.2	0		17.9		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1255	-	-	-	445	
HCM Lane V/C Ratio	0.013	-	-	-	0.375	
HCM Control Delay (s)	7.9	-	-	-	17.9	
HCM Lane LOS	A	-	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	1.7	

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	355	605	5	135	25
Future Vol, veh/h	20	355	605	5	135	25
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	382	651	5	145	27
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	658	0	-	0	1082	656
Stage 1	-	-	-	-	656	-
Stage 2	-	-	-	-	426	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	930	-	-	-	241	465
Stage 1	-	-	-	-	516	-
Stage 2	-	-	-	-	659	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	928	-	-	-	234	464
Mov Cap-2 Maneuver	-	-	-	-	364	-
Stage 1	-	-	-	-	503	-
Stage 2	-	-	-	-	658	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.5	0		22.3		
HCM LOS	C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	928	-	-	-	377	
HCM Lane V/C Ratio	0.023	-	-	-	0.456	
HCM Control Delay (s)	9	-	-	-	22.3	
HCM Lane LOS	A	-	-	-	C	
HCM 95th %tile Q(veh)	0.1	-	-	-	2.3	

Intersection												
Int Delay, s/veh	8.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	3	74	9	1	1	153	24	15	5	47	30
Future Vol, veh/h	19	3	74	9	1	1	153	24	15	5	47	30
Conflicting Peds, #/hr	8	0	0	0	0	8	14	0	8	8	0	14
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	32	32	32	47	47	47	69	69	69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	29	5	112	28	3	3	326	51	32	7	68	43
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	848	861	104	889	866	83	125	0	0	91	0	0
Stage 1	118	118	-	727	727	-	-	-	-	-	-	-
Stage 2	730	743	-	162	139	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	281	293	951	264	291	976	1462	-	-	1504	-	-
Stage 1	887	798	-	415	429	-	-	-	-	-	-	-
Stage 2	414	422	-	840	782	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	221	217	938	185	216	961	1443	-	-	1493	-	-
Mov Cap-2 Maneuver	221	217	-	185	216	-	-	-	-	-	-	-
Stage 1	667	784	-	314	324	-	-	-	-	-	-	-
Stage 2	309	319	-	732	768	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	14.2		26.3		6.6		0.5					
HCM LOS	B		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1443	-	-	537	203	1493	-	-				
HCM Lane V/C Ratio	0.226	-	-	0.271	0.169	0.005	-	-				
HCM Control Delay (s)	8.2	0	-	14.2	26.3	7.4	0	-				
HCM Lane LOS	A	A	-	B	D	A	A	-				
HCM 95th %tile Q(veh)	0.9	-	-	1.1	0.6	0	-	-				

Intersection												
Int Delay, s/veh	7.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	0	65	5	1	5	57	24	7	0	38	22
Future Vol, veh/h	19	0	65	5	1	5	57	24	7	0	38	22
Conflicting Peds, #/hr	22	0	1	1	0	22	14	0	21	21	0	14
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	34	34	34	56	56	56	44	44	44	46	46	46
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	56	0	191	9	2	9	130	55	16	0	83	48
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	472	473	122	548	489	106	145	0	0	92	0	0
Stage 1	121	121	-	344	344	-	-	-	-	-	-	-
Stage 2	351	352	-	204	145	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	502	490	929	447	480	948	1437	-	-	1503	-	-
Stage 1	883	796	-	671	637	-	-	-	-	-	-	-
Stage 2	666	632	-	798	777	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	443	428	916	321	420	910	1418	-	-	1473	-	-
Mov Cap-2 Maneuver	443	428	-	321	420	-	-	-	-	-	-	-
Stage 1	788	786	-	595	564	-	-	-	-	-	-	-
Stage 2	582	560	-	631	767	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	12.3		13		5		0					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	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	EBLn1WBLn1	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	-	-				

HCM 6th TWSC
5: Storm King Rd & Center Dr/Access

2022 Total PM.syn
03/10/2021

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 EBLn1WBLn1		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] %	v/c	sec		[Veh. veh	Dist] ft				mph
South: Mel Rey Rd														
3b	L3	100	5.3	108	5.3	0.103	4.3	LOS A	0.4	10.0	0.33	0.21	0.33	32.6
3	L2	315	5.3	339	5.3	0.645	12.1	LOS B	6.5	170.3	0.59	0.53	0.75	30.5
8	T1	45	5.3	48	5.3	0.645	12.1	LOS B	6.5	170.3	0.59	0.53	0.75	30.5
18	R2	311	5.3	334	5.3	0.645	12.1	LOS B	6.5	170.3	0.59	0.53	0.75	29.7
Approach		771	5.3	829	5.3	0.645	11.1	LOS B	6.5	170.3	0.55	0.49	0.69	30.4
SouthEast: I-70 Off Ramp														
3bx	L3	14	7.4	16	7.4	0.035	8.3	LOS A	0.1	2.9	0.64	0.63	0.64	30.9
3x	L2	1	7.4	1	7.4	0.251	10.4	LOS B	0.8	22.1	0.67	0.67	0.67	31.2
3ax	L1	63	7.4	72	7.4	0.251	10.4	LOS B	0.8	22.1	0.67	0.67	0.67	30.9
18ax	R1	15	7.4	17	7.4	0.251	10.4	LOS B	0.8	22.1	0.67	0.67	0.67	31.0
18bx	R3	35	7.4	40	7.4	0.251	10.4	LOS B	0.8	22.1	0.67	0.67	0.67	30.0
Approach		128	7.4	147	7.4	0.251	10.2	LOS B	0.8	22.1	0.66	0.66	0.66	30.6
East: Highway 6														
1	L2	162	3.5	245	3.5	0.346	9.4	LOS A	1.5	38.5	0.63	0.65	0.69	30.6
1a	L1	63	3.5	95	3.5	0.360	9.0	LOS A	1.6	40.9	0.62	0.64	0.69	32.1
6	T1	105	3.5	159	3.5	0.360	9.0	LOS A	1.6	40.9	0.62	0.64	0.69	32.5
16	R2	18	3.5	27	3.5	0.360	9.0	LOS A	1.6	40.9	0.62	0.64	0.69	31.5
Approach		348	3.5	527	3.5	0.360	9.2	LOS A	1.6	40.9	0.62	0.65	0.69	31.5
North: Mel Rey Rd														
7	L2	26	4.1	31	4.1	0.357	12.1	LOS B	1.5	37.5	0.70	0.76	0.90	31.4
4	T1	90	4.1	107	4.1	0.357	12.1	LOS B	1.5	37.5	0.70	0.76	0.90	31.4
14a	R1	28	4.1	33	4.1	0.357	12.1	LOS B	1.5	37.5	0.70	0.76	0.90	31.1
14	R2	19	4.1	23	4.1	0.357	12.1	LOS B	1.5	37.5	0.70	0.76	0.90	30.5
Approach		163	4.1	194	4.1	0.357	12.1	LOS B	1.5	37.5	0.70	0.76	0.90	31.2
West: Highway 6														
5	L2	15	5.1	24	5.1	0.683	17.6	LOS C	6.4	165.5	0.79	1.06	1.56	29.3
2	T1	97	5.1	154	5.1	0.683	17.6	LOS C	6.4	165.5	0.79	1.06	1.56	29.3
12	R2	219	5.1	348	5.1	0.683	17.6	LOS C	6.4	165.5	0.79	1.06	1.56	28.5
12b	R3	69	5.1	110	5.1	0.100	4.2	LOS A	0.4	9.5	0.33	0.22	0.33	34.0
Approach		400	5.1	635	5.1	0.683	15.3	LOS C	6.4	165.5	0.71	0.91	1.35	29.6
All Vehicles		1810	5.0	2332	4.9	0.683	11.8	LOS B	6.5	170.3	0.63	0.67	0.89	30.5

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

Roundabout LOS Method: Same as Sign Control.

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

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

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

Roundabout Capacity Model: US HCM 6.

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

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MOVEMENT SUMMARY

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

New Site

Site Category: (None)

Roundabout

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

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

Roundabout LOS Method: Same as Sign Control.

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

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

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

Roundabout Capacity Model: US HCM 6.

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

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MOVEMENT SUMMARY

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

New Site

Site Category: (None)

Roundabout

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

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

Roundabout LOS Method: Same as Sign Control.

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

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

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

Roundabout Capacity Model: US HCM 6.

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

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MOVEMENT SUMMARY

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

New Site

Site Category: (None)

Roundabout

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

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

Roundabout LOS Method: Same as Sign Control.

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

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

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

Roundabout Capacity Model: US HCM 6.

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

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MOVEMENT SUMMARY

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

New Site

Site Category: (None)

Roundabout

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

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

Roundabout LOS Method: Same as Sign Control.

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

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

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

Roundabout Capacity Model: US HCM 6.

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

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MOVEMENT SUMMARY

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

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total veh/h HV %]		DEMAND FLOWS [Total veh/h HV %]		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh Dist ft]		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Mel Rey Rd														
3b	L3	651	2.0	814	2.0	0.712	14.1	LOS B	11.4	288.5	0.69	0.72	1.07	28.8
3	L2	225	2.0	281	2.0	0.758	16.8	LOS C	15.2	386.8	0.78	0.91	1.35	29.0
8	T1	171	2.0	214	2.0	0.758	16.8	LOS C	15.2	386.8	0.78	0.91	1.35	29.0
18	R2	252	2.0	315	2.0	0.758	16.8	LOS C	15.2	386.8	0.78	0.91	1.35	28.2
Approach		1299	2.0	1624	2.0	0.758	15.5	LOS C	15.2	386.8	0.74	0.81	1.21	28.8
SouthEast: I-70 Off Ramp														
3bx	L3	78	2.9	99	2.9	0.428	28.9	LOS D	1.5	38.8	0.89	0.98	1.27	24.4
3x	L2	1	2.9	1	2.9	0.996	93.3	LOS F	10.3	264.1	0.99	1.75	4.04	14.6
3ax	L1	110	2.9	139	2.9	0.996	93.3	LOS F	10.3	264.1	0.99	1.75	4.04	14.6
18ax	R1	46	2.9	58	2.9	0.996	93.3	LOS F	10.3	264.1	0.99	1.75	4.04	14.6
18bx	R3	61	2.9	77	2.9	0.996	93.3	LOS F	10.3	264.1	0.99	1.75	4.04	14.4
Approach		296	2.9	375	2.9	0.996	76.3	LOS F	10.3	264.1	0.96	1.55	3.31	16.3
East: Highway 6														
1	L2	133	2.8	139	2.8	0.482	26.0	LOS D	1.9	48.8	0.87	0.99	1.33	25.2
1a	L1	194	2.8	202	2.8	1.383	220.4	LOS F	48.7	1245.1	1.00	3.51	10.75	8.1
6	T1	212	2.8	221	2.8	1.383	220.4	LOS F	48.7	1245.1	1.00	3.51	10.75	8.1
16	R2	45	2.8	47	2.8	1.383	220.4	LOS F	48.7	1245.1	1.00	3.51	10.75	8.0
Approach		584	2.8	608	2.8	1.383	176.1	LOS F	48.7	1245.1	0.97	2.94	8.60	9.6
North: Mel Rey Rd														
7	L2	40	0.8	47	0.8	0.805	51.5	LOS F	4.8	119.9	0.95	1.28	2.28	20.4
4	T1	82	0.8	96	0.8	0.805	51.5	LOS F	4.8	119.9	0.95	1.28	2.28	20.3
14a	R1	68	0.8	80	0.8	0.805	51.5	LOS F	4.8	119.9	0.95	1.28	2.28	20.2
14	R2	14	0.8	16	0.8	0.805	51.5	LOS F	4.8	119.9	0.95	1.28	2.28	20.0
Approach		204	0.8	240	0.8	0.805	51.5	LOS F	4.8	119.9	0.95	1.28	2.28	20.3
West: Highway 6														
5	L2	12	2.4	14	2.4	1.334	193.9	LOS F	51.0	1300.4	1.00	3.59	10.72	8.9
2	T1	193	2.4	224	2.4	1.334	193.9	LOS F	51.0	1300.4	1.00	3.59	10.72	8.9
12	R2	257	2.4	299	2.4	1.334	193.9	LOS F	51.0	1300.4	1.00	3.59	10.72	8.8
12b	R3	220	2.4	256	2.4	0.456	14.0	LOS B	2.2	55.8	0.73	0.83	1.08	29.6
Approach		682	2.4	793	2.4	1.334	135.9	LOS F	51.0	1300.4	0.91	2.70	7.61	11.4
All Vehicles		3065	2.2	3640	2.2	1.383	77.2	LOS F	51.0	1300.4	0.85	1.68	4.13	16.3

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

Roundabout LOS Method: Same as Sign Control.

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

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

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

Roundabout Capacity Model: US HCM 6.

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

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MOVEMENT SUMMARY

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

New Site

Site Category: (None)

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		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] %				[Veh. veh	Dist] ft				
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
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	-	-	1469
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1451
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	755	-	-	1451	-
HCM Lane V/C Ratio	0.242	-	-	0.085	-
HCM Control Delay (s)	11.3	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0.3	-

Intersection						
Int Delay, s/veh	5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	35	60	85	30	30	45
Future Vol, veh/h	35	60	85	30	30	45
Conflicting Peds, #/hr	0	3	3	0	5	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	76	108	38	38	57
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	123	0	344	86
Stage 1	-	-	-	-	85	-
Stage 2	-	-	-	-	259	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1464	-	652	973
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	784	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1460	-	598	969
Mov Cap-2 Maneuver	-	-	-	-	598	-
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	721	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		5.7		10.3	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	776	-	-	1460	-	
HCM Lane V/C Ratio	0.122	-	-	0.074	-	
HCM Control Delay (s)	10.3	-	-	7.7	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-	

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

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

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

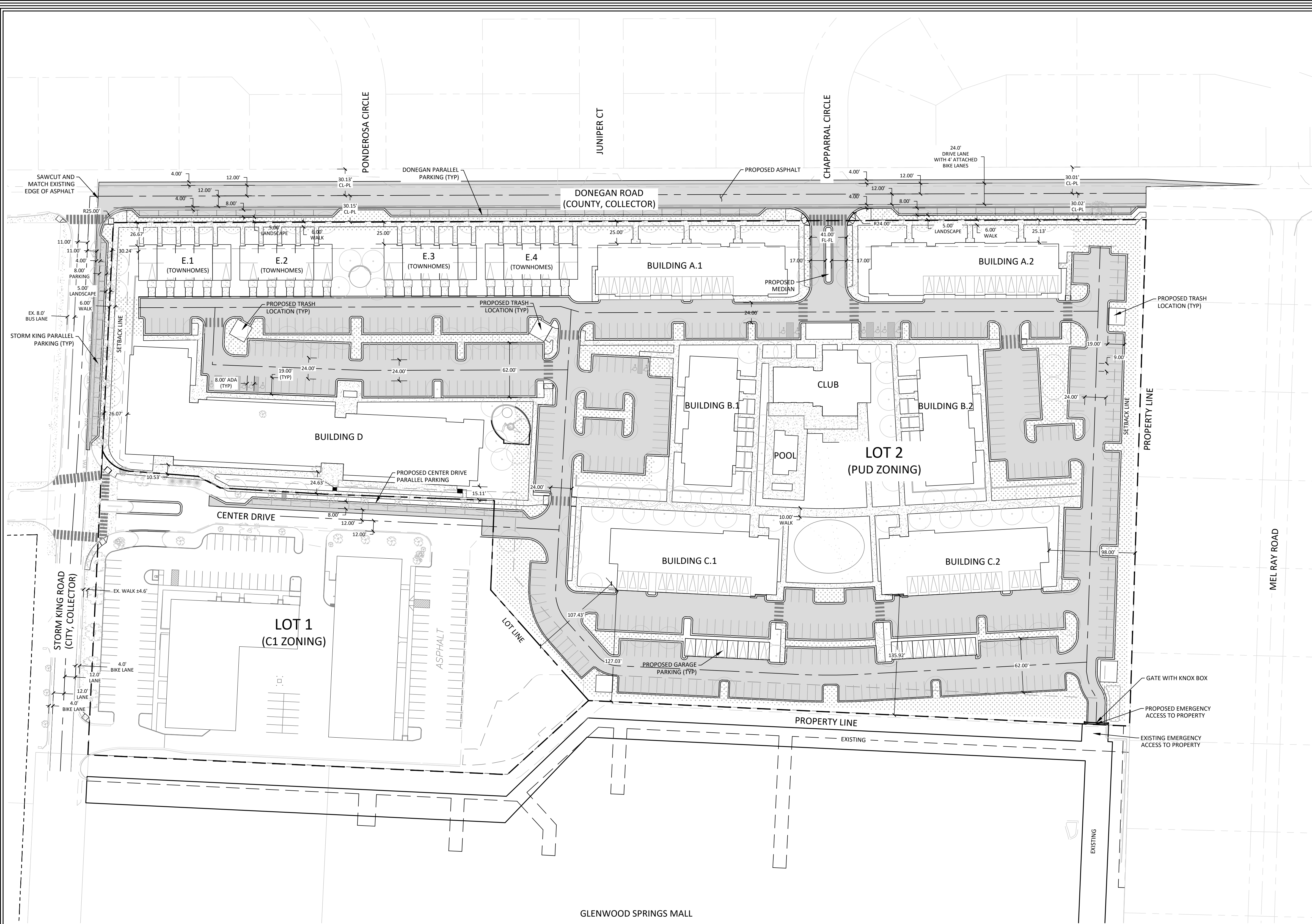
Intersection						
Int Delay, s/veh	4.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	35	65	85	30	30	45
Future Vol, veh/h	35	65	85	30	30	45
Conflicting Peds, #/hr	0	3	3	0	5	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length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

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

APPENDIX E

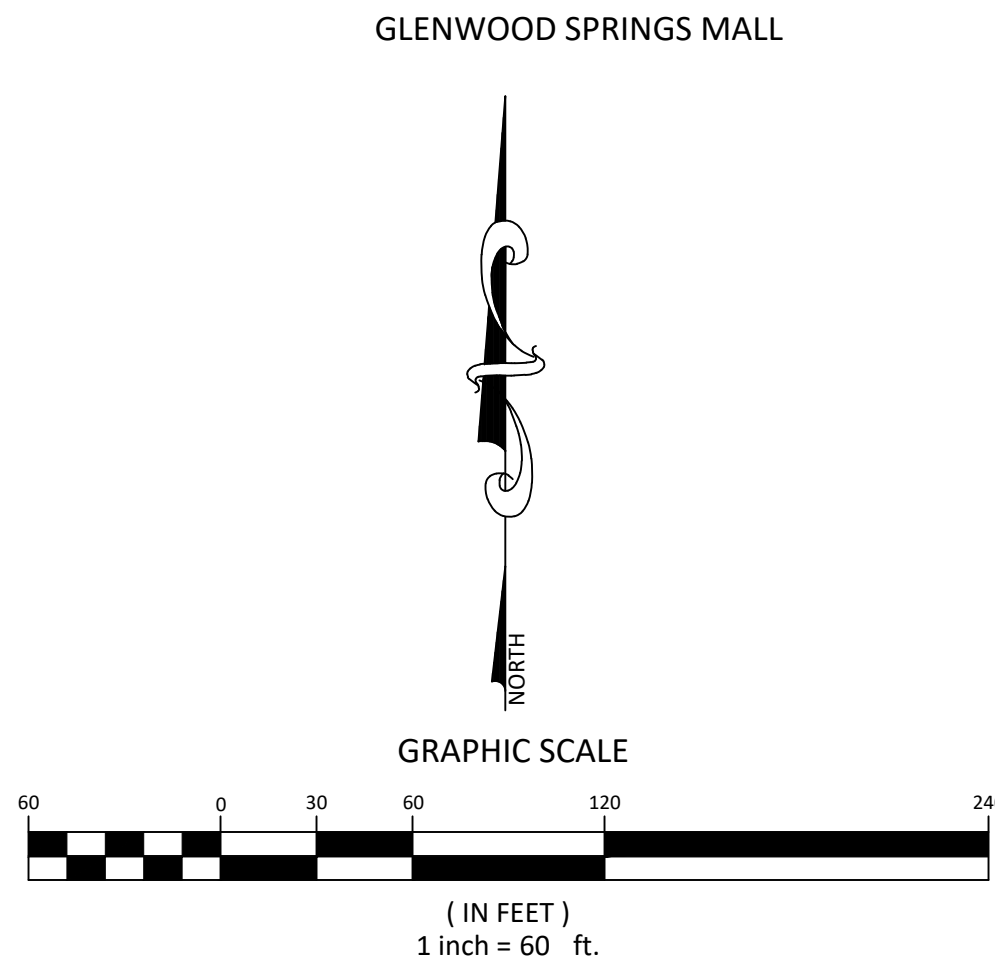
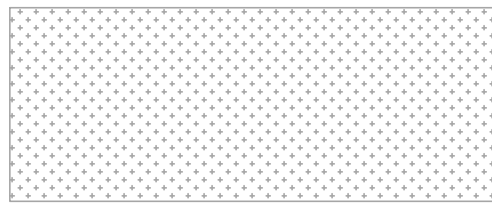
Conceptual Site Plan

G:\2020\2007\LOCAL\CIVIL\DWG\SP\LOT SHEET SET\2007 SITE PLAN.DWG - IMP 21, 2021 - 2:03pm



LEGEND:

SNOW STORAGE AREA:



GENERAL PLAN NOTES:

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

PROPERTY DESCRIPTION

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

COUNTY OF GARFIELD
STATE OF COLORADO

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

DEVELOPMENT SUMMARY:

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

LAND USES:

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

Proposed Dwelling Units (DU): 360 DU

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

DEVELOPMENT CRITERIA:

DEVELOPMENT DENSITY

Maximum Gross Residential Density: 29.29 dwelling units/acre

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

COMMON OPEN SPACE

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

SETBACKS

Minimum Building Setback from Public Streets:

Donegan Road 25 feet from street right-of-way
Storm King Road 20 feet from street right-of-way

Minimum Building Setback from Private Streets:

Center Drive 10 feet from property line

Minimum Building Setback Internal to the Property

Face of Garage 3 feet from cartway
Abutting Properties 30 feet from property line
Building to Building 20 feet from main building face

Minimum Surface Parking Setback from Public Streets:

Donegan Road 30 feet from street right-of-way
Storm King Road 30 feet from street right-of-way

Minimum Garage Setback from Public Streets:

Donegan Road 30 feet from street right-of-way
Storm King Road 25 feet from street right-of-way

Minimum Side or Rear Parking Setback

Abutting Properties 10 feet from lot line

Notes:

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

BUILDING HEIGHT

Maximum Building Height:

Residential Buildings 55 feet
Ancillary Buildings 35 feet
Freestanding Garages 25 feet

PARKING

Minimum Required Parking:

Residential	Quantity	Rate	Required Spaces
Dwelling: Live-Work	13 DU	1.0 SP/DU	13 Spaces
Dwelling: Townhouse	20 DU	1.5 SP/DU	30 Spaces
Dwelling: Multifamily	327 DU	1.5 SP/DU	491 Spaces
Guest Parking ¹	347 DU	1.0 SP/DU	70 Spaces
	Subtotal		604 Spaces

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

TOTAL REQUIRED 624 SPACES

Note:

- Guest Parking applies to Dwelling: Townhouse and Multifamily

Proposed Parking:

On-site Parking		
Surface Parking Lot	478	Spaces
Center Street	14	Spaces
Freestanding Garages	16	Spaces
Integral Garages	66	Spaces
Subtotal	574	Spaces ²

Off-site Parking on Public Streets		
Donegan Street	41	Spaces
Storm King Road	10	Spaces
Subtotal	51	Spaces ²

TOTAL PARKING PROVIDED: 625 SPACES

Notes:

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

Designated Snow Storage:

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



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

SOPRIS ENGINEERING, LLC.
CIVIL CONSULTANTS

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

DESIGNED BY JPP

DRAWN BY JPP

CHECKED BY YTN

DATE: 01/26/2021

JOB NO. 30017

GLENWOOD APARTMENTS
GLENWOOD SPRINGS, COLORADO

CONCEPT

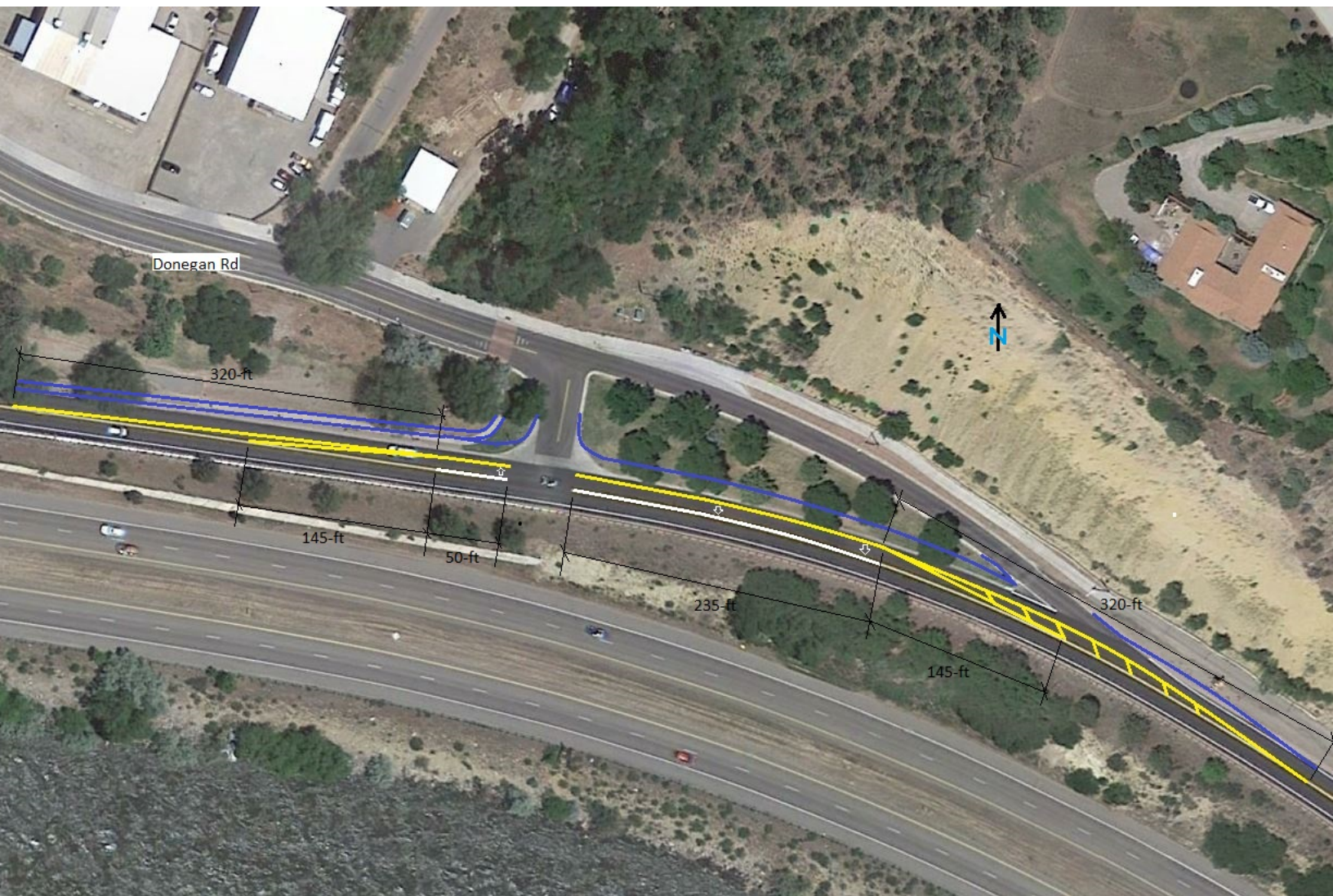
DATE REVISION

TITLE

LOT 2
CONCEPTUAL PUD
PLAN

DRAWING NO.

C-1.0



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



Memorandum

To: Trent Hyatt, Senior Planner
From: Hannah Klausman,
Senior Planner, Housing Commission Liaison
Date: February 19, 2021
Re: Planning Item 09-20, R2 Partnership LLC
480 Donegan Development

Please see the following staff comments on the proposed 480 Donegan Development.

Community Housing

The Draft Annexation agreement includes Affordable Housing Components in Section 5. According to the agreement the developer proposes 17 units restricted to 100% AMI, and 18 units restricted to 120% AMI, for an average of 109%. Staff recommends that the affordable housing units meet the standards of proposed Ordinance No. 1, Series 2021 as summarized below, which include a maximum 100% AMI averaged across all deed restricted units.

On February 18, 2021 City Council reviewed Ordinance No. 1, Series 2021 an Inclusionary Housing Code Amendment ordinance. The ordinance requires a second reading and public hearing before final approval.

The requirements of the proposed draft ordinance would apply to all residential and mixed-use developments proposing the construction of ten (10) or more new dwelling units, or the creation of ten or more residential lots. All new residential subdivisions and all new multi-family residential developments shall set aside lots or units for community housing as set forth in this Section.

- a) Twenty (20%) percent of the total residential units shall be deed restricted for Resident Occupied Community Housing.
- b) Ten (10%) percent of the total residential units shall be deed restricted to limit the average Initial Sales Price to no greater than that which is affordable to Households earning no more than 100% AMI; or to limit the Community housing rental unit rental prices in accordance with guidelines established by the City and generally set at rates that are affordable to Households with incomes no higher than 80-100% AMI, averaged over the total required deed restricted units.

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

480 DONEGAN

Please add PUD to the title.

ANNEXATION AND ZONING SUBMISSION CIVIL PLANS: 01/26/2021

Other Comments

1. Have geologic hazards been analyzed for the site? While a full report may not be necessary at this point, it would certainly be good to know if any are applicable. Please add a the following statement (or similar) to the cover sheet and address any known hazards, if applicable. "Hazards to note are _____. A final Geologic Hazard Report will be submitted upon application of a development permit."

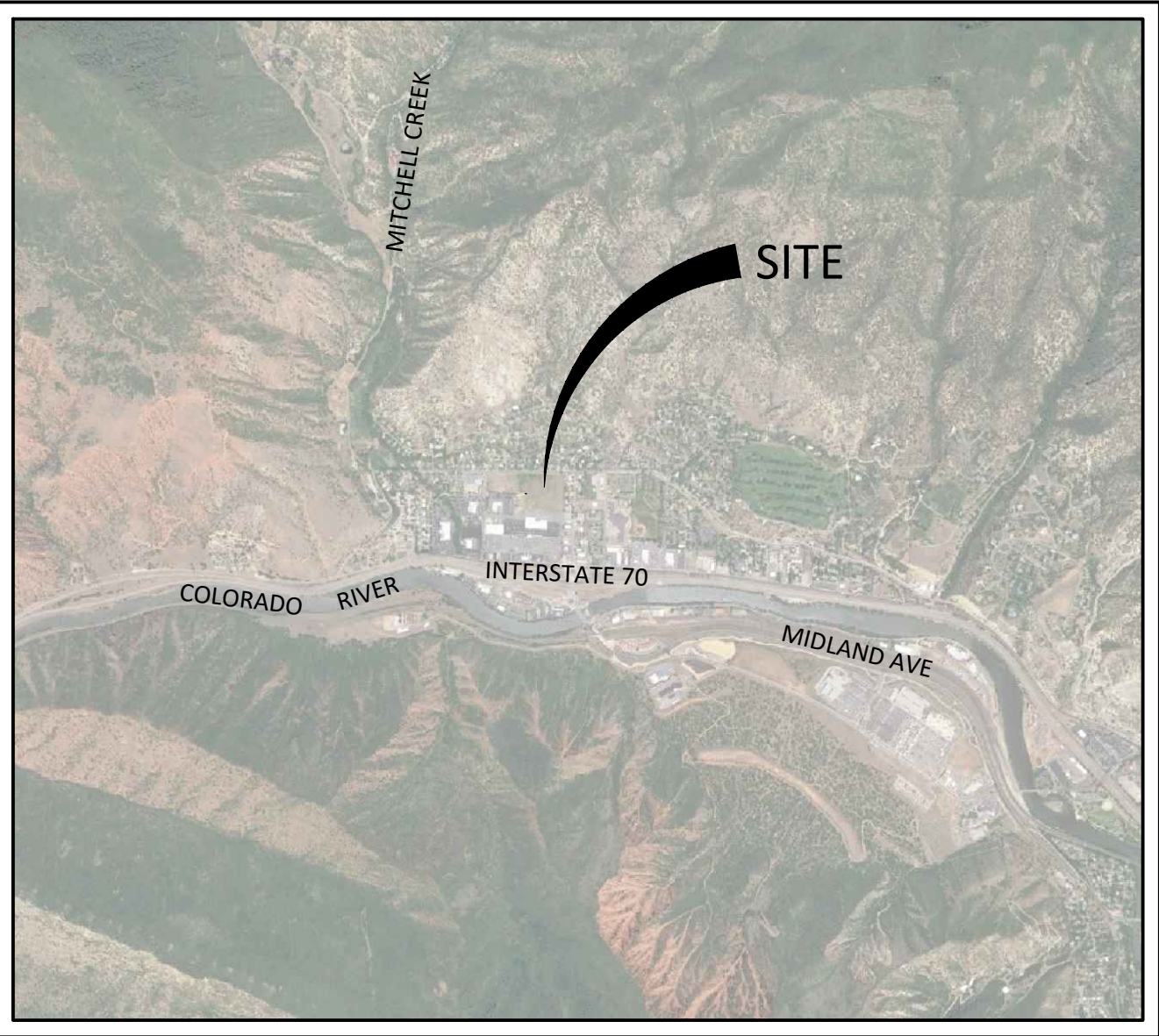
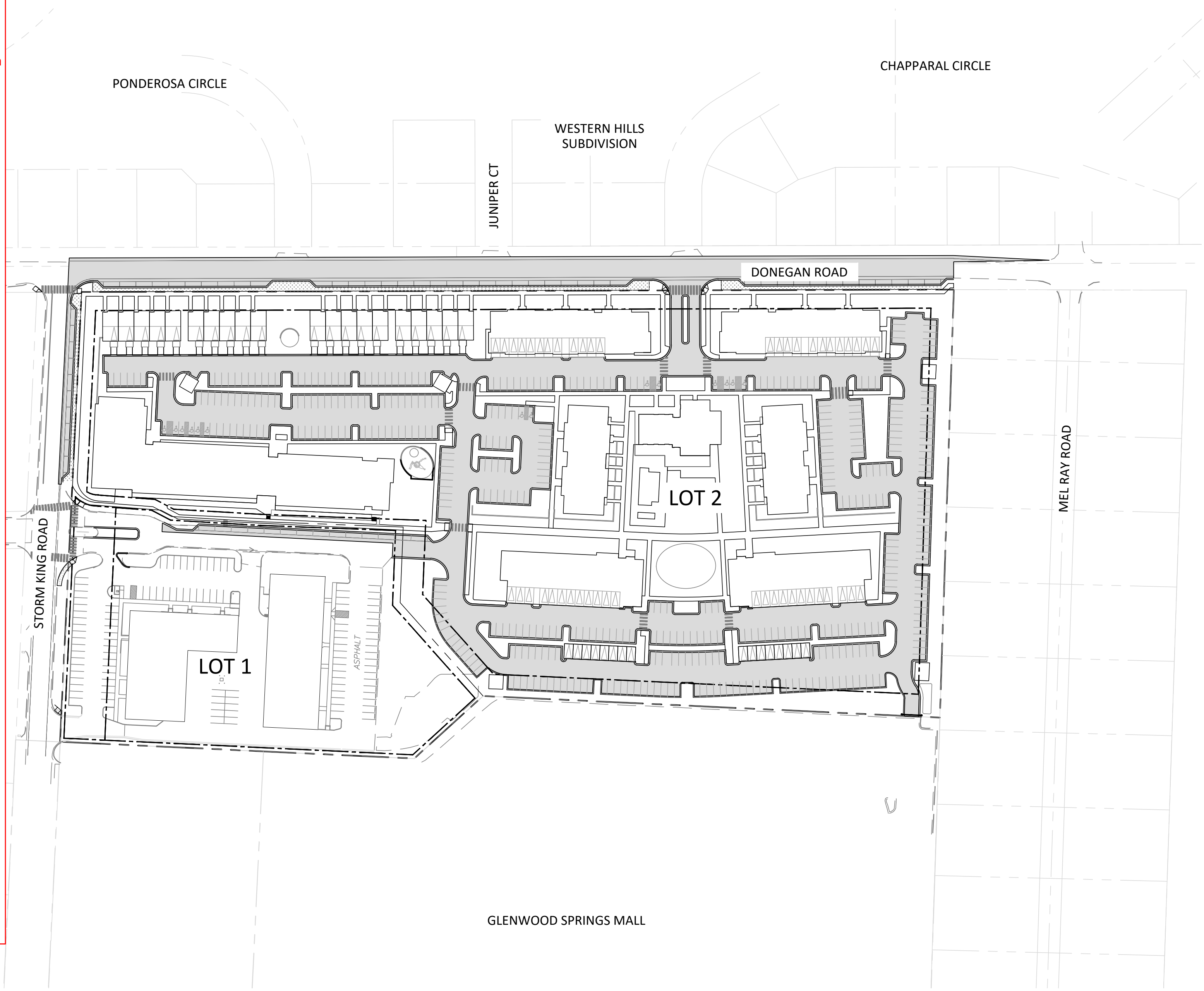
2. Please add the a FEMA floodplain statement (example below) with the following info: community map number, date and indicate whether the site is located within a designated floodplain.
Geologic hazards disclosure. "This property is subject to geologic hazards per the adopted mapping by the City of Glenwood Springs.

3. Please add Public Facilities Statement (i.e. A note shall be placed on the site plan that makes reference to the public facility requirements for the installation and construction and/or contributions.)

4. The Annexation Agreement notes that the development will enter into an affordable housing deed-restriction consistent with the terms and conditions of Subsection 070.040.120 (b)(1). This voluntary program allows for the developer to exit the program at any time. Because this is an annexation, staff believes that it should be clear that the affordable housing will be deed restricted for the full 30 years, rather than being subject to the market conversion provision in the code related to the voluntary program.

5.The development standards of the code require off-site circulation improvements including bikeways, sidewalks proportional to the traffic demands and impacts generated to and along the street by the proposed development, and the improvements will be within the County ROW. The parkland dedication proposed for the bikeway is not identified on the Rivertrail Master Plan, and thus may not be included as part of the required parkland dedication. The Parkland Dedication fees discussed in Section 8 should not be reduced for these improvements.

6. Per Title 080, system improvement fees would still be charged for the Change in use. Whenever the use of any structure changes, as such change in use would be defined in Title 070 so that a larger number of EQR units or proportions of EQR units would become assessable in accordance with the classifications set forth in Section 080.060.020, there shall be charged to and paid by the owner of such structure the system improvement fee for the EQR units attributable to the usage increase caused by the change in use.

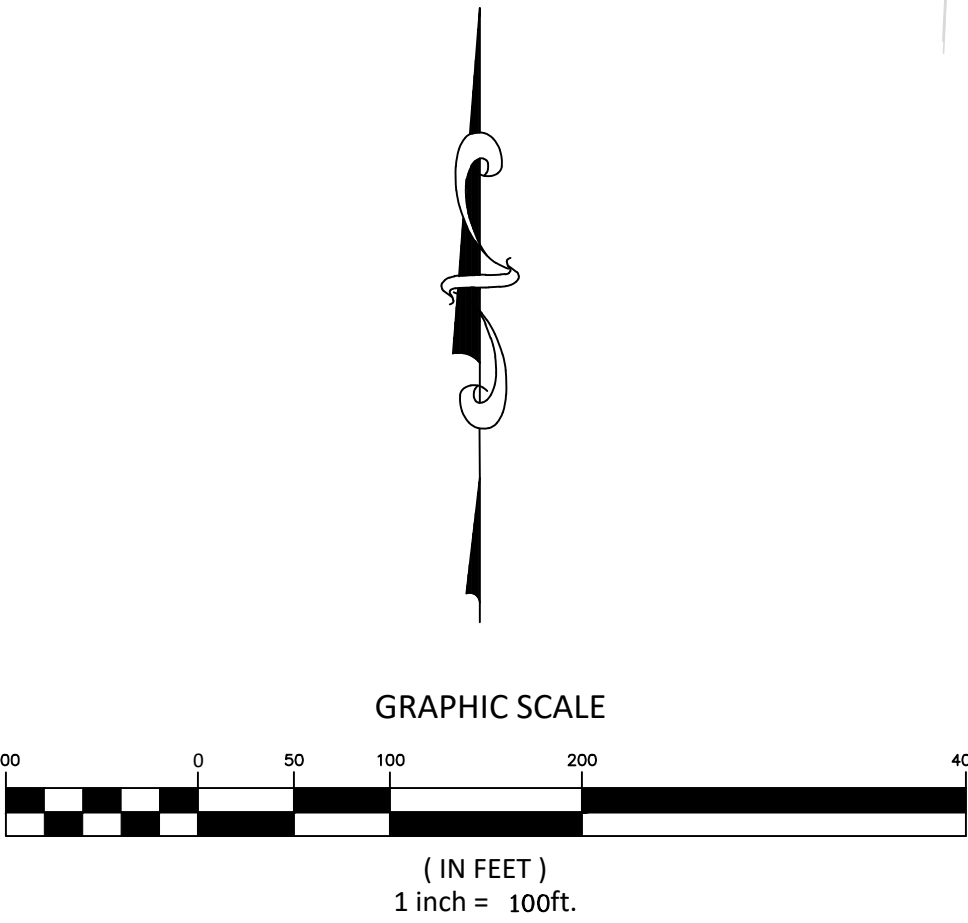


VICINITY MAP
SCALE: 1" = 2000'

PLAN INDEX

- C0.0 - COVER SHEET
- C1.1 - LOT 1 PROPOSED ZONING
- C1.2 - LOT 2 PUD PLAN
- C1.3 - CONCEPTUAL PLAT
- C2.0 - CONCEPTUAL UTILITY PLAN
- C3.0 - CONCEPTUAL GRADING PLAN
- C4.0 - OFFSITE DRAINAGE PLAN
- C4.1 - CONCEPTUAL ONSITE DRAINAGE PLAN
- LA1.0 - ILLUSTRATIVE CONCEPT PLAN AND SITE MASSING
- LA2.0 - OPEN SPACE AND LANDSCAPE FRAMEWORK PLAN
- A1.0 - ARCHITECTURAL PRECEDENT
- A2.0 - CONCEPT RENDERINGS

Please include the survey as part of the this index and plan set.



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

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

HORD COPLAN MACHT
ARCHITECTURE AND LANDSCAPE ARCHITECTURE
1800 WAZEE STREET, SUITE 450
DENVER, CO 80202

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

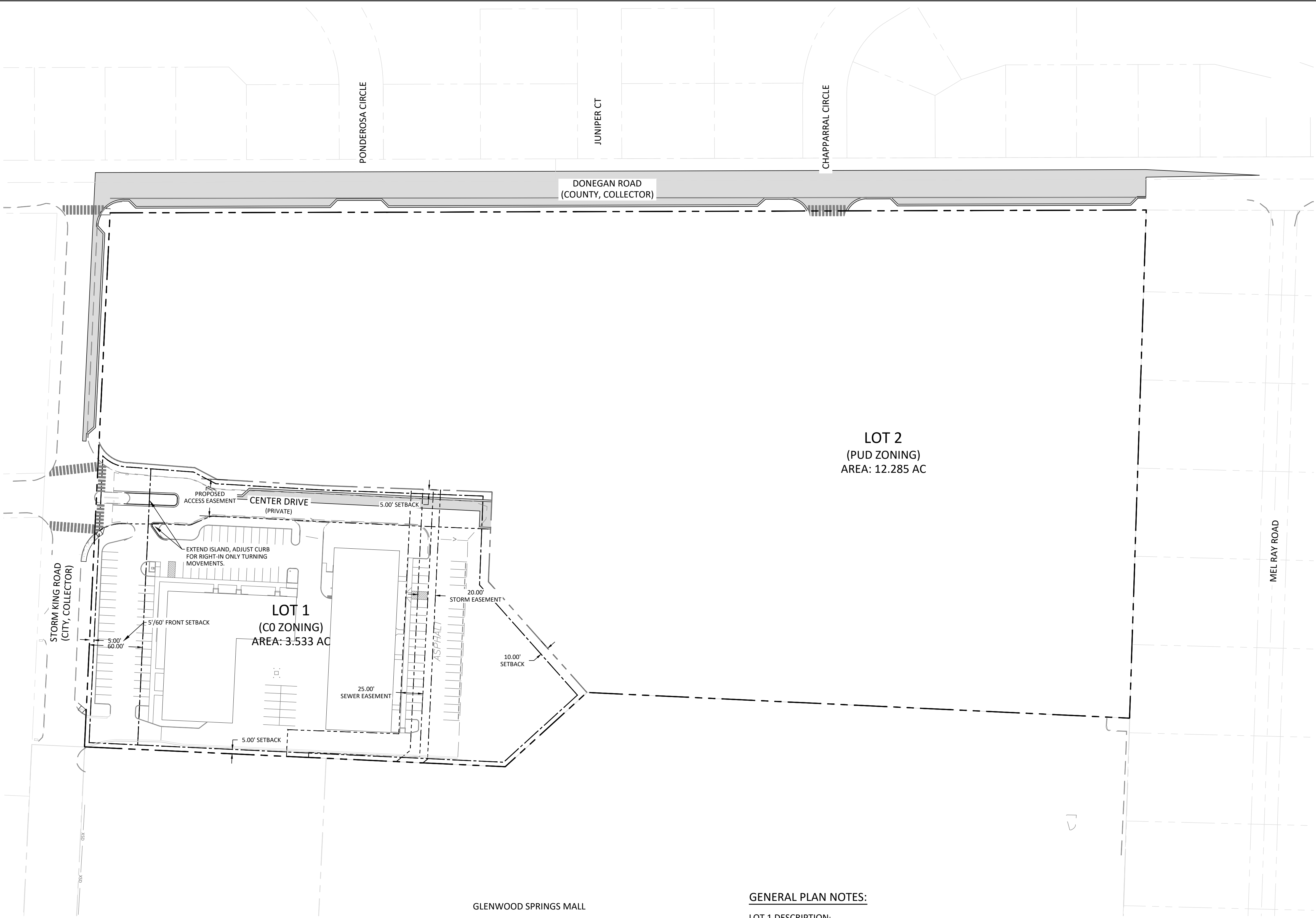
DESIGNED BY	JPP	
DRAWN BY	JPP	
CHECKED BY	YTN	
DATE: 01/26/2021		
JOB NO. 30017		

GLENWOOD APARTMENTS
GLENWOOD SPRINGS, COLORADO

ANNEXATION AND ZONING SUBMISSION

[illegible]

TITLE	LOT 1 PROPOSED ZONING
DRAWING NO.	C-1.1



PROPOSED LEGEND

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

Please call out percentage of total site in addition to ares for the all the items summarized below.

DEVELOPMENT SUMMARY:

Gross Site Area:	3.54 AC	(154,151.55 SF)
LAND USES:		
BUILDING 1 (WEST L SHAPED BUILDING)		
OFFICE		9,070 GSF +/-
WAREHOUSE		2,716 GSF +/-
PRESCHOOL		2,235 GSF +/-
SOILS LAB		959 GSF +/-
TOTAL BUILDING 1=		14,980 GSF +/-
BUILDING 2 (EAST RECTANGULAR BUILDING)		
OFFICE		9,153 GSF +/-
WAREHOUSE		6,091 GSF +/-
TOTAL BUILDING 2=		15,244 GSF +/-
TOTAL BUILDING GROSS SQUARE FOOTAGE =		30,224 GSF +/-

COMMERCIAL (CO) DEVELOPMENT STANDARDS:

LANDSCAPING

Minimum Required: 0.35 AC (10% of the Gross Site Area)
Area Provided: 0.47 AC (13% of the Gross Site Area)

COMMON OPEN SPACE

Minimum Required: 0.35 AC (10% of the Gross Site Area)
Area Provided: 0.47 AC (13% of the Gross Site Area)

SETBACKS

FRONT:

Minimum	5 feet
Max. (From arterial streets)	60 feet
Max. (From other streets)	40 feet

Building 1 (West L shaped building)	+/- 86 feet (Greater than maximum)
-------------------------------------	------------------------------------

SIDE:

Minimum	5 feet
No maximum designated	

Both buildings are greater than 5 feet

REAR:

Minimum with alley	10 feet
Minimum without alley	7.5 feet
No maximum designated	

Both buildings are greater than 10 feet

BUILDING HEIGHT

Maximum Building Height: 40 feet

One story buildings, less than 40 feet tall

PARKING

Minimum Required Parking

Office	18,223 SF	1 SP/300 SF	61 Spaces
Warehouse	8,087 SF	1 SP/400 SF	22 Spaces
reschool	2,235 SF	1 SP/250 SF	9 Spaces
oils lab (Assumption on parking)	959 SF	1 SP/250 SF	4 Spaces
	<i>Total</i>		<i>96 Spaces</i>

Existing Parking:

Building 1 (West L shaped building)	59 regular spaces, 2 ADA spaces
Building 2 (East rectangular building)	37 regular spaces, 2 ADA spaces
Between buildings	12 regular spaces, 0 ADA spaces
<i>Total existing spaces</i>	108 regular spaces, 4 ADA spaces



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

CALL 2-BUSINESS DAYS IN ADVANCE
BEFORE YOU DIG, GRADE, OR EXCAVATE
FOR THE MARKING OF UNDERGROUND
MEMBER UTILITIES

GENERAL PLAN NOTES:

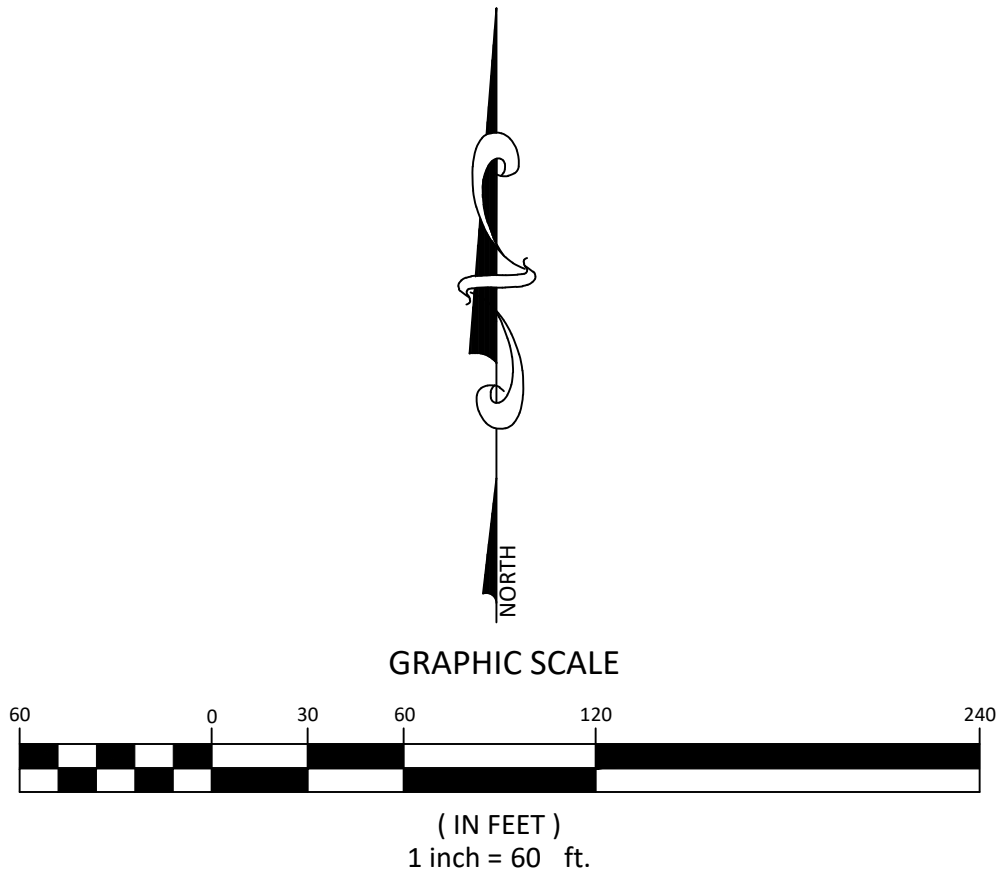
LOT 1 DESCRIPTION

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

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION
WHEN THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 38°40'53" E 853.45 FEET SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER;
THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 345.39 FEET;
THENCE DEPARTING SAID EAST PARCEL LINE ALONG THE ARC OF A NON TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 36.91 FEET AND A CENTRAL ANGLE OF 69° 23' 41", A DISTANCE OF 44.71 FEET (CHORD BEARS S 56° 33' 02" E 42.02 FEET)
THENCE S 85° 36' 58" E 73.64 FEET;
THENCE S 62° 12' 11" E 28.26 FEET;
THENCE S 86° 38' 35" E 118.97 FEET;
THENCE S 87° 50' 32" E 192.99 FEET;
THENCE S 2° 20' 01" W 101.69 FEET;
THENCE S 41° 37' 24" E 167.89 FEET TO A POINT ON THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL SUBDIVISION;
THENCE ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL S 47° 42' 00" W 125.06 FEET;
THENCE CONTINUING ALONG SAID NORTH LINE N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

SAID LOT 1 CONTAINING 3.533 ACRES, MORE OR LESS

COUNTY OF GARFIELD
STATE OF COLORADO



GLENWOOD APARTMENTS
GLENWOOD SPRINGS, COLORADO

ANNEXATION AND ZONING SUBMISSION

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

PROPOSED LEGEND

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

PUD DEVELOPMENT STANDARDS:

DEVELOPMENT DENSITY

Maximum Gross Residential Density: 30.00 dwelling units/acre
Maximum Gross Non-Residential: 14,000 GSF

USES

Permitted Uses

Multi-Family Dwelling
Townhouse Dwelling
Live-Work Dwelling
Residential Amenities (Workout facilities, business center, meeting spaces)
Restaurant
Administrative or Professional Office
Park/Playground/Open Space
Art Studio
Home Occupation

Prohibited Uses

Adult and child care facilities
Adult entertainment establishments
Maintenance and repair services, including automotive repair
Marijuana establishments
Commercial laundry and dry cleaning
Recreational vehicle park
Industrial Uses

Uses Requiring Special Review Use Permit

Any use not listed as a permitted or prohibited use

Note: The definitions set forth in the Glenwood Springs Municipal Code will apply to the above list of uses.

COMMON OPEN SPACE

Minimum Required: 20% of the Development Site Area

LOT AREA

Lot Area: No Minimum
Landscape Area: 15% of Development Site Area

SETBACKS

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

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

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

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

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

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

BUILDING HEIGHT

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

PARKING

Minimum Required Parking:
Residential
Dwelling: Live-Work 1.0 SP/DU
Dwelling: Townhouse 1.5 SP/DU
Dwelling: Multifamily 1.5 SP/DU
Guest Parking¹ 1.0 SP/5 DU

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

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

OTHER

- Snow Storage Areas:**
- Snow may be stored in landscape areas and parking areas provided that accumulated snow does not restrict access and circulation and is not stored in a manner to obscure sight lines at driveways, sidewalks, or other access points to public or private rights-of-way or fire lanes.
 - No minimum amount of additional snow storage area is required. Up to ten (10) percent of the required off-street parking spaces and one hundred (100) percent of those parking spaces in excess of those required under this PUD may be used as snow storage.
 - Public rights-of-way shall not be used for snow storage.

Application of City of Glenwood Development Standards: Unless modified by this PUD, the Development Standards set forth in the Glenwood Springs Municipal Code, as amended from time to time, shall apply to this PUD.

Applicant should consider off site bike/ped improvements to connect proposed infrastructure to the existing City network approximately 630 feet to the east.

While I understand why this may not

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

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

Residential districts generally require 20%. Please clarify.

I would add a note regarding future connectivity to redevelopment if/when applicable and add ped connections to this location

PROPOSED DEVELOPMENT SUMMARY:

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

LAND USES:

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

Proposed Dwelling Units (DU): 360 DU
Proposed Residential Density: 29.29 DU/AC
Proposed Lot Coverage: 127,751 GSF (23.8% of the Development Site Area)
Common Open Space Area Provided: 2.51 AC (20.4% of the Development Site Area)
Landscape Area Provided: 1.84 AC (15% of the Development Site Area)

Minimum Required Parking:

	Quantity	Rate	Required Spaces
Dwelling: Live-Work	13 DU	1.0 SP/DU	13 Spaces
Dwelling: Townhouse	20 DU	1.5 SP/DU	30 Spaces
Dwelling: Multifamily	327 DU	1.5 SP/DU	491 Spaces
Guest Parking ¹	347 DU	1.0 SP/5 DU	70 Spaces
Subtotal			604 Spaces

Non-Residential Restaurant	2,000 SF	1 SP/200 SF	10 Spaces
Office & Amenity	9,600 SF	1 SP/1,000 SF	10 Spaces
Subtotal			20 Spaces
TOTAL REQUIRED			624 SPACES

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

Proposed Parking:

On-Site Parking	
Surface Parking Lot	478 Spaces
Center Drive	14 Spaces
Freestanding Garages	16 Spaces
Integral Garages	66 Spaces
Subtotal	574 Spaces²

Off-Site Parking on Public Streets	
Donegan Street	41 Spaces
Storm King Road	10 Spaces
Subtotal	51 Spaces²

Total Parking Provided: 625 Spaces

Notes:

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

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

GENERAL PLAN NOTES:

LOT 2 DESCRIPTION:

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

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

SAID LOT 2 CONTAINING 12.285 ACRES, MORE OR LESS

COUNTY OF GARFIELD
STATE OF COLORADO.

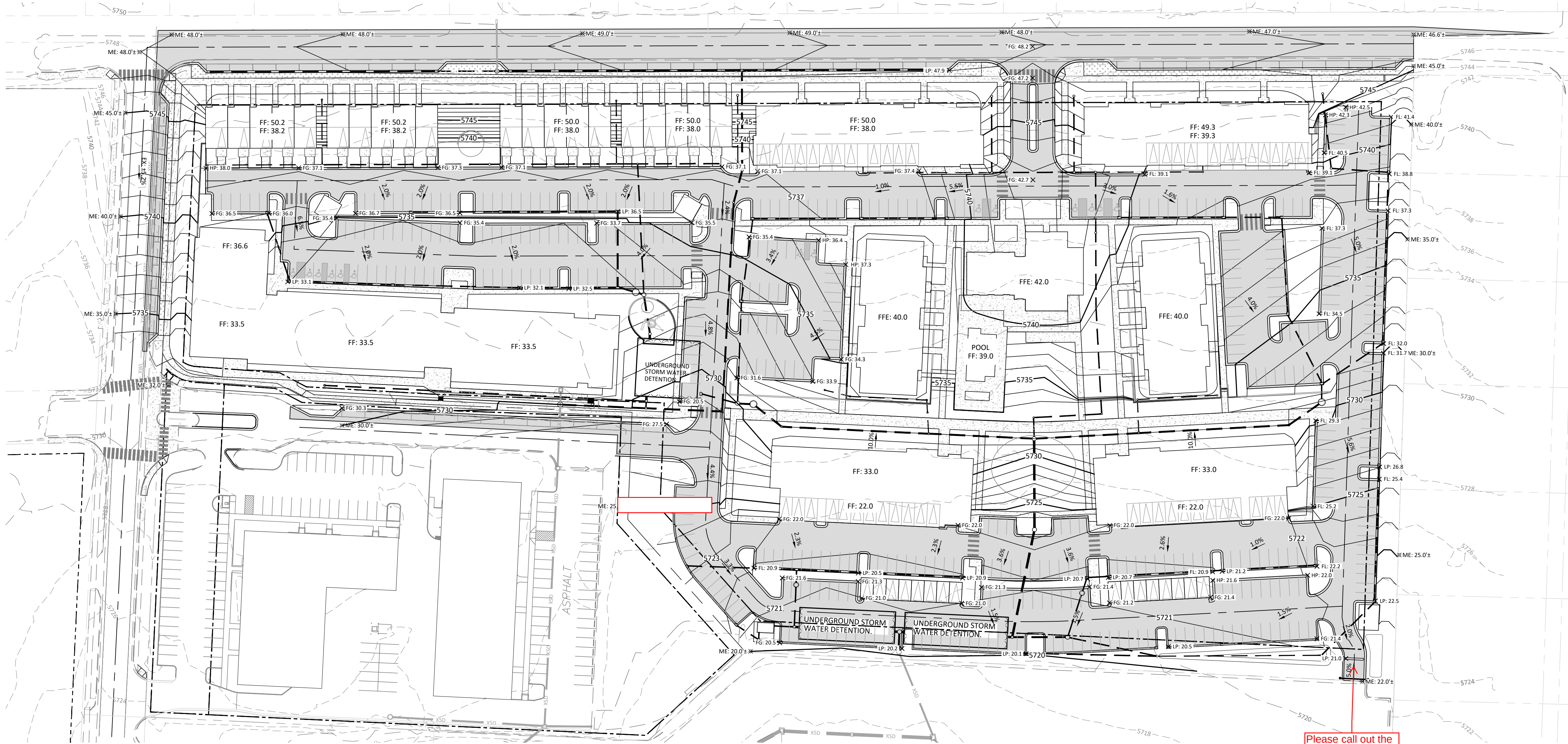
GRAPHIC SCALE

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

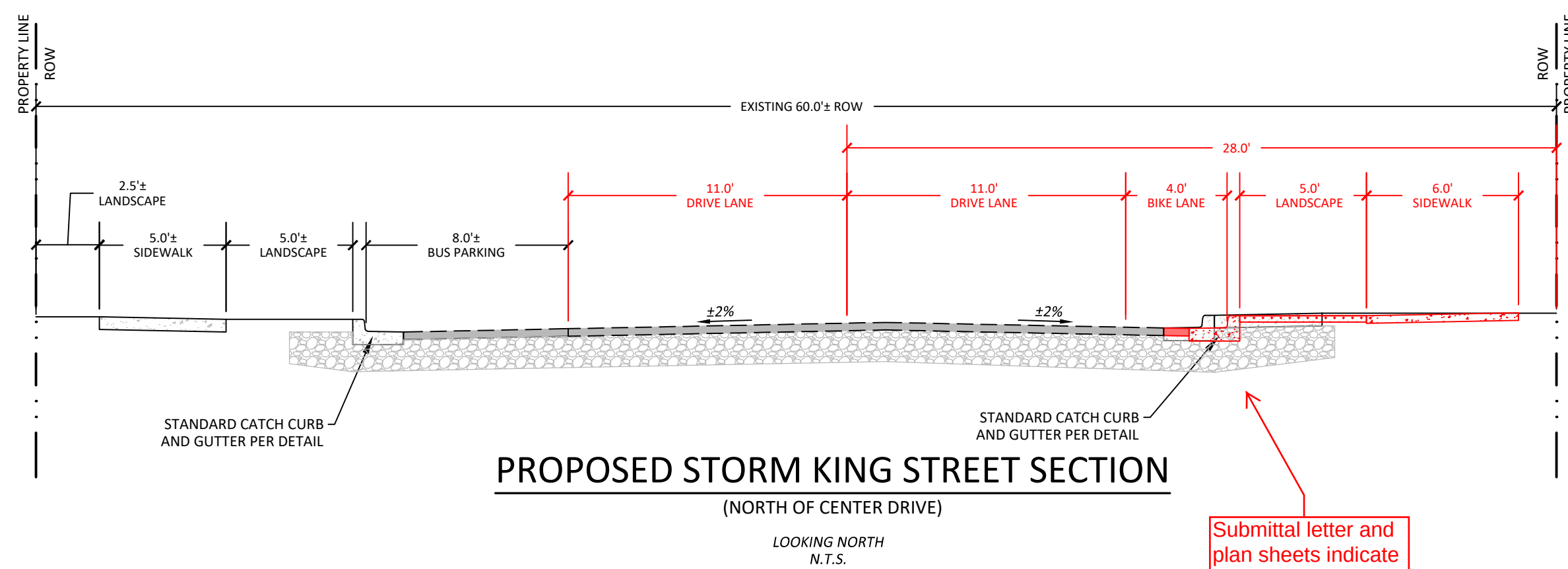
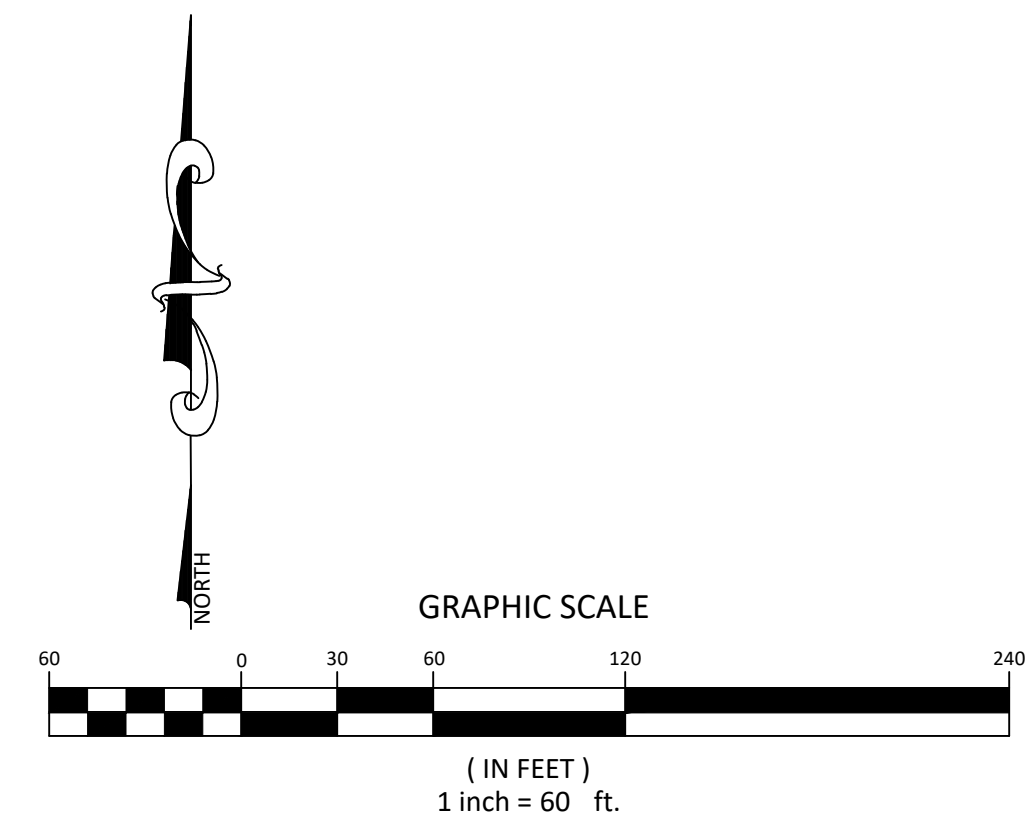
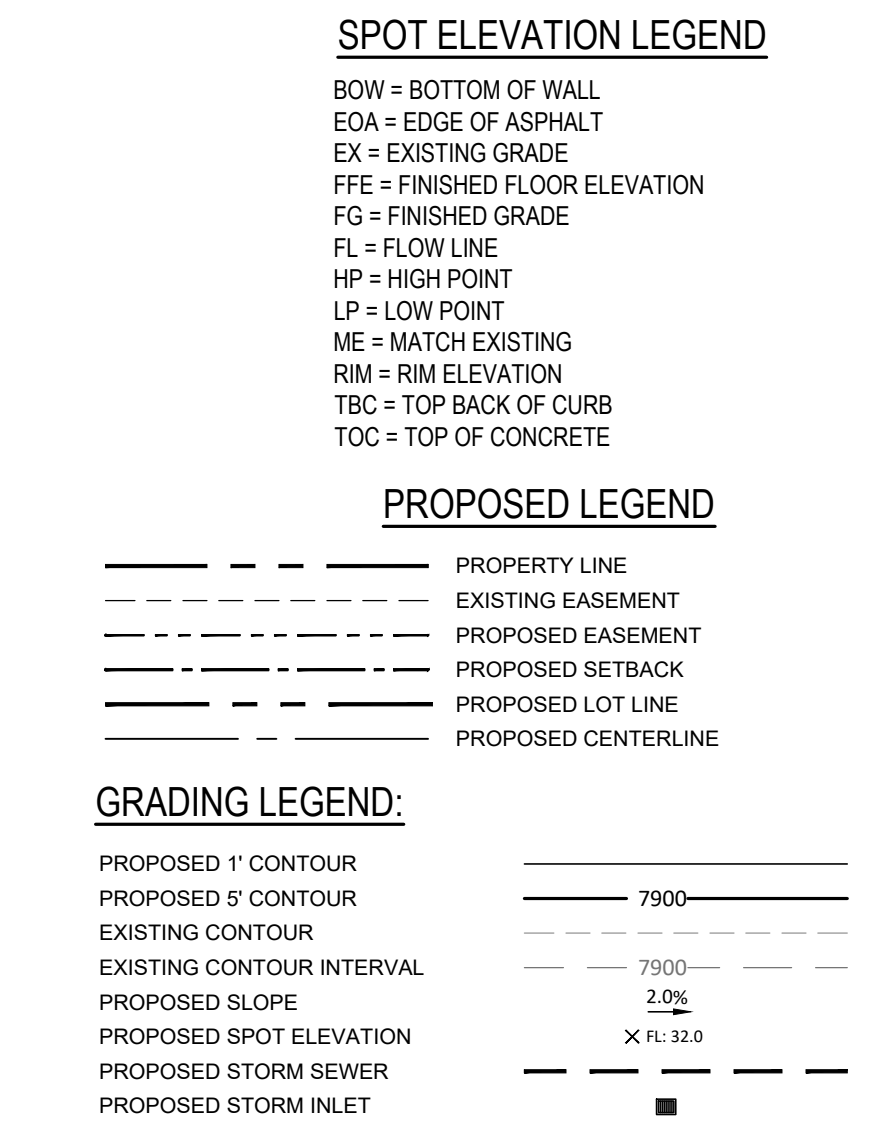


Know what's below.
Call before you dig.

CALL 2 BUSINESS DAYS IN ADVANCE
BEFORE YOU DIG, GRADE, OR EXCAVATE
FOR THE MARKING OF UNDERGROUND
MEMBER UTILITIES

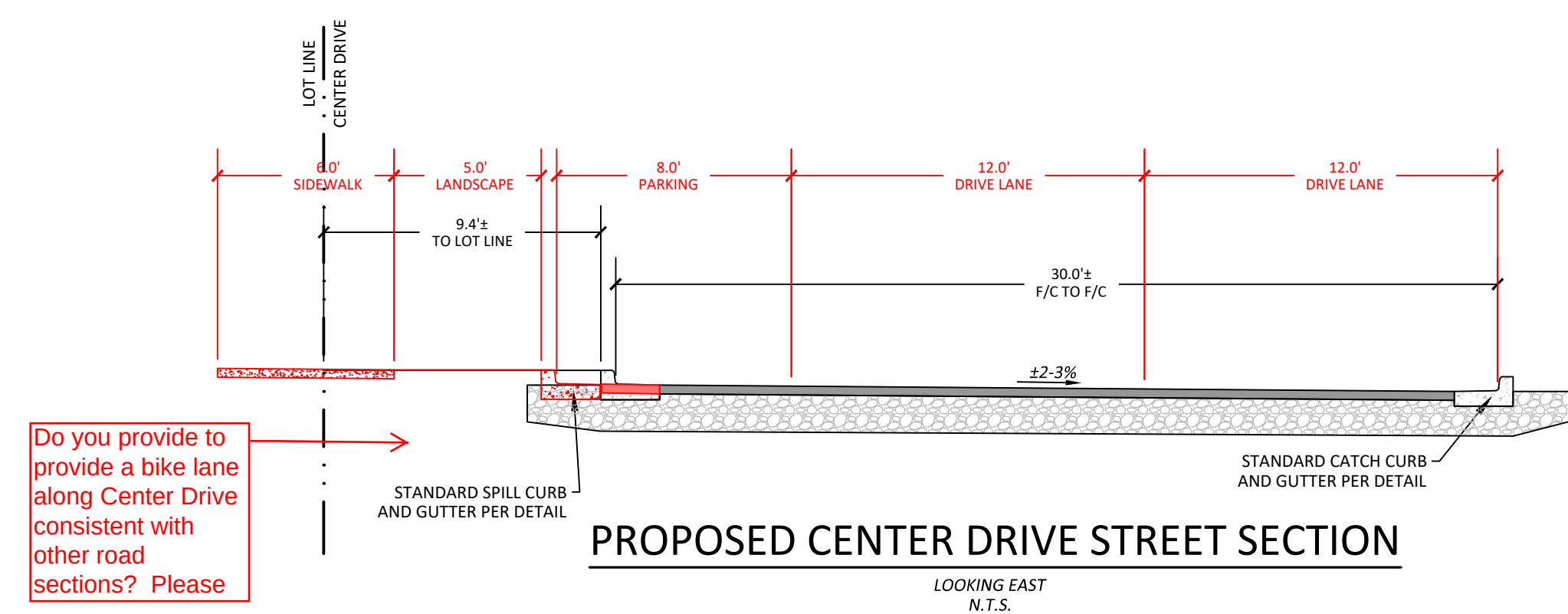
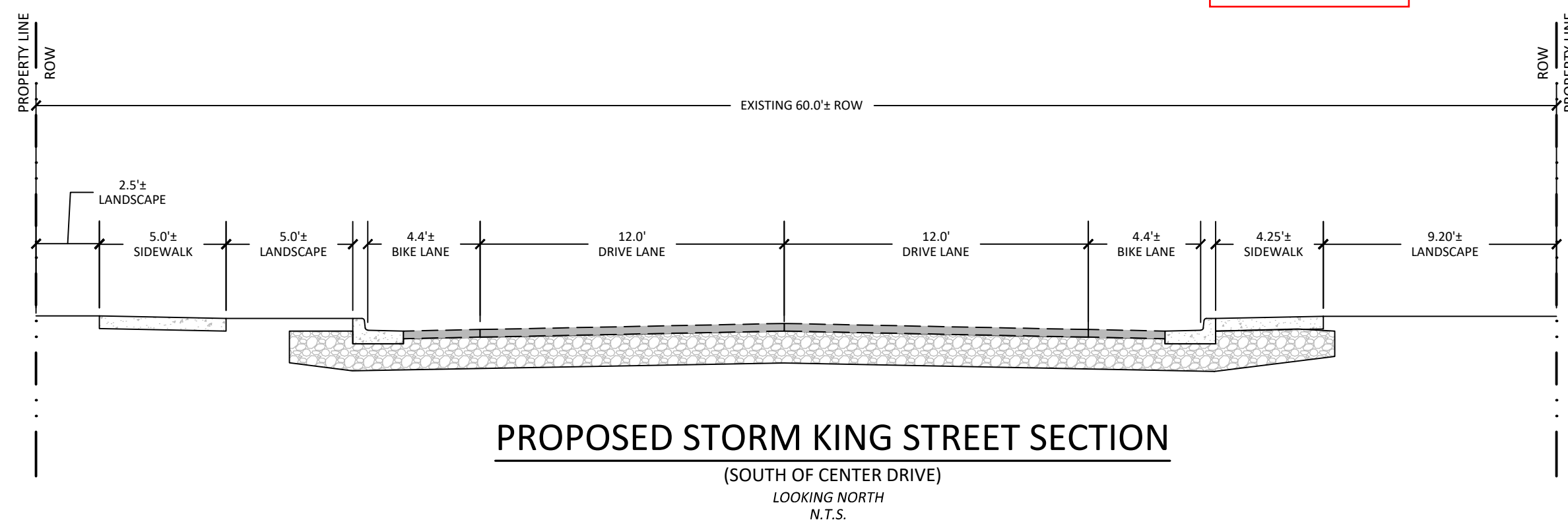
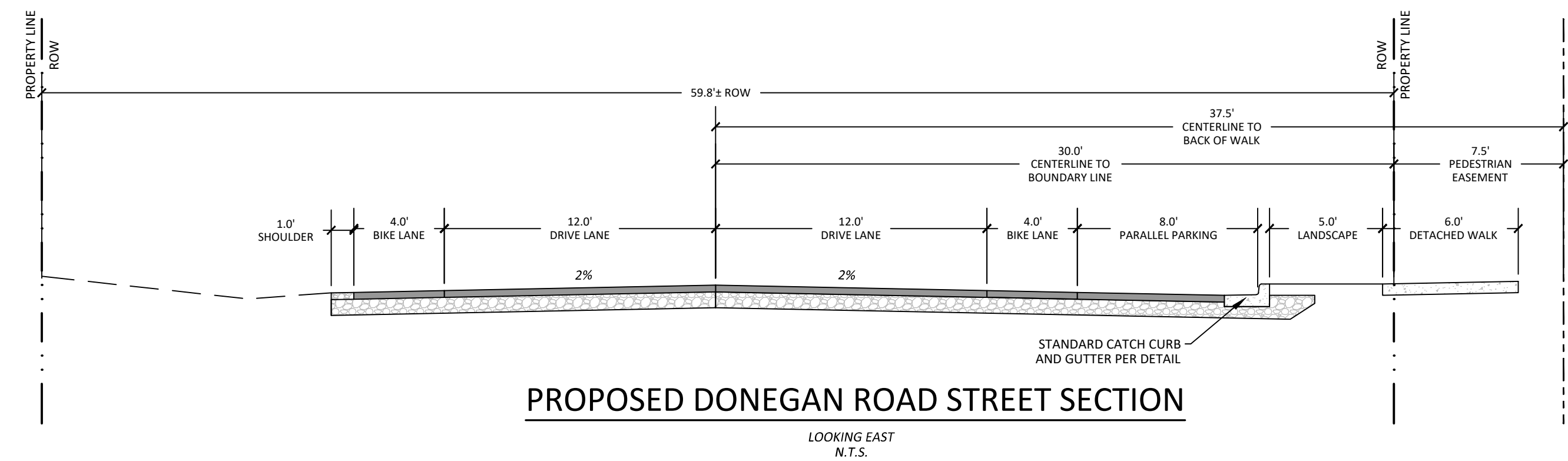


Please call out the width of this drive aisle.



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

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

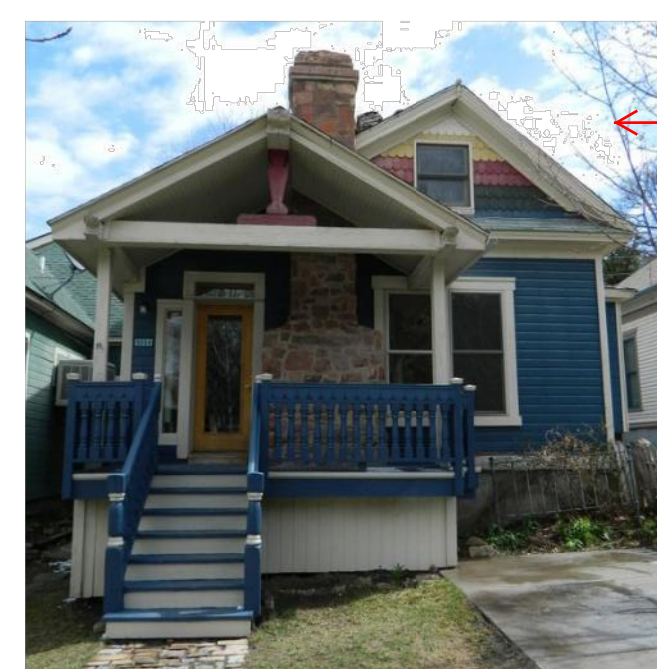


Do you provide to provide a bike lane along Center Drive consistent with other road sections? Please



811
 w what's below.
 Call before you dig.
 ALL 2-BUSINESS DAYS IN ADVANCE
 BEFORE YOU DIG, GRADE, OR EXCAVATE
 FOR THE MARKING OF UNDERGROUND
 MEMBER UTILITIES

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.

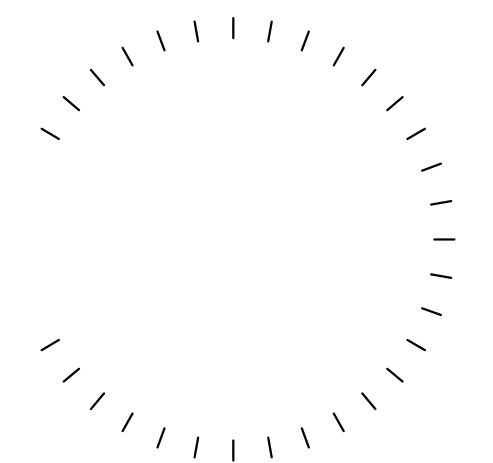


7

2

hord | coplan | macht

4



5

Drawing

© Hord Coplan Macht, Inc.



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

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

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

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

480 DONEGAN

GLENWOOD SPRINGS, COLORADO

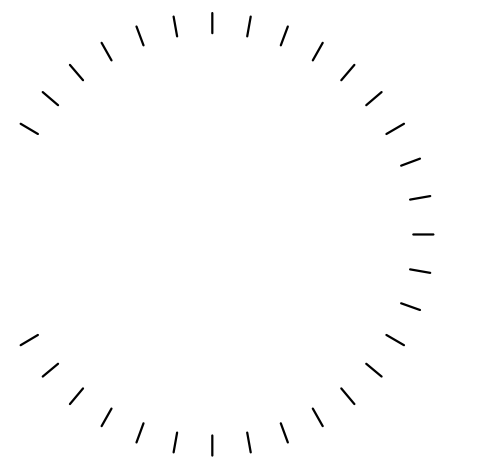
hord | coplan | macht

ARCHITECTURE

LANDSCAPE ARCHITECTURE

PLANNING

INTERIOR DESIGN

[illegible]

Project Name
480 DONEGAN

Project Number
22023.00

Date 01/26/2021

Scale _____
AS NOTED

Drawing

CONCEPT RENDERINGS

A2.0

ANNEXATION AND ZONING SUBMISSION

© Hord Coplan Macht, Inc.

NOT FOR CONSTRUCTION

**Engineering
Department**

**Jessica Bowser
Asst. City
Engineer**

Date: February 19, 2021

To: Community Development

Re: 09-20 480 Donegan Annexation Review

Please see the following engineering comments for the 480 Donegan Road Pre-Annexation Document Review. Engineering will not review this application again unless a response to these comments are provided.

General comments:

1. Is there an agreement with the mall for the emergency access? This should not be included as a part of the approval process unless an agreement can be provided. The City cannot grant access across private property.

Traffic Report Comments:

New Comments:

2. The traffic analysis assumes that the entire development is Multi-Family Housing (Mid Rise). Please provide the pages from the 10th Edition of the trip Generation Manual that justifies this assumption and shows the calculations used. The 8th Edition that the engineering department has does not include Multi Family Housing and (221) is not consistent with Multi Family Housing. It would seem that this development should be considered with 240 (Mid-Rise) Apartments and 20 (rented) Townhomes. If any of these units are proposed to be sold, this should be considered. Additionally, the public restaurant trip generation is not considered.
 - a. The housing distribution is:
 - i. 13 Live-Work Units
 - ii. 95 Studio Units
 - iii. 110 1-Bedroom Units
 - iv. 94 2-Bedroom Units
 - v. 3-Bedroom Units
 - vi. 20 Townhomes
 - b. This development includes a 2000 SF Restaurant.
3. External trip Distribution percentages are not provided for many segments of roadway in Figure 8. i.e. Storm King Rd, Mel Rey Road, west Donegan Road, and Hwy 6 from Storm King Road to Mel Rey Road.
4. Daily Traffic Volumes are not provided for many segments of roadway in Figure 9. i.e. Storm King Rd, Mel Rey Road, west Donegan Road, and Hwy 6 from Storm King Road to Mel Rey Road.

Comments on Draft Annexation that were not addressed:

Additional commentary from this review (02/19/2021) is provided in italics.

5. The growth rate of Hwy 6 seems low. It could be assumed that the Mall could bring in addition retailers, or Ami's Acres in the County could expand/redevelop. *The city has also recently received a referral for the development of*

a new Mobile Home Park past Ami's Acres. Figure 7 is inconsistent with the surrounding growth. How come Hwy 6 from Storm King Rd to Mel Rey Road DECREASES from the 2020 Existing Adjusted Volumes – Figure 5 (9500 DTV) to the 2040 Background Traffic Volumes – Figure 7 (8300 DTV) while surrounding roadways/intersections increase? The figures are inconsistent:

Figure 4 (Existing Volumes): HWY 6 DTV = 6,600

Figure 5 (2020 Existing Adjusted Volumes): HWY 6 DTV = 9,500

Figure 6 (2022 Background Traffic Volumes): HWY 6 DTV = 7,700 (**Lower than the 2020 adjusted volumes**)

Figure 7 (2040 Background Traffic Volumes): HWY 6 DTV = 8,300 (**Lower than the 2020 adjusted volumes**)

6. Pedestrian Counts also seem low (0).
 - a. Storm King/HWY 6 intersection: There are employees and residents of the surrounding area that do bike or ride the bus and would interact with this intersection.
 - b. The 114 Exit (Mel Rey/HWY 6): There are absolutely pedestrians and cyclists that utilize this intersection with the number of bus users and the installation of the RRFBs in 2017. Counts for the SUP with CDOT to install the RRFBs were completed that showed the use of this intersection by peds/bikes.
 - c. Donegan Road: This section of Donegan Road is not developed with bike lanes or sidewalk, however many students walk/bike this section of roadway to and from the Two Rivers School. Future projections should also consider an increase in use as this is identified in the City of Glenwood Springs Long Range Transportation Plan as a bicycle route that also provides access to trails up Mitchell Creek Road.
7. Please justify your directional distribution numbers.
 - a. *This was not addressed in the new submittal. Why would 5% of the entering/existing traffic be heading west on Highway 6? What generator would create a distribution to this intersection?*
 - b. *It seems that the distribution might be closer to 50/50 for both entrances, not 75/25.*
 - c. *External Trip Distribution is not provided for many segments of roadways.*
8. Counts were done on August 26th ahead of the local school openings. School traffic in these areas is significant. Recount both pedestrians and turning movements at these intersections:
 - d. Storm King and SH6
 - e. Mel Ray and SH 6
 - f. Storm King and Donegan
 - g. Mel Ray and Donegan
 - h. Storm King and Center Drive
9. PM peak hour at Storm King May coincide with the end of the school day at Two Rivers. Count the peak to coincide with the school to check.
10. SH 6 and Storm King Road LOS improve from the 2022 to 2040 analysis. Why? *Are the LOS tables revised to consider the adjusted counts? This particular issue was not addressed and still shows a LOS improvement...*

Plan Comments:

Comments on Draft Annexation that were not addressed:

11. See the attached plan comments and markups.
12. Sidewalk and bike improvements should extend to Mel Ray Road.
13. Existing pedestrian crossings along Storm King Road should be improved. The ramps should be upgraded to meet ADA/PROWAG requirements with detectable warnings. *The City prefers the installation of directional ramps.*

14. The engineer should review the City's Municipal and Engineering Standards before re-submittal. Many notes and design items are not compliant with these requirements. It is not City's staff's responsibility to be the engineer's QA/QC.
 - a. Legends should match plans.
 - b. Utilities have many potential conflicts, along with design items that are not compliant with the City's Engineering Standards.
 - c. Proposed easements should be identified.

General Requirements:

At the time of Development Plan Submittal:

15. A Preliminary Drainage Report will be required. Drainage should meet both City of Glenwood Engineering Standards and CDOT stormwater standards (whichever is more stringent). The final discharge is to CDOT ROW and the drainage report will need to be reviewed and approved by CDOT.
16. A Preliminary Geotechnical Report will be required.
17. A Preliminary Traffic Report will be required.

At the time of Construction Document Submittal:

18. All final/stamped reports shall be submitted.
 - a. Landscaping plans should include utilities and proposed contours on a background layer for verification of clearances. Often these items are completed after the civil work is completed and they fill in drainage areas or plan directly on top of utilities.
 - b. Landscape plans should also include sight triangles to verify sight distances.
19. CDOT Access Permitting. Access permits include both traffic and stormwater.
20. Retaining Walls will require engineered design and structural calculations. The City may refer these documents out for review as necessary.
21. Stormwater facilities will require a maintenance agreement and plan.
22. Plan and Profiles should be supplied for the private utility mains.
23. Provide S.U.E. plan per Colorado Law CRS 9-1.5-102 requirements or provide a stamped letter determining why this is not a Subsurface Utility Engineering-Required Project.

Before Construction:

24. Any work within the Right of Way shall require appropriate ROW permitting through the City or County. With the ROW permit, the following documents should be submitted:
 - a. Any SUE documents necessary.
 - b. A plan of work to take place in the ROW, with patching shown that meets the requirements of the jurisdiction.
 - c. Traffic Control Plans, as appropriate.
25. The site will require a Grading Permit. With the grading permit, the following documents should be submitted:
 - d. Any SUE documents necessary.
 - e. Final Stamped Drainage Report.
 - f. Final Stamped Civil Documents.
 - g. Final Geotechnical Report.

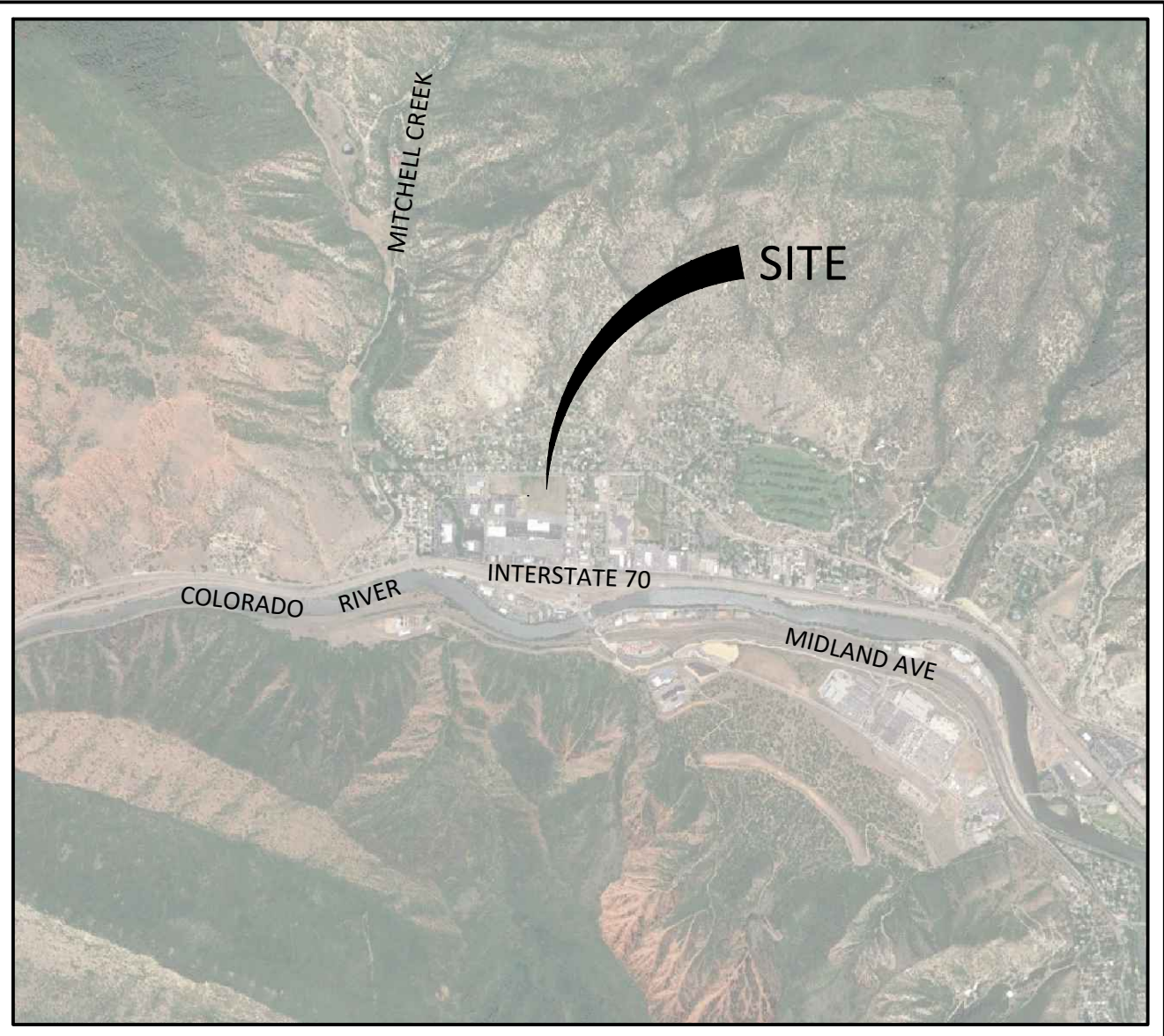
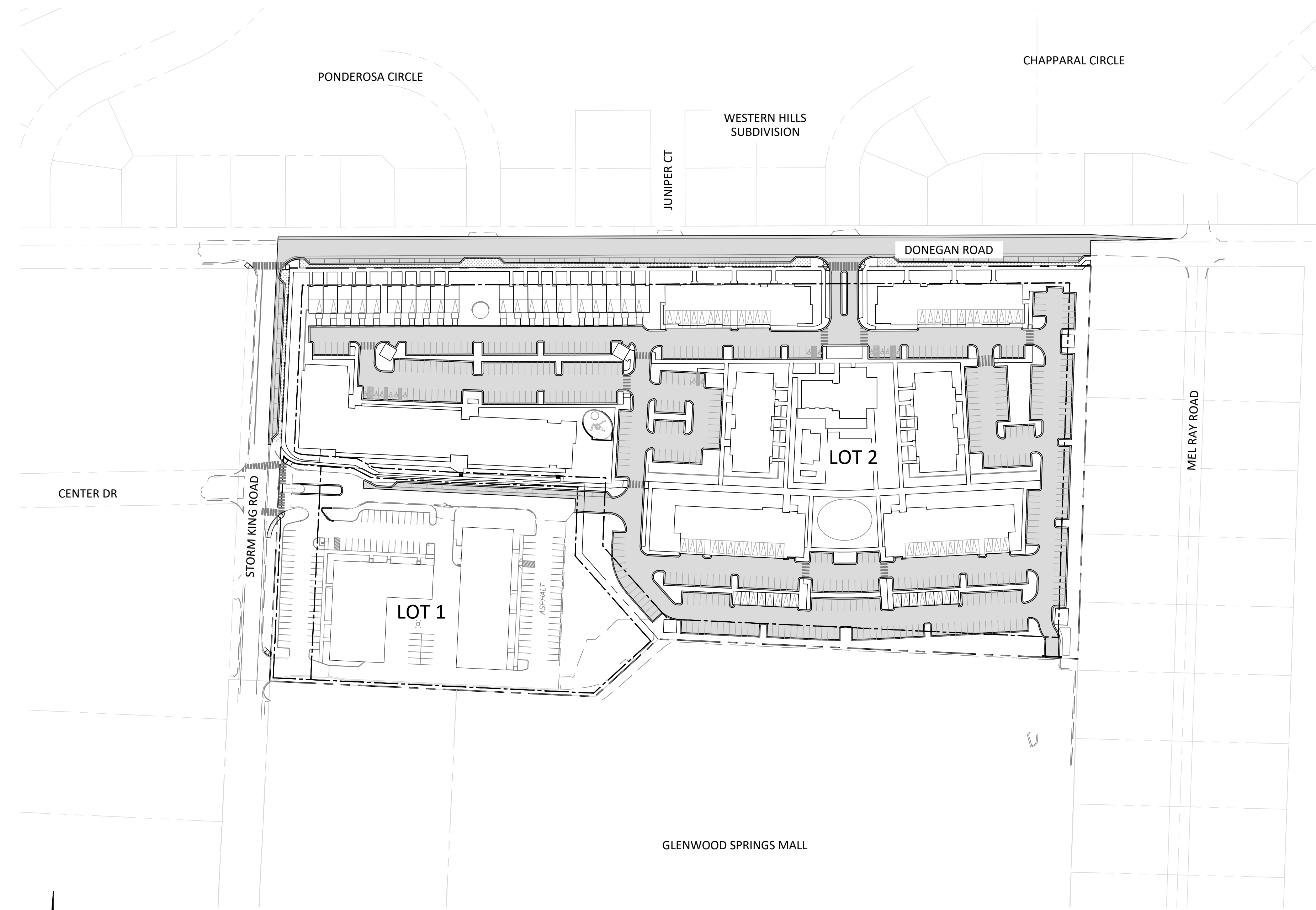
- h. Disturbance over one (1) acre will require a CDPHE Construction Stormwater Discharges Permit. As this development is over one acre, this permit is required, and any State approval should be submitted prior to the issuance of a Grading Permit.
 - i. The City of Glenwood Springs is required to sign as the Responsible Official for all CDPHE CDPS permitting. The permit documentation should be submitted to the City of Glenwood Springs Engineering Department a minimum of three (3) weeks in advance of submittals to the State.

Permit Closeout and Issuance of Certificate of Occupancy Requirements:

- 26. Before engineering completes a walk-through of the subject property
 - a. Draft As-Built plans should be submitted.
 - a. Applicable Stamped Certification Letters:
 - i. Any engineered retaining walls. Letter certifying that the walls were constructed per plan or that address any changes to the design during construction, stamped by a Colorado Licensed Professional Engineer.
 - i. Drainage improvements. Letter certifying that the drainage was constructed per plan or that addresses any site changed, stamped by a Colorado Licensed Professional Engineer.
 - b. Test results for all improvements in the ROW shall be submitted. These should include all testing/backfill associated with any walls that support public facilities.
- 27. Engineering Approval to release the CO will not be provided until the final documents/files are supplied.
 - b. Final As-builts with and Improvement Survey Plat (ISP) should be provided in an AutoCAD, PDF, and Mylar form.
 - c. Certification Letters can be supplied electronically (PDF).
 - d. All easement dedications shall be completed.
 - e. Maintenance Agreement for any water quality and detention facilities.

480 DONEGAN

ANNEXATION AND ZONING SUBMISSION CIVIL PLANS: 01/26/2021

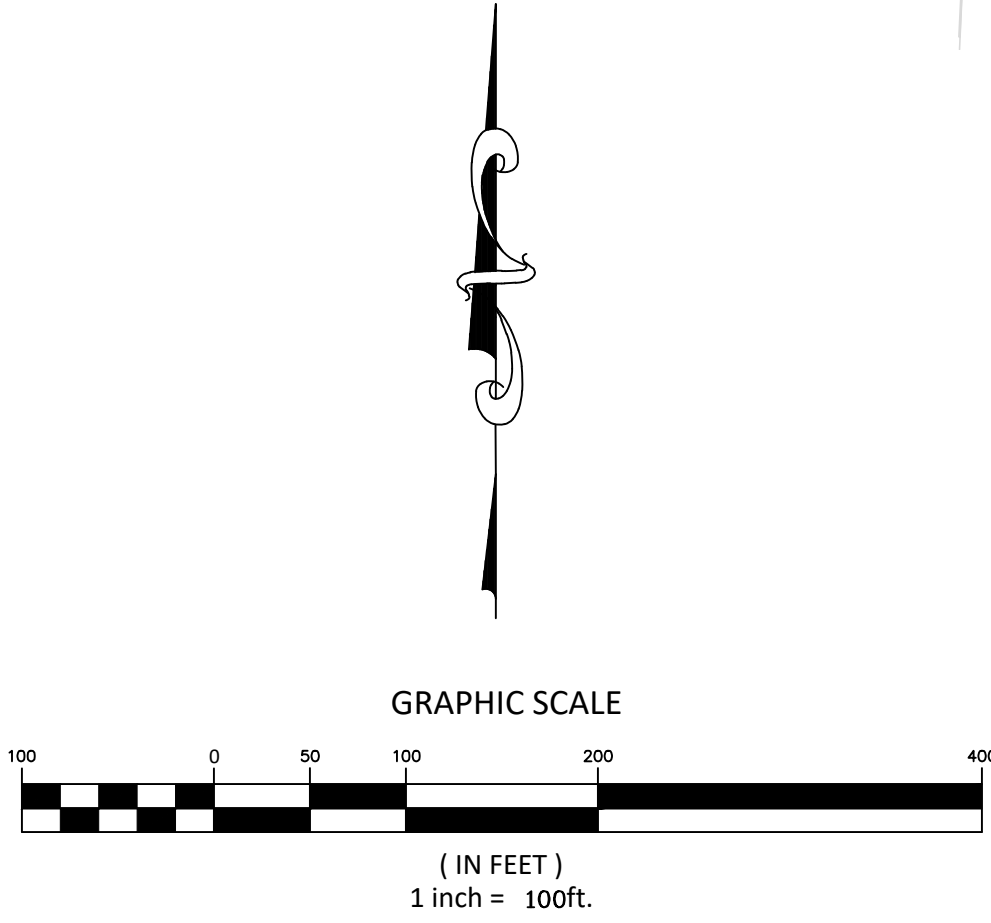


VICINITY MAP
SCALE: 1" = 2000'

PLAN INDEX

- C0.0 - COVER SHEET
- C1.1 - LOT 1 PROPOSED ZONING
- C1.2 - LOT 2 PUD PLAN
- C1.3 - CONCEPTUAL PLAT
- C2.0 - CONCEPTUAL UTILITY PLAN
- C3.0 - CONCEPTUAL GRADING PLAN
- C4.0 - OFFSITE DRAINAGE PLAN
- C4.1 - CONCEPTUAL ONSITE DRAINAGE PLAN
- LA1.0 - ILLUSTRATIVE CONCEPT PLAN AND SITE MASSING
- LA2.0 - OPEN SPACE AND LANDSCAPE FRAMEWORK PLAN
- A1.0 - ARCHITECTURAL PRECEDENT
- A2.0 - CONCEPT RENDERINGS

Existing/
Demolition plan?



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

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

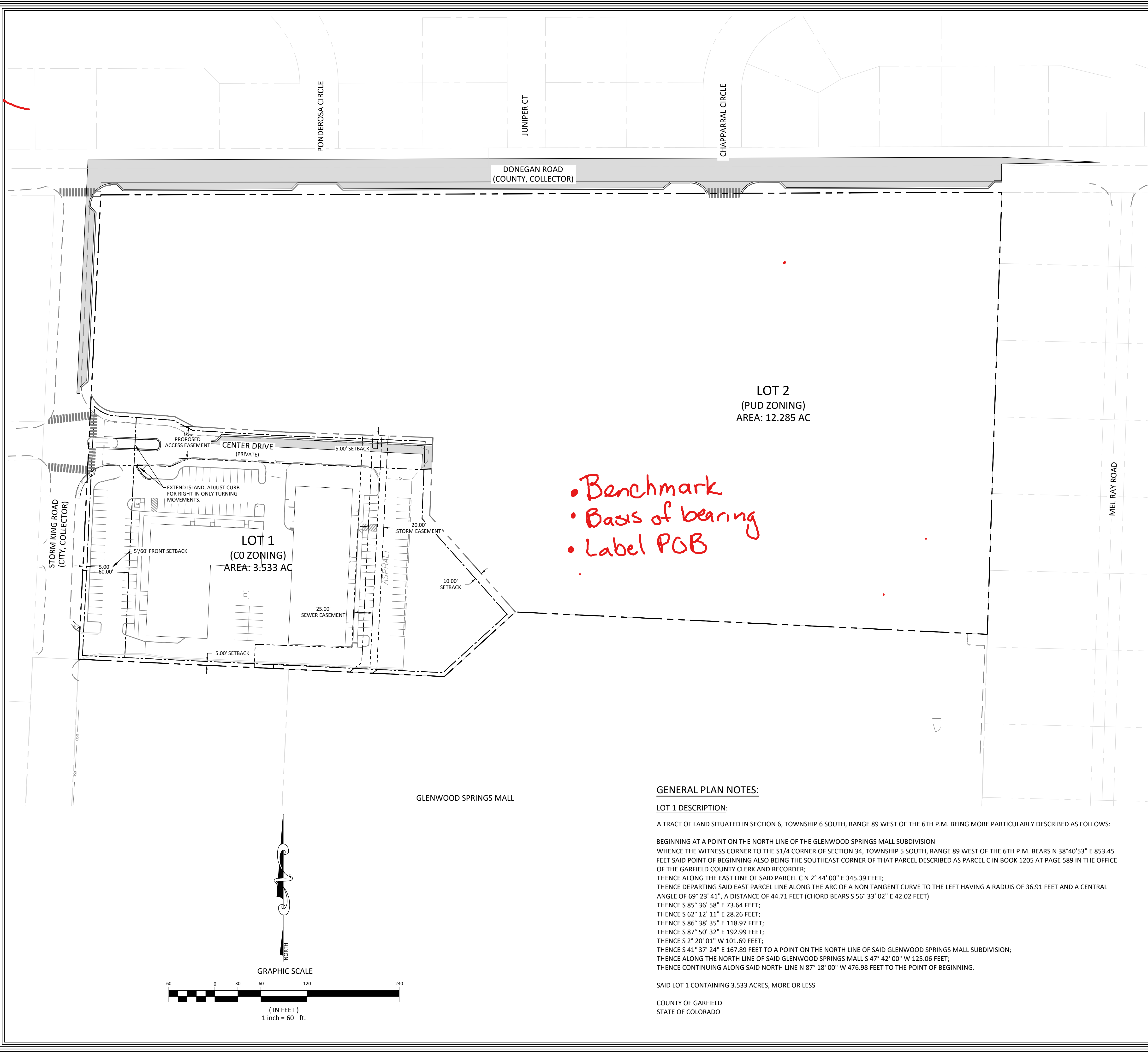
HORD COPLAN MACHT
ARCHITECTURE AND LANDSCAPE ARCHITECTURE
1800 WAZEE STREET, SUITE 450
DENVER, CO 80202

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

GLENWOOD APARTMENTS
GLENWOOD SPRINGS, COLORADO

ANNEXATION AND ZONING SUBMISSION

DATE	REVISION
TITLE	
LOT 1 PROPOSED ZONING	
DRAWING NO.	
C-1.1	



- Benchmark
- Basis of bearing
- Label PCB

GENERAL PLAN NOTES:

LOT 1 DESCRIPTION:

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

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION
WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 38°40'53" E 853.45
FEET SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE
OF THE GARFIELD COUNTY CLERK AND RECORDER;
THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 345.39 FEET;
THENCE DEPARTING SAID EAST PARCEL LINE ALONG THE ARC OF A NON TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 36.91 FEET AND A CENTRAL
ANGLE OF 69° 23' 41", A DISTANCE OF 44.71 FEET (CHORD BEARS S 56° 33' 02" E 42.02 FEET)
THENCE S 85° 36' 58" E 73.64 FEET;
THENCE S 62° 12' 11" E 28.26 FEET;
THENCE S 86° 38' 35" E 118.97 FEET;
THENCE S 87° 50' 32" E 192.99 FEET;
THENCE S 2° 20' 01" W 101.69 FEET;
THENCE S 41° 37' 24" E 167.89 FEET TO A POINT ON THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL SUBDIVISION;
THENCE ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL S 47° 42' 00" W 125.06 FEET;
THENCE CONTINUING ALONG SAID NORTH LINE N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

SAID LOT 1 CONTAINING 3.533 ACRES, MORE OR LESS

COUNTY OF GARFIELD
STATE OF COLORADO

PROPOSED LEGEND

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

are same & darker.

Generally setback lines are not a CL type (Typ all sheets)

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

DEVELOPMENT SUMMARY:

DEVELOPMENT SUMMARY:

Gross Site Area:	3.54 AC	(154,151.55 SF)
LAND USES:		
BUILDING 1	(WEST L SHAPED BUILDING)	
OFFICE		9,070 GSF +/-
WAREHOUSE		2,716 GSF +/-
PRESCHOOL		2,235 GSF +/-
SOILS LAB		959 GSF +/-
TOTAL BUILDING 1=		14,980 GSF +/-
BUILDING 2	(EAST RECTANGULAR BUILDING)	
OFFICE		9,153 GSF +/-
WAREHOUSE		6,091 GSF +/-
TOTAL BUILDING 2=		15,244 GSF +/-
TOTAL BUILDING GROSS SQUARE FOOTAGE =		30,224 GSF +/-

COMMERCIAL (CO) DEVELOPMENT STANDARDS:

LANDSCAPING

Minimum Required:	0.35 AC (10% of the Gross Site Area)
Area Provided:	0.47 AC (13% of the Gross Site Area)

COMMON OPEN SPACE

Minimum Required: 0.35 AC (10% of the Gross Site Area)
Area Provided: 0.47 AC (13% of the Gross Site Area)

SETBACKS

FRONT:

Minimum	5 feet
Max. (From arterial streets)	60 feet
Max. (From other streets)	40 feet

Building 1 (West L shaped building)	+/- 86 feet (Greater than maximum)
-------------------------------------	------------------------------------

SIDE:

Minimum	5 feet
No maximum designated	

Both buildings are greater than 5 feet

REAR:

Minimum with alley	10 feet
Minimum without alley	7.5 feet
No maximum designated	

Both buildings are greater than 10 feet

BUILDING HEIGHT

Maximum Building Height: 40 feet

One story buildings, less than 40 feet tall

PARKING

Minimum Required Parking:

Office	18,223 SF	1 SP/300 SF	61 Spaces
Warehouse	8,087 SF	1 SP/400 SF	22 Spaces
Preschool	2,235 SF	1 SP/250 SF	9 Spaces
Soils lab (Assumption on parking)	959 SF	1 SP/250 SF	4 Spaces
	<u>Total</u>		<u>96 Spaces</u>

Existing Parking:

Building 1 (West L Shaped building)	59 regular spaces, 2 ADA spaces
Building 2 (East rectangular building)	37 regular spaces, 2 ADA spaces
Between buildings	12 regular spaces, 0 ADA spaces
<i>Total existing spaces</i>	108 regular spaces, 4 ADA spaces



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BEFORE YOU DIG, GRADE, OR EXCAVATE
FOR THE MARKING OF UNDERGROUND
MEMBER UTILITIES

ANNEXATION AND ZONING SUBMISSION

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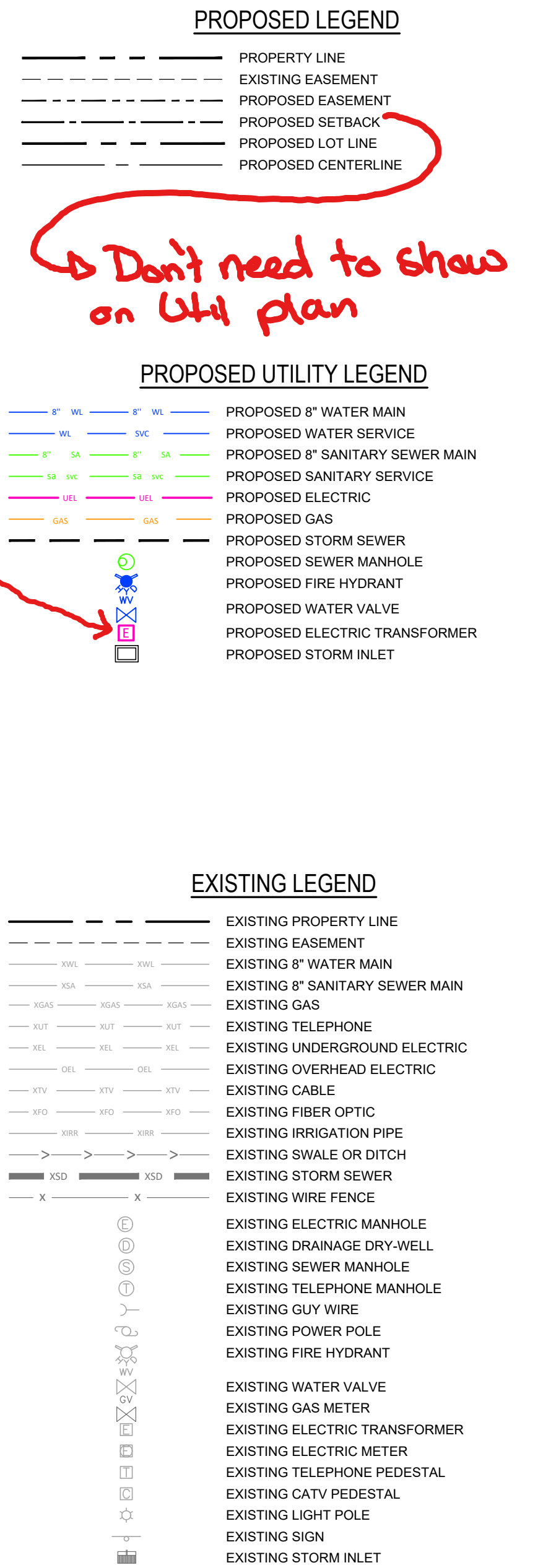
DRAWING NO.

C-1.3



ANNEXATION AND ZONING SUBMISSION

DATE	REVISION
TITLE	CONCEPTUAL UTILITY PLAN
DRAWING NO.	
C-2.0	



1. THE LOCATIONS OF UNDERGROUND UTILITIES HAVE BEEN PLOTTED BASED ON UTILITY MAPS, CONSTRUCTION/DESIGN PLANS, OTHER INFORMATION PROVIDED BY UTILITY COMPANIES AND ACTUAL FIELD LOCATIONS IN SOME INSTANCES. THESE UTILITIES, AS SHOWN, MAY NOT REPRESENT ACTUAL FIELD CONDITIONS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT ALL UTILITY COMPANIES FOR FIELD LOCATIONS PRIOR TO CONSTRUCTION.
2. SHALLOW UTILITY LINEWORK MUST BE COORDINATED WITH THE UTILITY PROVIDER. ~~THE UTILITY PROVIDER IS TO PERFORM ALL UTILITY LINEWORK NECESSARY.~~ CONTRACTOR TO PROVIDE ALL TRENCHING, BEDDINGS AND ~~SKEL~~ SKEL NECESSARY FOR LINEWORK.
3. THE SITE SANITARY SEWER SHALL BE CONSTRUCTED ACCORDING TO THE WEST GLENWOOD SPRINGS SANITATION DISTRICT. EXISTING SANITARY SEWER SERVICES SHALL BE ABANDONED AT THE MAIN ACCORDING TO THE DISTRICT STANDARDS USING A WATER-TIGHT PLUG.
4. THE SITE WATER MAIN SHALL BE CONSTRUCTED ACCORDING TO THE CITY OF GLENWOOD SPRINGS STANDARD DETAILS AND SPECIFICATIONS.
5. THE SITE WILL HAVE A PRESSURIZED IRRIGATION SYSTEM THAT WILL BE DETAILED FOR MAJOR SITE PLAN.

A SUE or SUE excl. letter will be needed

Not accurate
Util prov will not inst. serv

PERFORM ALL UTILITY NETWORK

SIGN PLANS, OTHER UTILITIES, AS SHOWN, MAY NOT TYPICALLY COMPANIES FOR FIELD.

IN DISTRICT. EXISTING DIG A WATER-TIGHT PLUG.

DETAILS AND SPECIFICATIONS.

- Information only: IRR/STM/San al considered the same - Must mail separation from Potable water



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CK
NE

*- Not necessary
show*

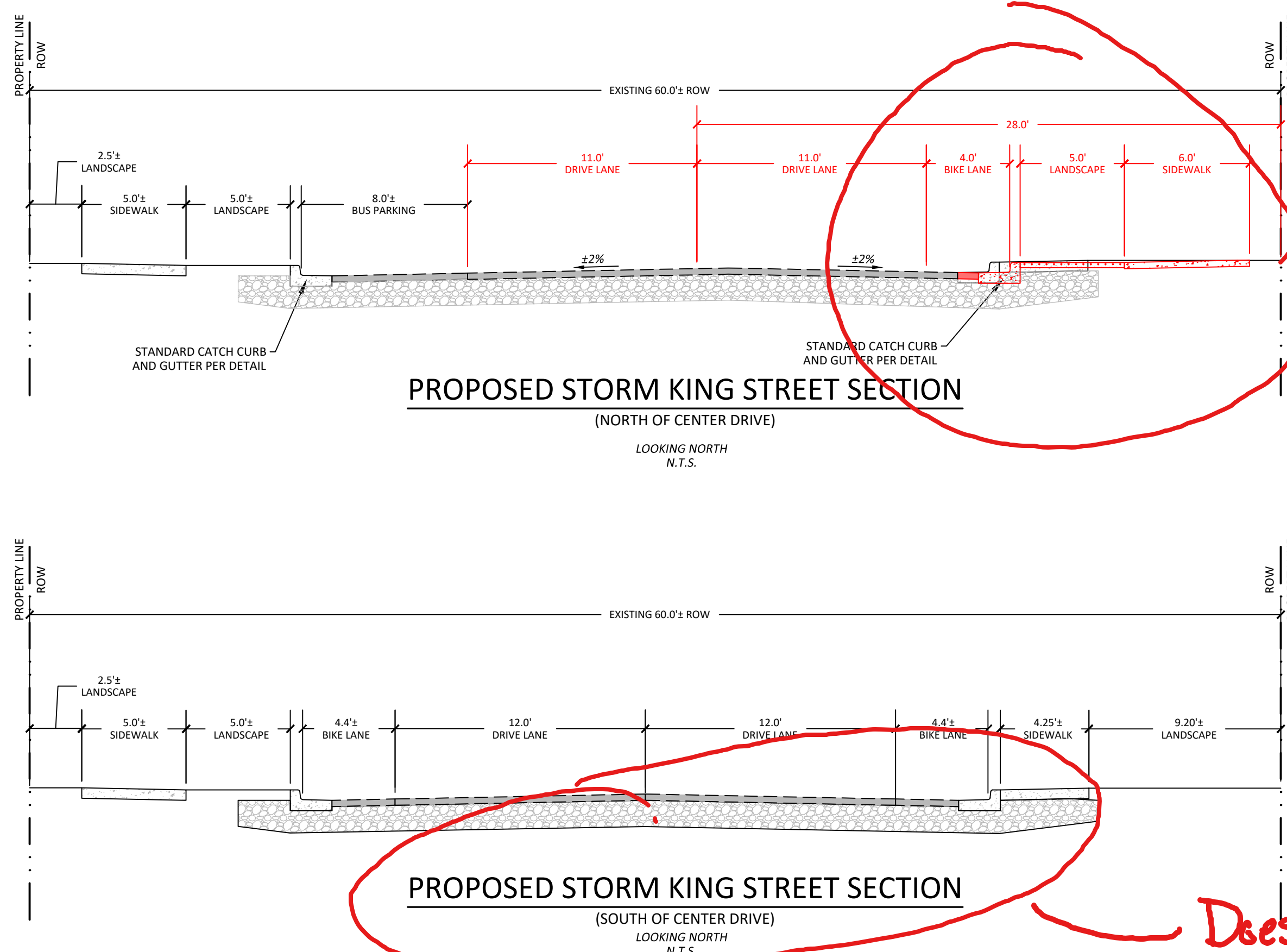
DATE:	01/26/2021
JOB NO.	30017

$\}$ exist. strn.?

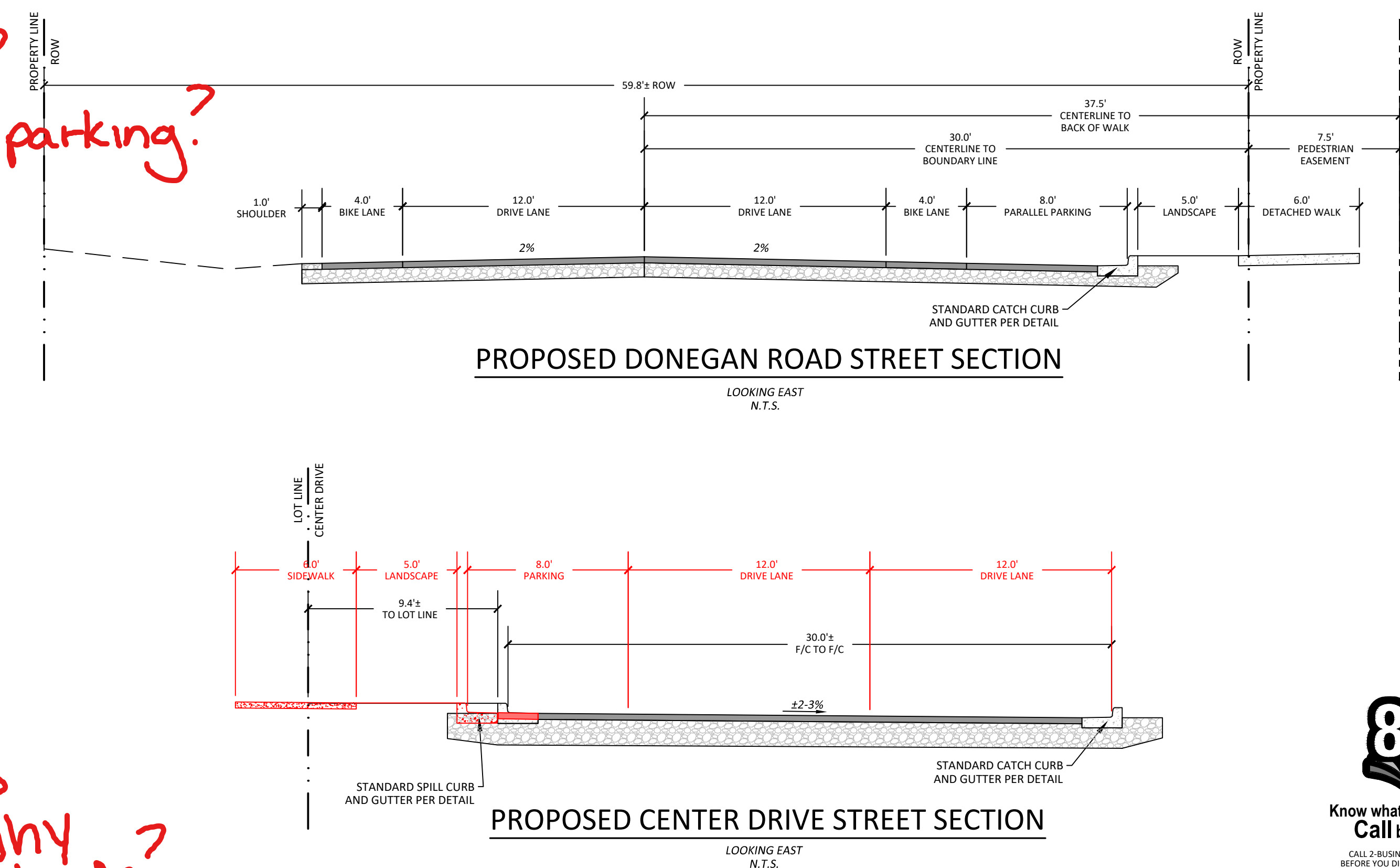
ANNEXATION AND ZONING SUBMISSION

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



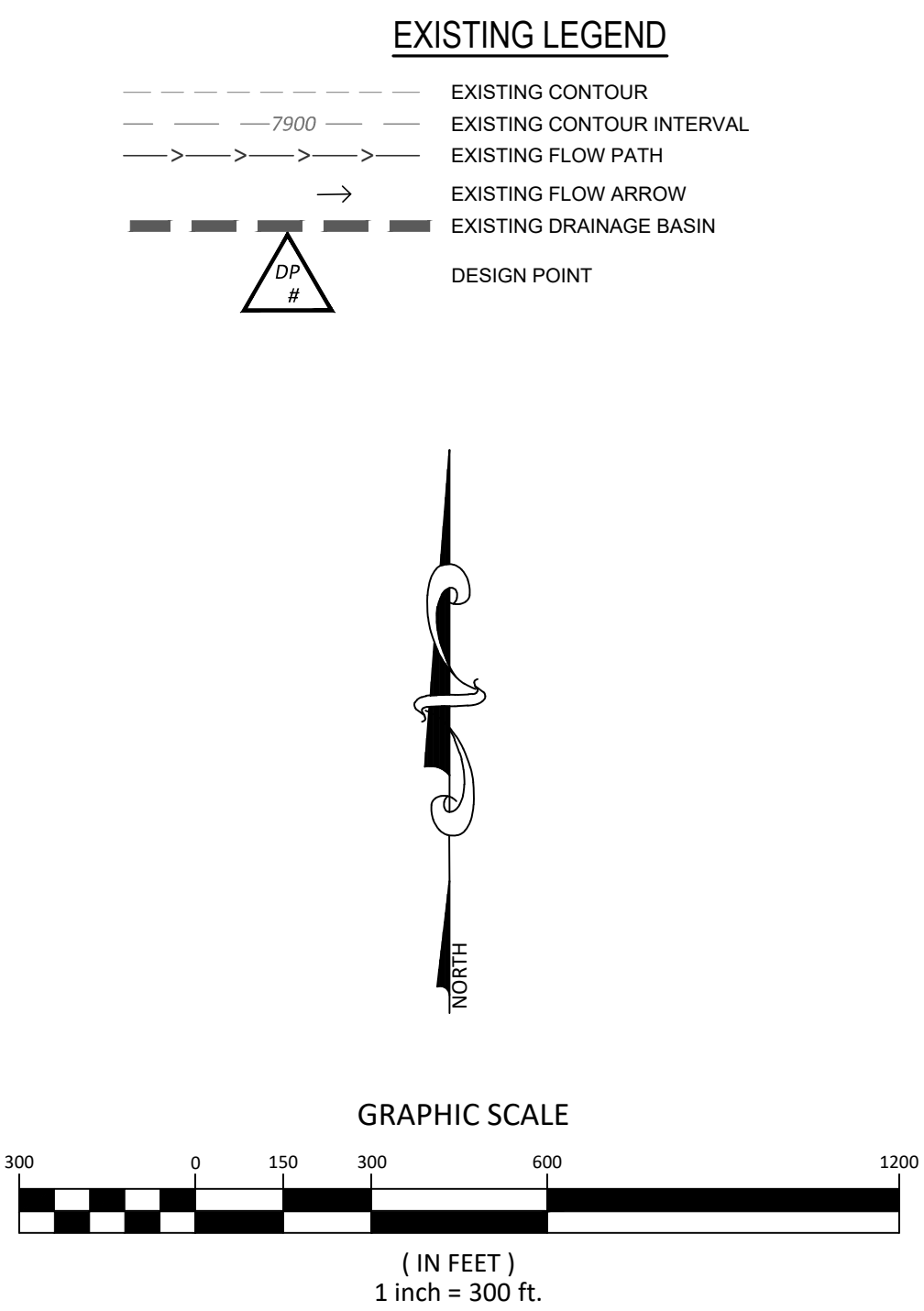
- Doesn't appear to be changing - why shown?



ANNEXATION & ZONING SUBMISSION

[illegible]

TITLE	OFFSITE DRAINAGE PLAN
DRAWING NO.	C-4.0



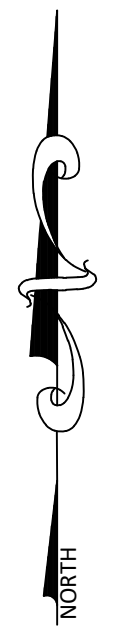
**Know what's below.
Call before you dig.**

CALL 2-BUSINESS DAYS IN ADVANCE
BEFORE YOU DIG, GRADE, OR EXCAVATE
FOR THE MARKING OF UNDERGROUND
MEMBER UTILITIES

ANNEXATION & ZONING SUBMISSION

[illegible]

TITLE	CONCEPTUAL ONSITE DRAINAGE PLAN
DRAWING NO.	C-4.1

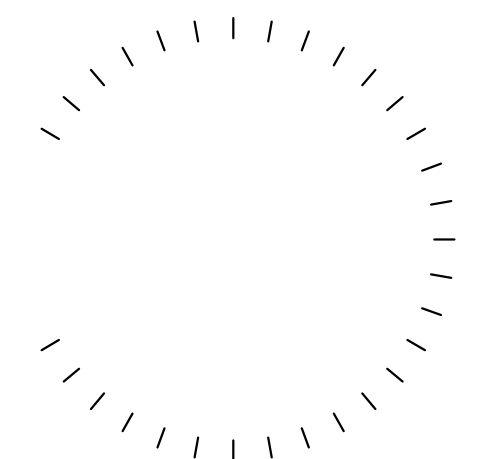


480 DONEGAN

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?

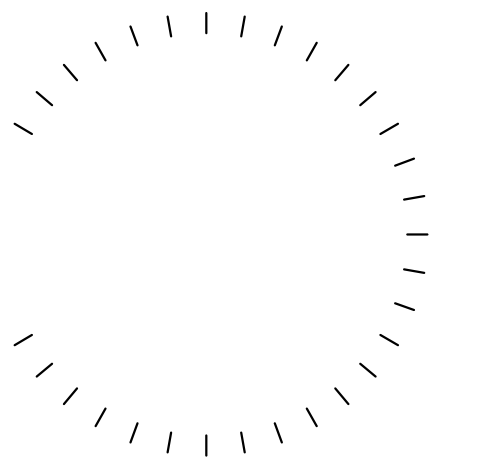


An aerial photograph of a parking lot with several white cars. A small red car is highlighted with a red dot in the upper right portion of the image.

Legend



NOT FOR CONSTRUCTION

[illegible]

Project Name
480 DONEGAN

Project Number
22023.00

Date 01/26/2021

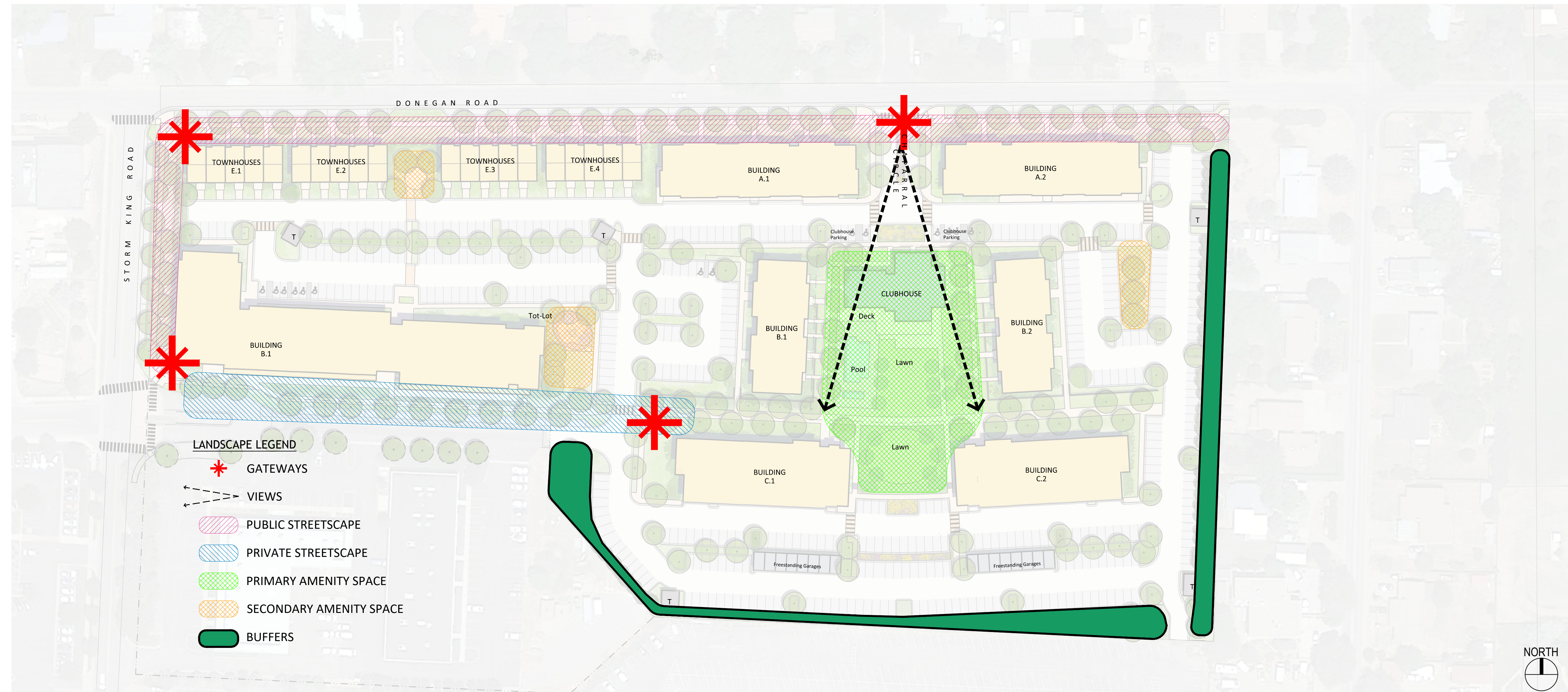
Scale _____
AS NOTED

Drawing

OPEN SPACE AND LANDSCAPE FRAMEWORK PLAN

LA2.0

ANNEXATION AND ZONING SUBMISSION

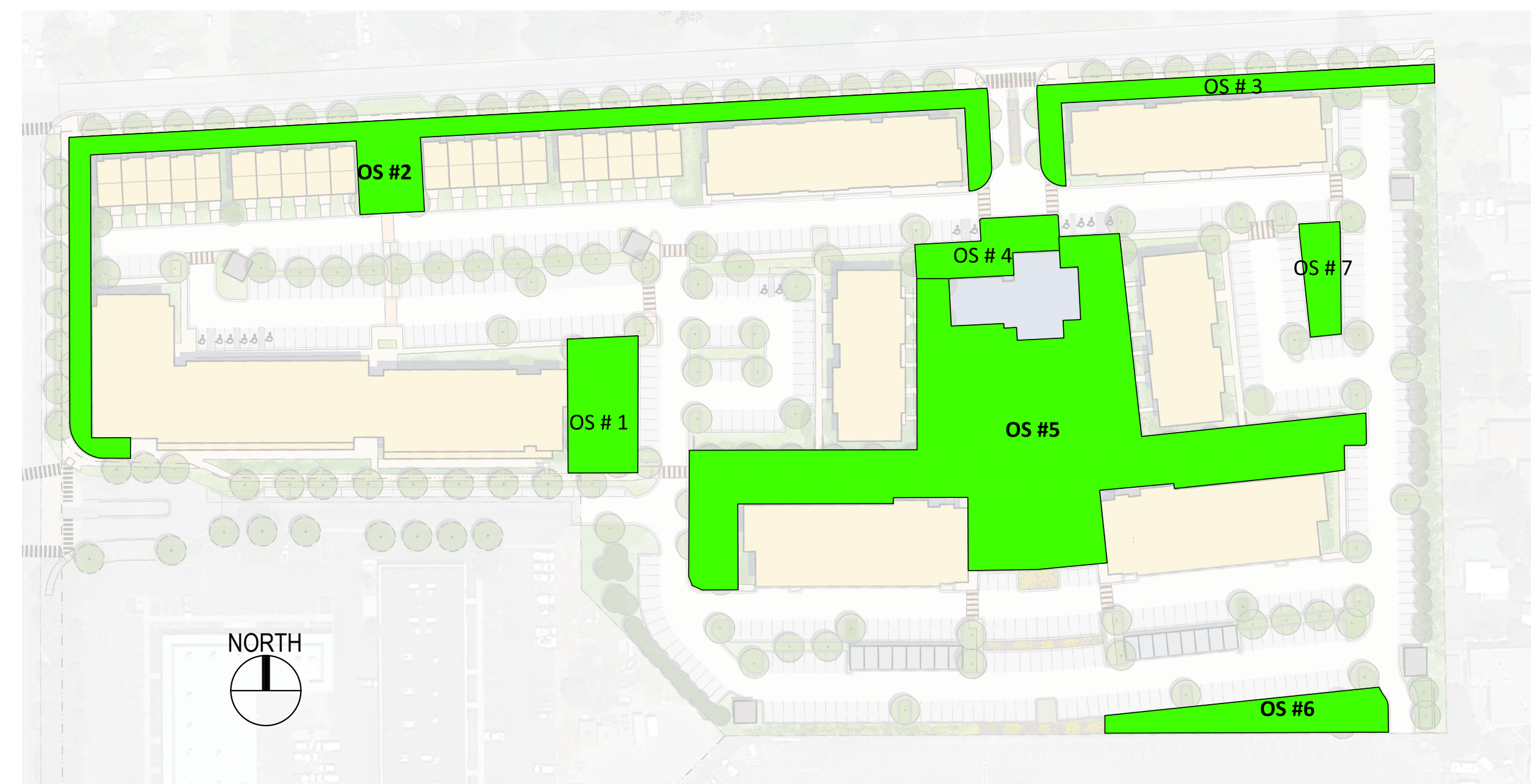


1 | LANDSCAPE FRAMEWORK PLAN

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

PRECEDENT



EXISTING PRECEDENT



NOT FOR CONSTRUCTION

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

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

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

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

480 DONEGAN

GLENWOOD SPRINGS, COLORADO

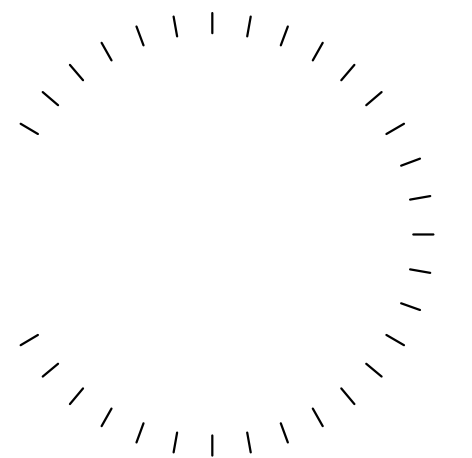
hord | coplan | macht

ARCHITECTURE

LANDSCAPE ARCHITECTURE

PLANNING

INTERIOR DESIGN

[illegible]

Project Name
480 DONEGAN

Project Number
22023.00

Date
01/26/2021

Scale _____
AS NOTED

Drawing

ARCHITECTURAL PRECEDENT

A1.0

ANNEXATION AND ZONING SUBMISSION

© Hord Coplan Macht, Inc.



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

ARCHITECTURE / PLANNING
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 1800 Wazee Street, Suite 450 Denver, CO 80202
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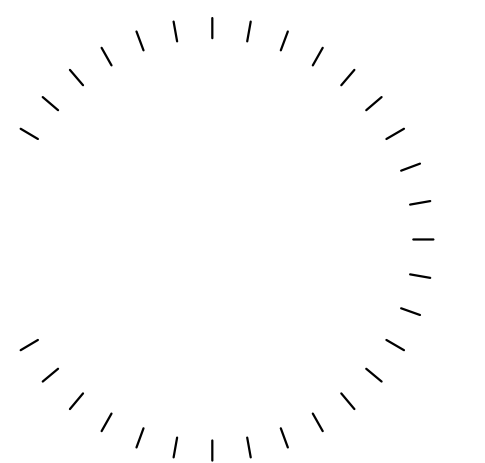
LEGAL
Garfield & Hecht, P.C.
901 Grand Avenue
Glenwood Springs, CO 81601
p. 970.947.1936

480 DONEGAN

GLENWOOD SPRINGS, COLORADO

hord | coplan | macht

ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN

[illegible]

Project Name _____
480 DONEGAN

Project Number 22023.00

Date _____
01/26/2021

Scale _____
AS NOTED

Drawing _____

CONCERT 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/resturant anticipated in the traffic report? Please Clarify	KH	The resturant is included in the updated traffic report.
	Plan C1.2	6	Please clarify if this is clubhouse space. You may be able to to argue that there is not a need for separate parking for said use since it is a neighborhood amenity not open to public	HCM	The Office and Amenity space is intended for the residential community only. Applicant revised parking requirements to exclude these uses, see Sheet C1.2.
	Plan C1.2	7	Should this indicate 72 guest spaces for the number of units? Please clarify and/or revise total required as is needed.	HCM	The The Glenwood Springs Municipal Code does not require guest parking for Live/Work units, see Table 030.1: Table of Allowed Uses. The Applicant applied guest parking to townhouse and multifamily uses per Table 030.1: Table of Allowed Uses.
	Plan C1.2	8	We may need to better understand the traffic expectations for this use.	HCM	The Applicant applied the required parking ratio per The Glenwood Springs Municipal Code to the Live-Work uses. The impact of Live-work units on traffic is included in the updated traffic report.
	Plan C1.2	9	Please clarify how building height is measured. Code standard is midpoint of pitched roof to the adjacent grade. I think it may be beneficial to call out height maximums for street frontages and would recommend lower height for Storm King and Donegon Roads. I think you will receive push back on the proposed maximum which exceeds every zone district in the Code other than M2 which allow 60 feet by special review.	HCM	The Applicant added a note to define how building height is measured. The Applicant revised the Maximum Building Height Table, on Sheet C1.2 to address building height for each building, with particular attention to building height along Donegan Road.
	Plan C1.2	10	What else is included in this number other than the clubhouse and restaurant?	HCM	The maximum gross non-residential floor area provides space for the clubhouse, including residential amenity, support space and storage and restaurant. The non-residential floor area will be refined prior to Major Site / Architectural Plan Submission.

21		Plan C1.2	11	Are all commercial uses listed here and below anticipated as being allowed in the live/work units or do you anticipate them someplace else?	HCM	The Applicant provided a note to describe acceptable non-residential uses that may occur within a live-work unit, see Sheet C1.2.
22		Plan C1.2	12	Residential districts generally require 20%. Please clarify.	HCM	The Applicant revised note to require 20% of development site area for landscaped areas.
23		Plan C3.0	1	Show parking on east side of Storm King	SE	Review updated sections on C3.0
24		Plan C3.0	2	Show representative landscaping on sections	SE w/HCM	The Applicant will revise sections to include landscape elements.
25		Plan C3.0	3	Bike lane on Center Drive?	480 Donegan	The Applicant will not provide bike lanes on Center Drive to preserve existing trees. The private street speed limits will be low and sections will be designed for low speeds considering pedestrian and bicycle safety.
26		PLAN LA1.0	1	While a full landscaping plan is not required, I recommend adding a representative chart identifying the total amount of landscape and hardscape areas expressed in square feet and as a percentage of the total lot area. For parking areas, note square footage of landscaped area and as a percentage of the parking area; include total number of required and provided trees, shrubs, and perennials per the Code.	HCM	The Applicant provided a chart to identify the quantity of landscape areas required per Article 070.040. The calculations are shown on Sheet LA3.0. This information will be refined with more detail at the time of Major Site/Architectural Plan submission.
27		PLAN LA1.0	2	I would add cross section views which depict mature representations of the various landscaping buffer areas	HCM	The Applicant provided typical sections to describe landscape buffers, see Sheet LA 4.0.
28		Plan A1.0	1	These residential photos are not representative of west Glenwood.	HCM	The Applicant revised and expanded the precedent images to address local conditions, see Sheet A1.0 and design vision, see Sheet A1.1.
29		Plan A1.0	2	Please call out which proposed building each of these pics are representative of.	HCM	On Sheet A1.1 the Applicant categorized precedent images to relate to proposed building types.
30		Plan A2.0	1	I am slightly concerned with the limited number of perspective drawings/renderings provided. I understand the issues with providing elevations for each and every building at this stage but worry the Planning and Zoning Commission and City Council will desire to incorporate more design restrictions and understanding in the PUD. Minimally, I would provide additional concept/perspective renderings (i.e. looking southwest from the northeast corner of the property/Donegan Road, east view from Storm King Road, north view from the mall site, west view from the existing homes along Mel Ray Road. It would be great to see a typical elevation (one site possibly) that explains materials proposed for each building.	HCM	The Applicant enlarged the views and provided an additional perspective view to help explain the architectural character. The Applicant identified materials on illustrations, see Sheets A2.0- A2.3. Architectural elevations will be developed at the time of Major Site/Architectural Plan submission.
31			2	For any design standards not addressed, I would make a statement as to whether or not the intent is to meet the multi-family residential design standards of the Code.		The Applicant intends to meet the multi-family residential design standards of The Glenwood Springs Municipal Code Article 070.040.080 Residential Site and Building Design, if criteria was not modified by PUD standards listed on Sheet C1.2.
32		Plan A2.0	3	Revise typo of Center Drive	HCM	The Applicant corrected typo.
33		Email	4	Applicant should consider installing improvements to Mel Ray Road to accommodate bicycles and pedestrians in some form or fashion, understanding that the existing right-of-way width will affect what improvements can be done	480 Donegan	Applicant is willing to discuss this concept but will need to further evaluate existing conditions and feasibility of proposed improvements
34	Eng.	Letter-GC	1	Written Response required	SE	The applicant has revised plans and responds to comments here.
35		L-GC	2	Agreement for emergency access?	SE	The easement that grants ingress and egress over the Mall property to the owner, occupants, and users of the subject property was reserved in the warranty deed recorded at Reception No. 308914. The easement is also shown on the Mall subdivision plat recorded at Reception No. 336102.
36		L-Traffic		2. Justify ITE used, public restaurant trips?	Kimley Horn (KH)	ITE 10th Edition info provided to City. Trip Generation Added for Restaurant.
37				3. Figure 8 - External Trip Distr.	KH	Distribution Explained to City Staff.
38				4. Figure 9 Daily Traffic Volumes	KH	Additional Daily Traffic Volume Projections Added to the Figure.
39				(Annex comments not addressed)		All comments are addressed here and changes are reflected on the plan.

40			5. Growth Rate seem low	KH	Updated with new counts conducted.
41			6. Ped counts seem low	KH	Updated with new counts conducted.
42			7. Justify direction Distribution	KH	Distribution Explained to City staff.
43			8. Counts 08/26 before school opening	KH	Updated with new counts conducted.
44			9. PM Peak hour coincide w/ 2 Rivers school	KH	New counts conducted from 2 pm to 6 pm for school traffic adjacent to school.
45			10. Why does SH6 & Storm King LOS improve?	KH	Explained, City was comparing 2022 total (with project) to 2040 background (without project).
46	L-Plan		11. See attached Plan comments	SE/HCM	The applicant has revised plans and responds to comments here.
47			12. Sidewalk & Bike Improv extend to Mel Ray	SE	Proposed Bike/Pedestrian Improvements extend to Soccer Field Road as shown on C3.1
48			13. Improv Ped xings, have directional ramps	SE	The updated plans show concept ramp and crossing improvements, which will be further detailed for major site plan.
49			14. Compliance w/ Municipal & Eng Standards	SE	The applicant did not find a checklist for Rezone & Annex. The concept plans show the general scope intent sufficient for this application
50			14a. Legends match plans	SE	Legends have been updated and will continue to be refined as the design progresses.
51			14b. Utility conflicts	SE	Will detail for Major Site Plan
52			14c. Show proposed easements	SE	Will detail for Major Site Plan
53	L-Gen Req.		15-17 At time of Devel Plan Subm...	SE	Will detail for Major Site Plan
54			18-23 At time of CD subm	SE	Will detail for CDs
55			24-25 Before Construction	SE	Requirements noted
56			26-27 Permit Closeout & CO	SE	Requirements noted
57	Plan C0.0		Add Ex. Demo plan	SE	The Improvement Survey Plat (ISP) has been added to the plan set. The site has limited demolition. This will be detailed for major site plan.
58	Plan C1.1		Benchmark, Basis of Bearing, Label POB	SE	These items are included on the ISP and the conceptual plat, and don't need to be duplicated here.
59	Plan C1.2	1	Prefer Directional Ramps	SE	The updated plans show concept ramp and crossing improvements, which will be further detailed for major site plan.
60		2	Show County line on Storm King	SE	County line added consistent with Annexation map location at SW corner of site.
61		3	X' Proposed Access esmt	SE	Note added to plan
62		4	4.00' (Label bike lanes on dims)	SE	Label added to plan
63		5	Only label 24' drive lanes	SE	Label added to plan
64		6	Live Work Parking rate less than Townhouse	HCM	1 Space per Dwelling, Live-work is per code, seeTable 030.1 Table of Allowed Uses
65		7	Staff Qs: Trash allowed in setback?	COGS - Trent?	The applicant requests staff confirmation. The trash location will be moved if needed and detailed on the Major Site Plan.
66		8	Staff Qs: Easement for SW public access	COGS - Trent?	The applicant requests staff confirmation.
67	Plan C1.3	1	Fix text conflicts	SE	Text conflicts fixed.
68		2	Label point of beginning (POB)	SE	Benchmark, Basis of Bearing, Label POB are labeled on this sheet.
69		3	Add Legend	SE	Legend has been added
70	Plan C2.0	1	Don't show setback on Util Plans	SE	Setback was removed from plan
71		2	Electric should be red	SE	Revised on plan
72		3	Where is Gas	SE	Hatch conflict removed from plan.
73		4	Easement redlines	SE	Will detail for Major Site Plan
74		5	Consider relocate handicap parking with sewer manhole	SE	Will evaluate and revise for Major Site Plan
75		6	Sewer conflict note	SE	Sewer service moved to eliminate conflict.
76		7	A SUE or exclusion letter will be needed	SE	The applicant will provide this for Major Site Plan
77		8	Reword Shallow utility work responsibility note	SE	Note revised to clarify shallow utility service line work is the responsibility of the contractor.
78		9	Information only: IRR, Storm San, all must maintain separation from Water	SE	Noted, will detail for Major Site Plan
79	Plan C3.0	1	Gen comment: curb cuts instead of inlets	SE	Will evaluate / detail for Major Site Plan

80		2	Show parking on east side of Storm King	SE	The cross section has been corrected on C3.0
81		3	Why show Storm king s/ of Center	SE	Section is to show existing condition and the lane striping for bike lanes. Note added, 'FOR LANE STRIPING UPDATES'.
82		4	Donegan extend Asphalt Hatch west	SE	Proposed asphalt extended west, final extents will be determined for Major Site Plan.
83		5	Survey Shows CMP/PVC	SE	EX CMP/PVC are existing irrigation lines. Note added to plan.
84		6	W. Barracuda conflict w/ Sidewalk	SE	Will detail for Major Site Plan
85		7	Recommend concrete valley pan	SE	Will detail for Major Site Plan
86		8	Is this a drain?	SE	Noted on plan
87		9	What do these area drains catch?	SE	Will detail for Major Site Plan
88		10	Retaining wall / curb	SE	Will detail for Major Site Plan
89		11	Don't show setback on Grading Plans	SE	Setback was removed from plan
90		12	Show ex. Storm in legend	SE	Added to legend
91	Plan C4.1	1	Show proposed contours	SE	Concept contours were added to plan.
92	Plan A2.0	1	Add Legend	HCM	The Applicant provided a legend for open space framework plan.
93	Plan A2.0	2	What are the red lines	HCM	The Applicant removed extraneous lines from illustrative concept plan.
94	Plan A2.0	3	Show utility lines, coordinate w/ tree plantings	HCM	The Applicant will refine landscape planting location with revised utilities at the time of Major Site/Architectural Plan review.
95	GarCO	1 in part	1 Review with Road & Bridge on impact to County Rds	SE	The applicant met with Wyatt at County Road and Bridge on 03/04. Wyatt reviewed and provided comments on this application to Sheryl.
96		2	Significant added traffic on lower density res. Areas	SE	The traffic is added to existing collector roads which provide direct access to State Highway 6.
97		3	Donegan & Mel Ray not designed for proposed traffic	SE	The traffic study demonstrate good levels of service on the road network surrounding the site.
98		4	Remove main entrance on Donegan	SE	The traffic study demonstrates good levels of service for this entrance.
99		5	Provide safe ped and bike infrastructure	SE	Pedestrian and Bike improvements are proposed on the streets adjacent to the property and extending east on Donegan.
100		6	Design for future primary access through Mall	SE	The design allows for a future access through the Mall. The current plan can only be designed for the current condition.
101		2	Annex should include Donegan Road	SE	The applicant will comply with annexation conditions as directed by the City.
102		3	Density of the proposed development (29 units/acre) is very inconsistent with surrounding single family residential areas (4 - 5 units/acres) including the Western Hills Subdivision. Density much higher than adjacent	HCM & 480 Donegan	The Glenwood Springs Comprehensive Plan, revised 2014, identifies this property for mixed-use development (see Map 2.1 Future Land Use-North Portion of City, page 21 of Comprehensive Plan). The description of Mixed-use includes multi-family (see page 29 of Comprehensive Plan). The Applicant's plan through design provides a transition between existing single-family and existing commercial uses on the mall site. Proposed two-story buildings are placed adjacent to existing single-family and taller multi-family adjacent to the mall site. The proposal provides a horizontal mix of land uses across properties between Donegan Road and Route 133.
103		4	Refinements to the site plan to include townhouse lower density (two story) uses along the entire northern frontage on Donegan Rd. should be considered to create a transition in density to the adjoining single family residential and mitigate impacts of the new development on the streetscape, view planes, and adjoining neighborhoods.	HCM & 480 Donegan	The Applicant is providing two-story walk-up apartments and townhouses to match the scale and height of proposed townhouses along Donegan Road. These buildings provide height and scale transitions to the adjoining neighborhood.
104		5	Include bike lanes on all roads, extending offsite	480 Donegan	Pedestrian and Bike improvements are proposed on the streets adjacent to the property and extending east on Donegan.
105		6	Under parked, especially live work	HCM	The Applicant is providing parking to meet the off-street parking requirements of the The Glenwood Springs Municipal Code, see Table 030.1: Table of Allowed Uses.
106		7	Storm water careful engineering w/ detailed Maint.	SE	Will detail for Major Site Plan
107		8	No 4 story in vicinity, should reduce, located to south	HCM	The Applicant is proposing two-story buildings along Donegan Road, uphill and adjacent to existing residents. Taller buildings are located downhill and closer to the mall to reduce visual impact to adjacent residents. See Sheet C2.1 for details regarding maximum building heights per building type.
108		9	Expand affordable housing	HCM & 480 Donegan	The Applicant is voluntarily providing 10% affordable housing.

109	10		More res. Diversity	HCM & 480 Donegan	The Applicant increased the diversity from initial plan submitted October 16, 2020 to include townhouses, live-work as well as a variety of multifamily building types.
110	11		Expand on school & transit connections	480 Donegan	The proposed pedestrian and bike improvements improve the connections to school and transit. The improvements provide a safe, separated pedestrian area along Donegan Road, which currently does not exist.
111	Pub Works The applicant has reviewed and takes no exception to the comments provided. Response to comments that should be addressed now are listed here. Additional design and coordination will occur for MSP.				
112	Gen-1		All internal streets, waterlines, irrigation, electric services, and storm sewer are private. City will maintain ownership of main line electric and fire hydrants; easements will need to be granted for access to the lines and around the lines and hydrants as noted.	SE	Noted, this will be detailed for Major Site Plan
113	Gen-2		All Fire hydrants must have a 15' easement centered around the hydrant and a utility easement centered on leads and valves. City will require an access easement to the hydrant locations. City will own and maintain all fire hydrants, leads and valves.	SE	Noted, this will be detailed for Major Site Plan
114	Gen-3		No notes, contact, lot info on cover sheet	SE	Notes added, other information provided on following sheets
115	Gen-11		Donegan & Storm King parking public, who maintains?	480 Donegan	The City will maintain the parking and bike route.
116	Plat-12		Label all easements	SE	Easements are labeled, further detail will be provided for Major Site Plan
117	Plat-13		Label all property lines	SE	Property line labels added
118	Plat-14		Label monument corners on Plat	SE	Monuments have been added.
119	Plat-15		Label coordinate, datum, point of beg., tie	SE	Information added to the plat sheet
120	Ex-16		Label drain on N. side of Lot 1	SE	Labeled on ISP and noted on Civil utility and grading sheets
121	Ex-17		Label CMP crossing Donegan	SE	Labeled on ISP and noted on Civil utility and grading sheets
122	Ex-18		Show all ex utilities, gas & power?	SE	The improvement survey plat (ISP) included extensive locates. This will be checked during the SUE process for Major Site Plan
123	Util-19		No 90's on Waterlines	SE	Will detail for Major Site Plan
124	Util-22		Mall water main AC Pipe? Tee connection not hot tap	SE	Noted on plan, detail for MSP
125	Util-23		Only ex 8" stubs can be used for main lines	SE	Noted
126	Util-26		Generally agree w/ Eng. Comments	SE	Noted
127	Util-30		Fee for Electric proposal paid in full before work	SE	Noted, for information only for this application
128	Util-32		City Fiber available, add 2" conduit to building service	SE	Noted on plan, detail for MSP
129	Trans	1 in part	Door zone concern, wider lane?	480 Donegan	A two foot wide striped zone has been added to the proposed street section. Refer to sections on C3.0
130			Width of bike lane	SE	A four foot wide bike lane is maintained through all offsite street sections, with an additional two foot wide 'door zone' striped zone where parallel parking is proposed.
131			Bike lanes in vicinity don't have parallel parking	SE	Noted, extra width for a 'door zone' has been provided.
132			Required to hire bike facility design specialist	480 Donegan	The applicant has revised the proposed section after discussion with the Traffic Engineer. Further coordination with City Staff will occur for Major Site Plan.
133			Extra bike lane width may require ROW, extra close review by City	480 Donegan	Easements are proposed for any sidewalk improvements onsite. No revisions to ROW are proposed.
134			If not possible shared bike/ped trail on south side	480 Donegan	The applicant studied this option but this provides crossing concerns at intersections, requires westbound bikes cross traffic at two locations, and also introduces close bike/pedestrian interaction. Maintaining bike lanes consistent with the existing street is a better solution.
135			Can bike lanes continue all the way to 6?	SE	It appears bike lane striping could be added south of the site. This item requires City staff direction.
136	2 in part		What is the planned width of bike lanes	SE	4 foot wide as dimensioned on plan and in section on C3.0
137			Parallel car parking exist on Storm King?	SE	No parking exists on Storm King. The proposed parking lines up with the change to residential
138			Required to hire bike facility design specialist	480 Donegan	The applicant has revised the proposed section after discussion with the Traffic Engineer. Further coordination with City Staff will occur for Major Site Plan.

139	3 in part		If the road is going to be widened anyway, why is a bike facility being included only on the east side? It is inconsistent, and against best practices of bicycle network design to provide bike facilities along these two key roads, which will include multifamily housing, but leave it out in just one section on one side of the road. All options should be explored, including participation from the City, to resolve this network inconsistency.	480 Donegan	Further discussion with the City is required on this item. Impacts to existing uses requires discussion with Two Rivers School to determine if adding a bike lane on the west side of the road is possible.
140			This section will present the same Door Zone problem as #1 above, by placing a bike lane adjacent to parallel parking. The same stringent design process must be applied to this situation as above by bringing on a bicycle design specialist trained in Door Zone issues.	480 Donegan	Further disussion is required as noted in the comment above.

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

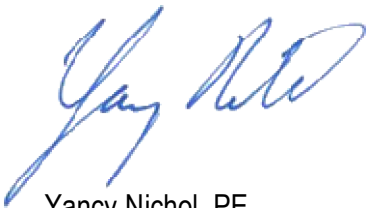
The proposed site has good access to Storm King Road and Donegan Road which provides direct access to the arterial road network. The traffic study demonstrates good levels of service are maintained on the road network and at the CDOT access intersections. The offsite drainage generally flows around Lot 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



568864 09/06/2000 10:12A B1205 P584 M ALSDORF
1 of 6 R 30.00 D 0.00 GARFIELD COUNTY CO

SPECIAL WARRANTY DEED

GLENWOOD PARTNERSHIP, a Colorado general partnership, Grantor, for good and valuable consideration, in hand paid, hereby sells and conveys to **GLENWOOD PARTNERSHIP LLLP**, a Colorado Limited Liability Limited Partnership, Grantee, whose legal address is 214 Center Drive, Glenwood Springs, Colorado 81601, the following real property in the County of Garfield and State of Colorado, to wit:

SEE EXHIBIT "A" ATTACHED HERETO AND
INCORPORATED HEREIN BY THIS REFERENCE;

with all its appurtenances, and warrants the title to the same against all persons claiming under the Grantor.

NO DOCUMENTARY FEE REQUIRED: Deed given to reflect name change in connection with conversion of the general partnership to a limited liability limited partnership. Consideration less than \$500.00.

EFFECTIVE the 18th day of July, 2000.

GLENWOOD PARTNERSHIP, a
Colorado General Partnership

By: [Signature]
Floyd Diemoz, General Partner

By: [Signature]
Linda L. Diemoz, General Partner

By: [Signature]
Frances Diemoz, General Partner

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

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2 of 6 R 30.00 D 0.00 GARFIELD COUNTY CO

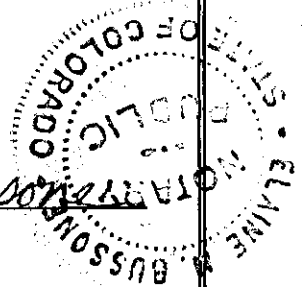
STATE OF COLORADO)
) ss.
COUNTY OF GARFIELD)

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)

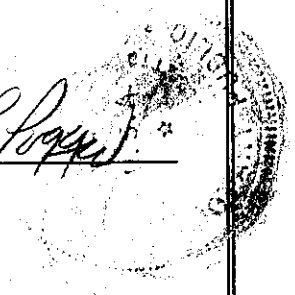
The foregoing instrument was acknowledged before me this 21 day of July, 2000, by FRANCES DIEMOZ, General Partner of GLENWOOD PARTNERSHIP, a Colorado General Partnership.

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.htm

Parcel No. 1:

All of the following described real property situate in Lot Two of Section 6, T. 6 S., R. 89 W., 6th P.M., in the County of Garfield and State of Colorado, to-wit:

Beginning at a point on the northerly right-of-way line of U.S. Highway No. 6 & 24, 359.25 feet, N. 87°16' W. of a point on said Northerly right-of-way line from whence the witness corner for the South Quarter Corner of Section 34, T. 5 S., R. 89 W., 6th P.M., bears N. 03°34' W. 1423.68 feet; thence N. 02°44' E. 1339.59 feet to a point on the southerly right-of-way fence line of the County Road, said point being 559.58 feet, S. 89°52' W. of a point on the Southerly right-of-way line of the County Road from whence the witness corner for the South Quarter Corner of said Section 34, T. 5 S., R. 89 W., 6th P.M., bears N. 80°11' W. 358.5 feet; thence S. 89°52' W. 342.73 feet along the Southerly right-of-way fence line of the County Road; thence S. 02°44' W. 1322.45 feet to the Northerly right-of-way line of U.S. Highway No. 6 & 24; thence S. 87°16' E. 342.30 feet along the Northerly right-of-way line of U.S. Highway No. 6 & 24, to the point of beginning, containing 10.459 acres of land, more or less.

Parcel No. 2:

All of the following described real property situate in Lots 1 and 2 and the NW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 6, T. 6 S., R. 89 W., 6th P.M., in the County of Garfield and State of Colorado, to-wit:

All that portion of the lands described in that certain warranty deed recorded as Document No. 200114 in Book 306 at Page 138 of the records in the office of the Clerk and Recorder, Garfield County, Colorado, lying Easterly of the following described line: Beginning at a point on the Northerly right-of-way line of U.S. Highway No. 6 & 24, 359.25 feet, N. 87°16' W. of a point on said Northerly right-of-way line from whence the witness corner for the South Quarter Corner of Section 34, T. 5 S., R. 89 W., 6th P.M., bears N. 03°34' W. 1423.68 feet; thence N. 02°44' E. 1339.59 feet to a point on the Southerly right-of-way fence line of the County Road, said point being 559.58 feet, S. 89°52' W. of a point on the Southerly right-of-way line of the County Road from whence the witness corner for the South Quarter Corner of Section 34, T. 5 S., R. 89 W., 6th P.M., bears N. 80°11' W. 358.5 feet, containing 20.0 acres of land, more or less.

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

Parcel No. 3

A parcel of land situate in Section 6, Township 6 South, Range 89 West of the 6th Principal Meridian, County of Garfield, State of Colorado, being more particularly described as follows:

Beginning at a point whence the South Quarter Corner of Section 34, Township 5 South, Range 89 West of the 6th Principal Meridian bears N. 42°07'49" E. 861.67 feet; thence N. 02°44'00" E. 603.42 feet to the South right of way line of County Road No. 130; thence N. 89°50'00" E. 15.01 feet along said South right of way line of County Road No. 130; thence departing said County Road right of way line on a course bearing S. 02°44'00" W. 604.17 feet; thence N. 87°18'00" W. 15.00 feet to the point of beginning containing 9052 square feet or 0.208 acres more or less.

Parcel No. 4

A tract of land extending along the northerly boundary of the Glenwood Springs Mall Subdivision pursuant to the plat thereof recorded in the office of the Clerk and Recorder of Garfield County, Colorado as Reception No. 316244 (Mall) described as follows:

Commencing at the northeast corner of the Mall; thence along the north boundary thereof 605.36 feet; thence northerly 195 feet; thence easterly 605.36 feet on a line parallel to the northerly boundary of the Mall; thence southerly 195 feet on a line parallel to the westerly boundary of the tract herein described to the point of beginning.

TOGETHER WITH any and all water and ditch rights appurtenant to the above described Parcels.

EXCEPTING THEREFROM the following described Parcels A, B and C:

Parcel A

A parcel of land situate in Section 6, Township 6 South, Range 89 West of the 6th Principal Meridian, County of Garfield, State of Colorado being more particularly described as follows:

Commencing at the S $\frac{1}{4}$ corner of Section 34, Township 5 South, Range 89 West of the 6th Principal Meridian; thence S. 87°11'46" E. 670.12 feet to the point of intersection of the west line of the Mel-Ray Subdivision, County of Garfield, State of Colorado and the south right-of-way line of County Road No. 100; thence along the west line of said Mel-Ray Subdivision S. 01°52'00" W. 575.96 feet to the true point of beginning; thence continuing along said line S. 01°52'00" W. 183.95 feet to a point of intersection where the north line of the Glen Theatre, Inc. property intersects the west line of said Mel-Ray Subdivision; thence along the north line of the Glen Theatre, Inc. property N. 87°18'00" W. 536.20 feet to the northwest corner of said property; thence along the west line of said property S. 01°53'00" W. 623.25 feet to the north right-of-way line of U.S. Highway No. 6 & 24; thence along said north right-of-way line the following course N. 87°16'00" W. 246.80 feet; thence N. 02°44'00" E. 718.54 feet; thence S. 87°18'00" E. 67.23 feet; thence N. 47°42'00" E. 125.06 feet; thence S. 87°18'00" E. 615.36 feet to the true point of beginning, containing 6.499 acres more or less.

Parcel B

A parcel of land situate in Section 6, Township 6 South, Range 89 West of the 6th Principal Meridian, County of Garfield, State of Colorado, being more particularly described as follows:

Beginning at a point whence the S $\frac{1}{4}$ corner of Section 34, Township 5 South, Range 89 West of the 6th Principal Meridian bears N. 42°07'49" E. 861.66 feet; thence S. 87°18'00" E. 454.75 feet; thence S. 02°44'00" W. 718.54 feet to a point on the north right-of-way line of U.S. Highway 6 & 24; thence along said north right-of-way line the following course N. 87°16'00" W. 454.75 feet; thence N. 02°44'00" E. 718.28 feet to the point of beginning, containing 7.500 acres more or less.

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

EXHIBIT "A"
Page 4 of 4

Parcel C

A tract of land to be used for roadway, drainage and utility purposes situate in Section 6, Township 6 South, Range 89 West of the 6th Principal Meridian, County of Garfield, State of Colorado, being more particularly described as follows:

Beginning at a point whence the South Quarter Corner of Section 34, Township 5 South, Range 89 West of the 6th Principal Meridian bears N. $39^{\circ}44'28''$ E. 833.81 feet; thence N. $02^{\circ}44'00''$ E. 605.64 feet to the South right of way line of County Road No. 130; thence S. $89^{\circ}50'00''$ W. 60.08 feet along said South right of way line of County Road No. 130; thence departing said County Road right of way line on a course bearing S. $02^{\circ}44'00''$ W. 602.64 feet; thence S. $87^{\circ}18'00''$ E. 60.00 feet to the point of beginning, containing 36250 square feet or 0.832 acres more or less.

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

PETITION FOR ANNEXATION

The undersigned Petitioner, in accordance with The Municipal Annexation Act of 1965, Article 12, Title 31, C.R.S., as amended, hereby petitions the City Council of the City of Glenwood Springs, Colorado, for annexation to the City of Glenwood Springs that certain real property more particularly described in Exhibit A (the "Property"), which Exhibit is attached hereto and made a part hereof by reference. In support of this Petition, the Petitioner alleges that:

1. Petitioner is Glenwood Partnership, LLLP, a Colorado limited liability limited partnership. The purpose of this Petition is to enable Petitioner to obtain municipal services within the municipal boundaries of the City of Glenwood Springs.

2. Petitioner alleges that it is the landowner—as that term is defined in the Municipal Annexation Act—of 100% of the Property described in Exhibit A as of the date of this Petition.

3. It is desirable and necessary that the Property be annexed to the City of Glenwood Springs, Colorado.

4. The requirements of C.R.S. §31-12-104 and §31-12-105, as amended, exist or have been met as set forth and shown herein.

5. As provided in C.R.S. § 31-12-104, not less than one-sixth (1/6) of the perimeter of the area proposed to be annexed is contiguous with the City of Glenwood Springs.

6. A community of interest exists between the Property proposed to be annexed and the City of Glenwood Springs.

7. The Property proposed to be annexed is urban or will be urbanized in the near future.

8. The Property proposed to be annexed is integrated with or is capable of being integrated with the City of Glenwood Springs.

9. No land in the Property sought to be annexed which is held in identical ownership, whether consisting of one tract or parcel of real estate or two or more contiguous tracts or parcels of real estate, has been or shall be divided into separate parcels without the written consent of the landowner(s).

10. No land in the Property sought to be annexed which is held in identical ownership and comprising twenty (20) or more acres and having an assessed valuation for ad valorem tax purposes in excess of \$200,000.00 has been included in the area without the written consent of the landowner(s).

11. The entire width of any portion of a platted street or alley to be annexed within the Property is included.

12. The proposed annexation will not result in detachment of the Property from any school district or attachment to another district.

13. The Property to be annexed is not presently a part of any incorporated city, city and county, or town; nor have any proceedings been commenced for annexation of part or all of the Property to any other municipality; nor has any election for annexation of such Property or substantially the same Property to the City of Glenwood Springs been held within the twelve (12) months immediately preceding the filing of this Petition.

14. The annexation of the Property proposed to be annexed will not have the effect of extending the boundary of the City of Glenwood Springs more than three (3) miles in any direction from any point of the City of Glenwood Springs municipal boundary in any one (1) year.

15. The signers of this Petition comprise more than fifty percent of the landowners and own more than fifty percent of the Property, exclusive of public streets and alleys and any land owned by the City of Glenwood Springs.

16. The affidavit of the circulator of this Petition stating that each signature hereon is the signature of the person whose name it purports to be is attached to this Petition and made a part hereof by this reference.

17. Attached hereto and incorporated herein by reference are four (4) copies of an annexation map in the form required by C.R.S. §31-12-107(1)(d) and containing:

- a) a written legal description of the boundaries of the area proposed to be annexed;
- b) a map showing the boundary of the area proposed to be annexed;
- c) within the annexation boundary map, a showing of the location of each ownership tract in unplatted land and, if part or all of the area is platted, the boundaries and the plat numbers of plots or lots and blocks; and
- d) next to the boundary of the area proposed to be annexed, a drawing of the contiguous boundary of the annexing municipality and the contiguous boundary of any other municipality abutting the area proposed to be annexed.

18. Each person signing this Petition for Annexation represents that he or she has full authorization to execute this Petition on behalf of the Petitioner.

19. The notary executing this Petition states that each signature herein is the signature of the person whose name it purports to be.

20. Petitioner reserves the right to withdraw this petition and its signature therefrom at any time prior to the recordation of the annexation map.

21. The mailing address of the Petitioner is as follows: 214 Center Drive, Glenwood Springs, Colorado 81601.

WHEREFORE, Petitioner requests that the City of Glenwood Springs approve the

annexation of the Property into the City.

PETITIONER

Dated: 1-26-2021



Floyd Diemoz, Managing Partner
Glenwood Partnership, LLLP

STATE OF COLORADO)
) ss.
COUNTY OF GARFIELD)

26th The foregoing Petition for Annexation was subscribed and sworn to before me this day of January, 2021, by Floyd Diemoz as Managing Partner of Glenwood Partnership, LLLP, a Colorado limited liability limited partnership.

Witness my hand and official seal.

My commission expires 10/27/2023.

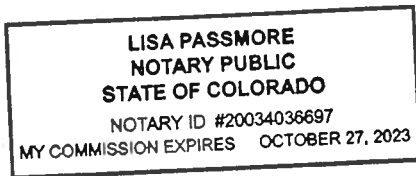

Notary Public

EXHIBIT A

The property that is the subject of Petitioner's Petition for Annexation to the City of Glenwood Springs, Colorado, is legally described as follows:

A PORTION OF THE FOLLOWING DESCRIBED REAL PROPERTY:

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

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 89° 13' 08" E 866.63 FEET SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER;

THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 605.64 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 130;

THENCE ALONG SAID RIGHT-OF-WAY N 89° 52' 00" E 312.68 FEET;

THENCE N 89° 49' 18" E 860.83 FEET TO THE WEST LINE OF THE MEL-RAY SUBDIVISION;

THENCE ALONG SAID WEST LINE S 1° 52' 00" W 575.96 FEET;

THENCE DEPARTING SAID EAST LINE AND ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL N 87° 18' 00" W 615.36 FEET;

THENCE S 47° 42' 00" W 125.06 FEET;

THENCE N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

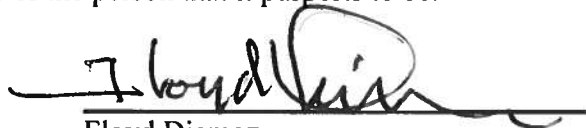
COUNTY OF GARFIELD
STATE OF COLORADO.

AFFIDAVIT OF CIRCULATOR

STATE OF COLORADO)
) ss.
COUNTY OF GARFIELD)

I, the undersigned, being duly sworn, do state as follows:

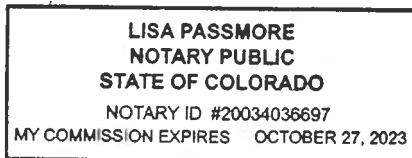
1. I am over the age of 21;
2. I was the circulator of the Petition attached hereto; and
3. Each signature thereon is the signature of the person that it purports to be.


Floyd Diemoz

The foregoing Affidavit of Circulator was acknowledged, subscribed, and sworn to before me this 26th day of January, 2021, by Floyd Diemoz.

Witness my hand and official seal.

My commission expires 10/27/2023.




Notary Public

ANNEXATION MAP OF:
480 DONEGAN
SITUATED IN A PORTION OF SECTION 6, TOWNSHIP 6 SOUTH,
RANGE 89 WEST OF THE 6TH P.M. COUNTY OF GARFIELD, STATE OF COLORADO
SHEET 1 OF 1

TITLE DESCRIPTION (THIS SURVEY EDITS/ADDITIONS)

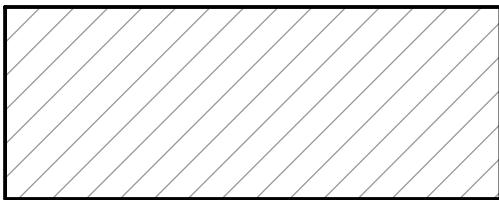
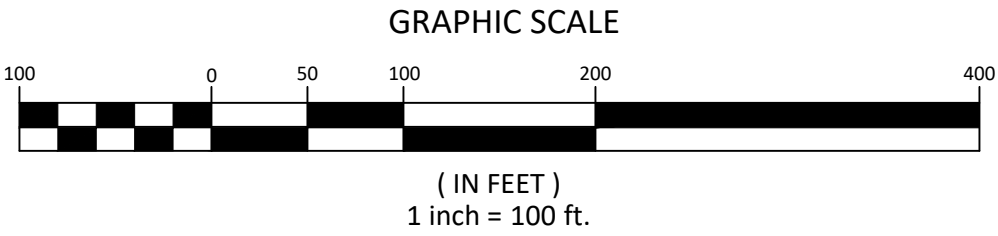
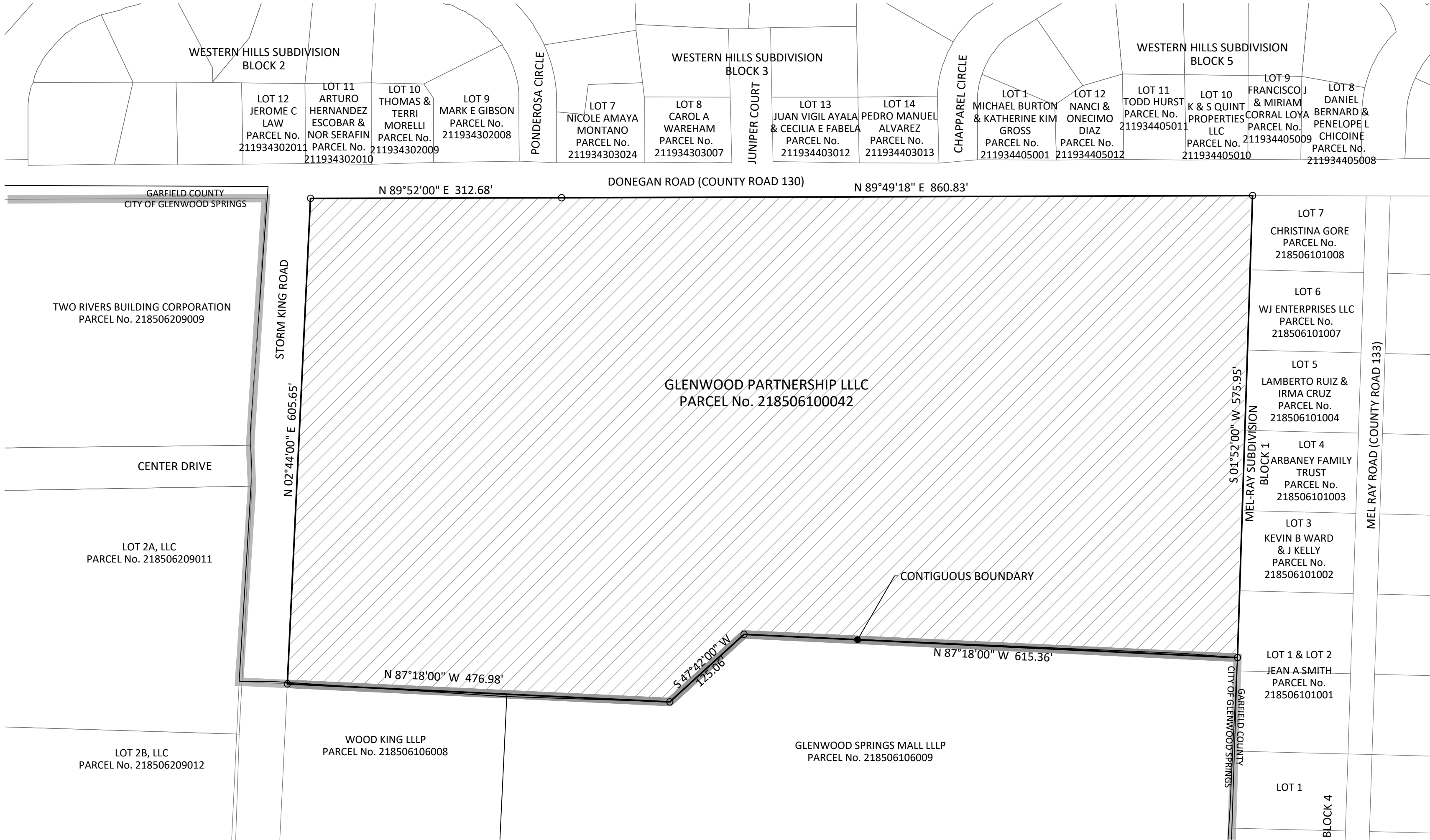
A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

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

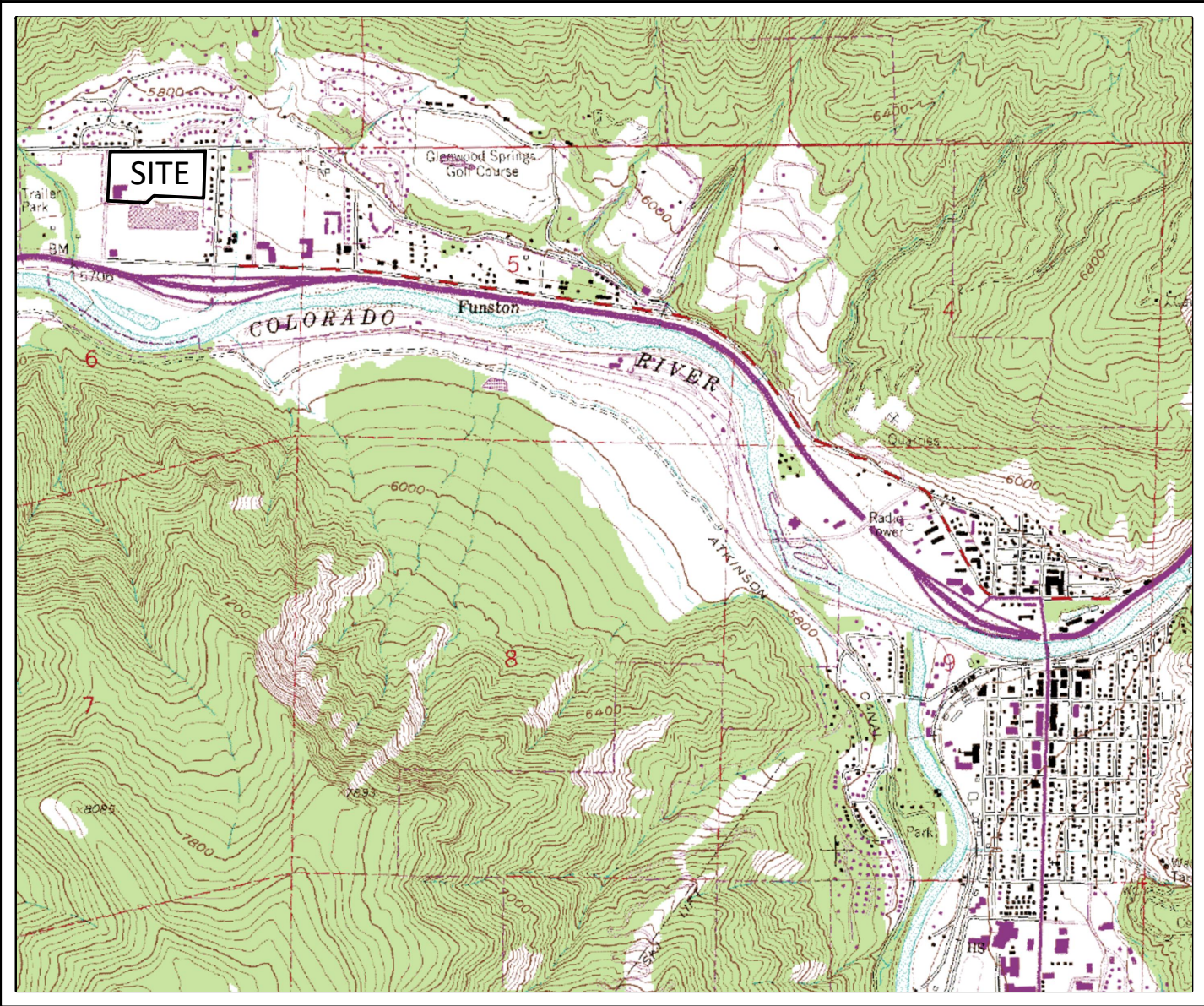
COUNTY OF GARFIELD
STATE OF COLORADO.

CONTIGUOUS BOUNDARY CALCULATION

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



AREA TO BE ANNEXED



VICINITY MAP
SCALE: 1" = 2000'

MAP NOTES

- 1) DATE OF PREPARATION: October 2020
UPDATED: January 2021
- 2) BASIS OF BEARING: A bearing of S 01° 52' 00" W along the westerly boundary line of Mel-Ray Subdivision, according to the map thereof recorded in Book 245 at Page 515 of the Garfield County records.
- 3) BASIS OF MAP: The Resubdivision of Glenwood Springs Mall Subdivision, the Map of Mel-Ray Subdivision, the Improvement Survey prepared by Sopris Engineering dated January 25, 2021, and the Title Commitment prepared by Land Title Guarantee Company under Order No. ABS63014094-2, effective date January 10, 2020.
- 4) This survey does not constitute a title search by Sopris Engineering, LLC (SE) to determine ownership or easements of record. For all information regarding easements, rights-of-way and/or title of record SE relied upon the items outlined in Note 3.
- 5) Adjoiner information was taken from the Garfield County GIS website and is accurate as of this date, January 25, 2021.
- 6) All references to recorded documents and plats indicated herein refer to the records of the Garfield County Clerk and Recorder.

CITY COUNCIL CERTIFICATE

The annexation depicted on this map was approved by the City Council of Glenwood Springs, Garfield County, Colorado, by Ordinance No. ____, Series of ____, on the ____ day of ____, 2021.

Mayor

Witness my hand and the seal of the City of Glenwood Springs.

ATTEST: _____

City Clerk

SURVEYOR'S STATEMENT

I, Mark S. Beckler, L.S. No. 28643, a professional land surveyor licensed under the laws of the State of Colorado, do hereby state that the Annexation Map of 480 Donegan, as shown hereon, was prepared under my supervision on the basis of certain plats, deeds and other documents of record which were augmented with a field inspection conducted under my supervision and that such Annexation Map is true and correct to the best of my knowledge and belief.

BY: _____
Mark S. Beckler, L.S. No.28643

Dated _____

CLERK AND RECORDER'S ACCEPTANCE

This Annexation Map was filed for record in the office of the Clerk and Recorder of Garfield County at ____ o'clock ____ M. on the ____ day of ____, 2021, as Reception No. ____.

Clerk and Recorder

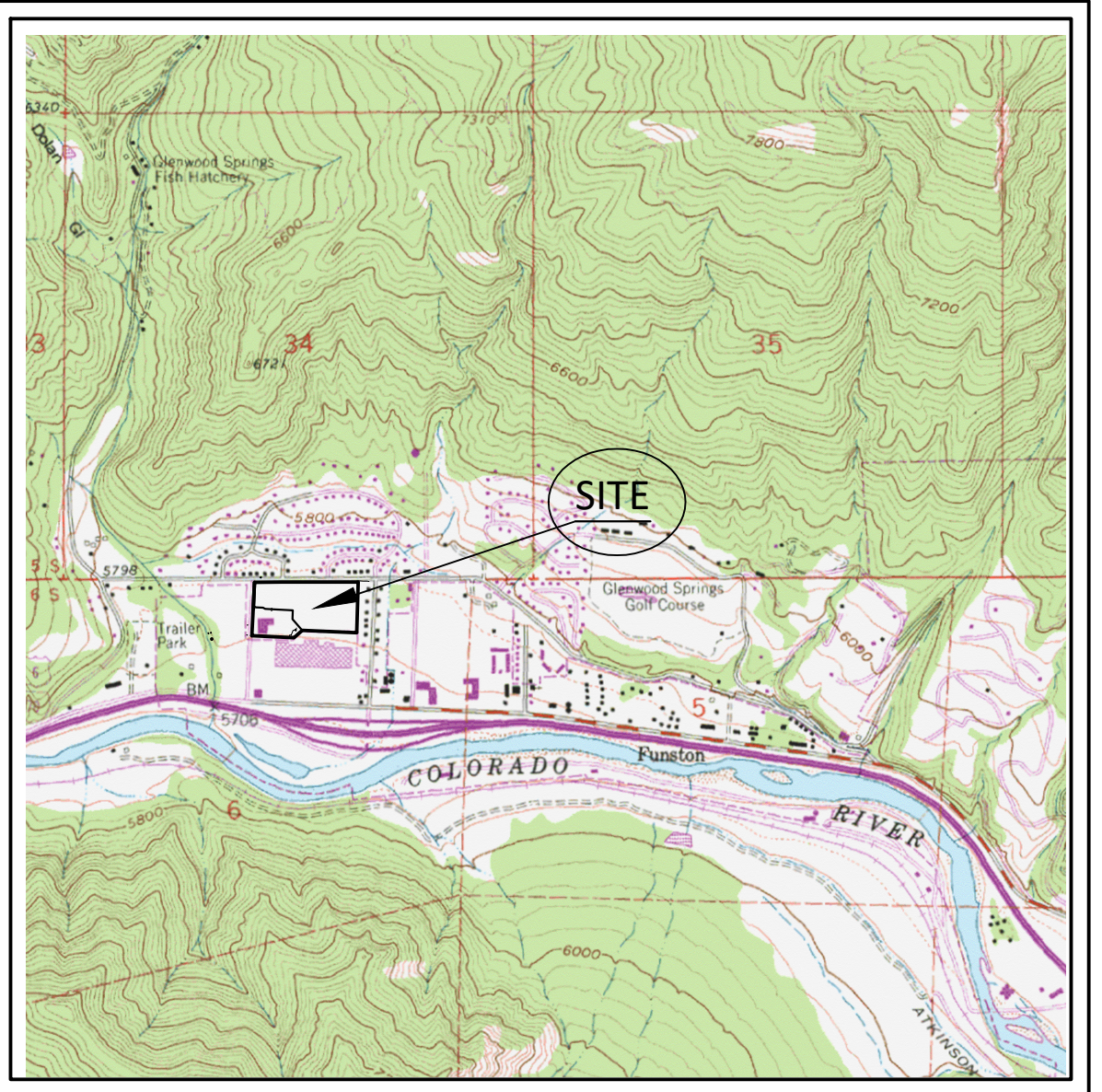
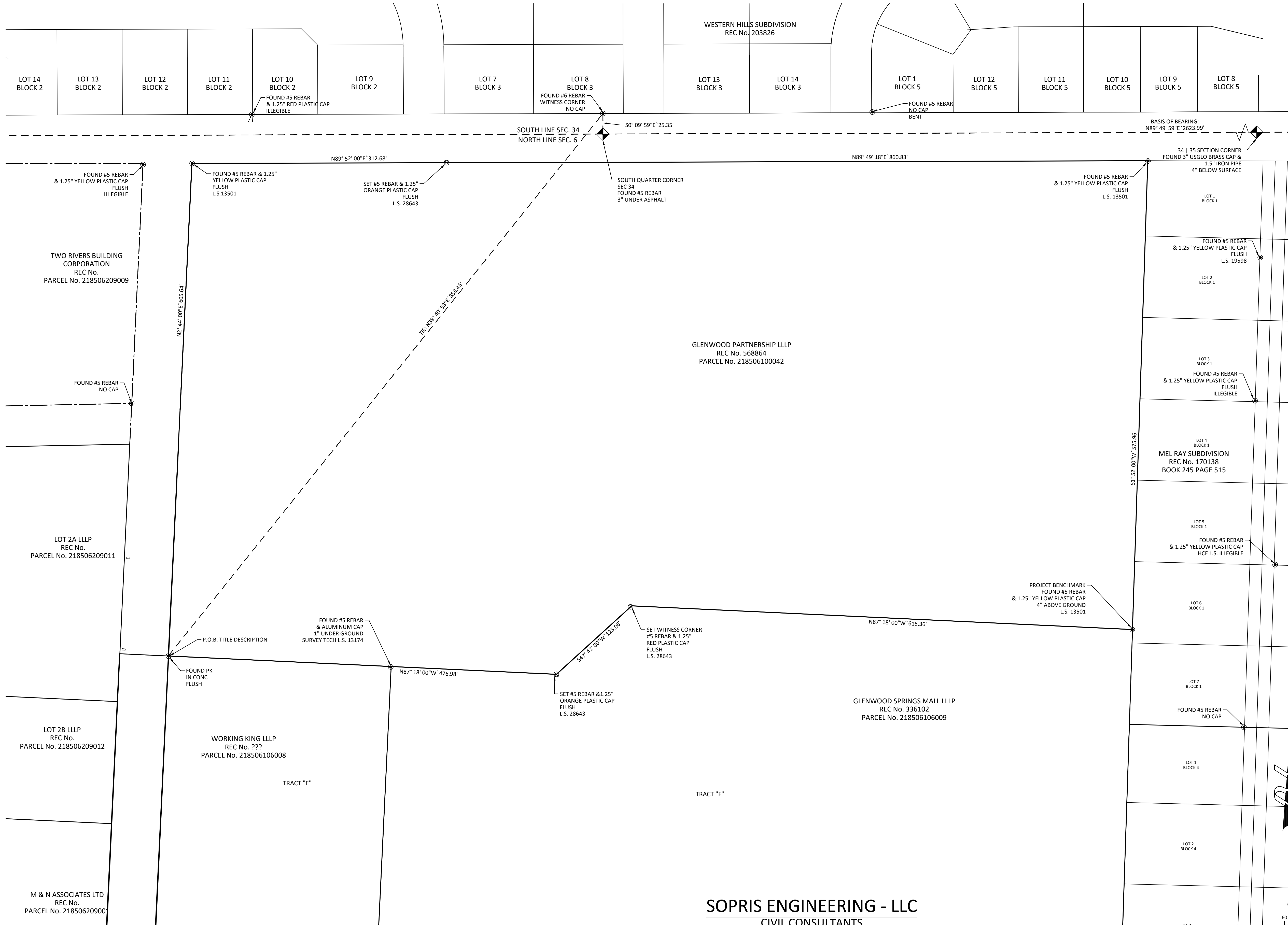
By _____
Deputy

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

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

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

SHEET 1 OF 2



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)

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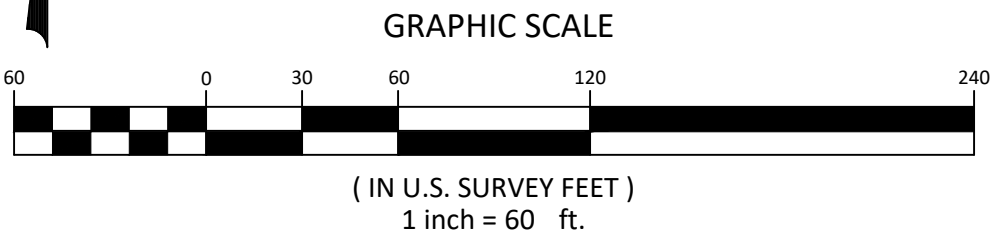
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COUNTY OF GARFIELD
STATE OF COLORADO.

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



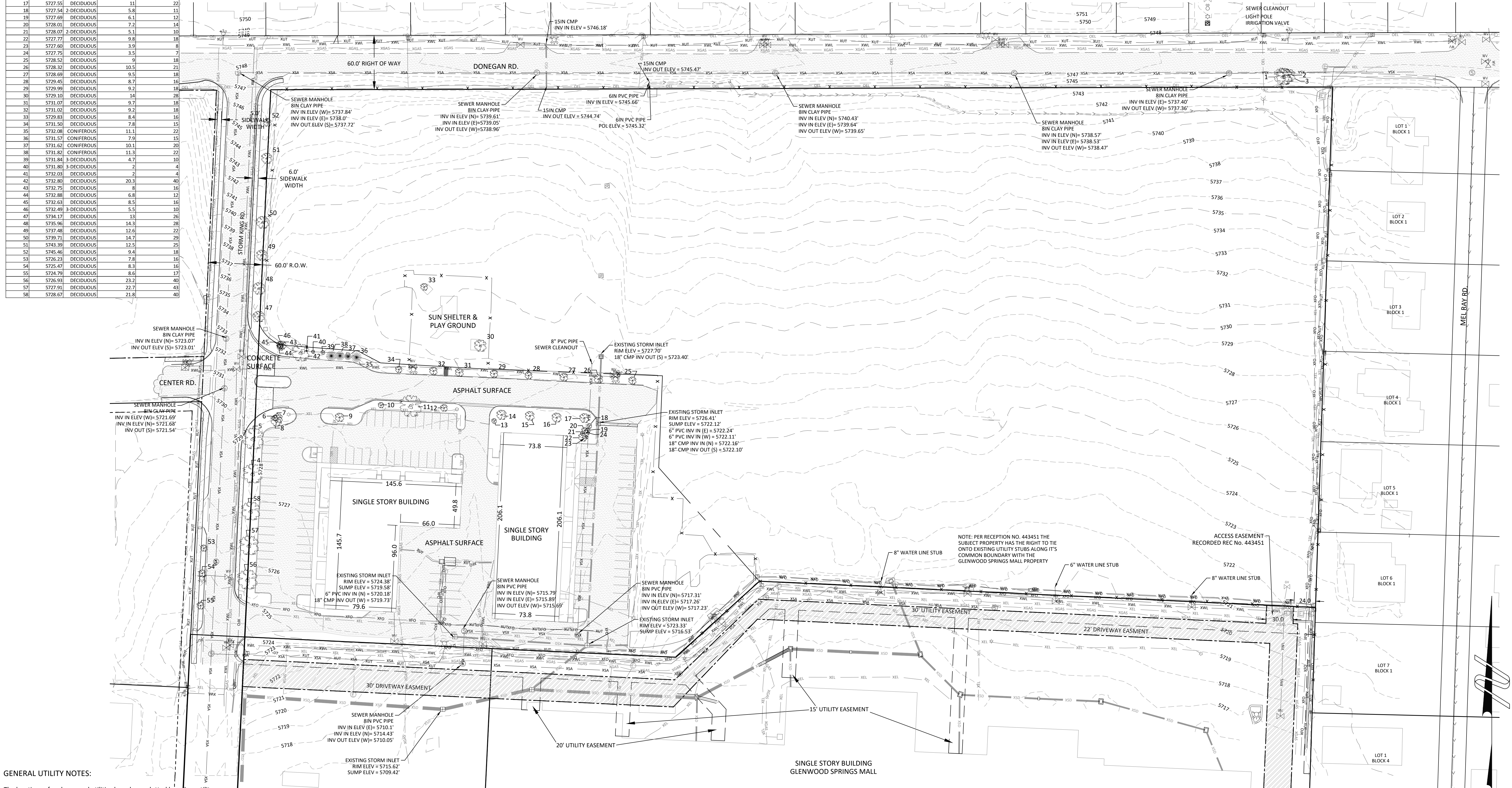
NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF CERTIFICATION SHOWN HEREON.

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

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

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

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



GENERAL UTILITY NOTES:

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

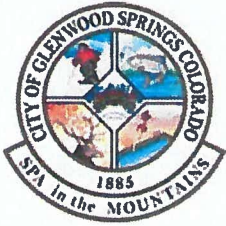
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(970) 704-0311 SOPRIENG@SOPRIENG.COM

GRAPHIC SCALE



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



LAND USE APPLICATION

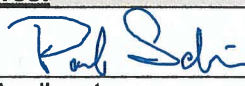
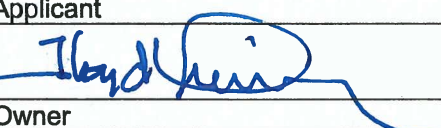
City of Glenwood Springs
Economic and Community Development Dept.
101 West 8th Street
Glenwood Springs, CO 81601
970-384-6411

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

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: wqwspasturedev@googlegroups.com
Cc: [Gretchen E Ricehill](#)
Subject: West Glenwood Pasture Development
Date: Monday, August 17, 2020 10:05:27 AM

I am in receipt of the flyer that circulated regarding this development. I am opposed to such a dense development with little to no concern on the surrounding area. First, the traffic congestion in West Glenwood with the Mall, Dealerships, multiple schools and businesses is already at capacity in my opinion. Second, the idea of another high density development in this area is not reasonable. The last project by Climate Control required numerous variations that were granted with little to no regard for reasonableness on height, parking and density. This seems like the same thing. Third, you are placing 1300 tenants next to two schools that will add a large volume of traffic at the worst times for children safety. Finally, I am surprised that the city council would consider this. At one point it was expected that this land would be completely or partially a park area. Why does the South Glenwood and downtown area from Two Rivers to the south get multiple parks and recreation sites and West Glenwood gets a small virtually non-usable park (McGregor Park) but yet almost half of the kids live in this area. Residents have been begging for more options in West Glenwood for decades, more ball fields, basketball courts, picnic areas, etc. but instead of doing this, the city council decides to update a commercial rafting pull out that is used by a small minority of the community. Please consider what you are doing on this. You are adding 1300 residents with most likely 1/3 of them being kids without any type of recreational outlet that was desperately needed prior to this. If this development was offset by 50% of it going to ballfields, recreational options, I would reconsider. Thank you.

Troy Gordon

Trent Hyatt

From: Rachel & Leon <rlgaro@q.com>
Sent: Monday, August 17, 2020 9:45 AM
To: Gretchen E Ricehill
Subject: Proposed West Glenwood Pasture Development

Dear Ms. Ricehill:

We are writing to you regarding the Proposed West Glenwood Pasture Development.

We have lived in west Glenwood since 1971 and have seen many changes over the years. While change is inevitable, we feel that the above proposal is dangerous to the residents in west Glenwood, primarily because of the very real possibility of needing to evacuate and this summer is a case in point.

The danger of fire has occurred in West Glenwood twice (1994 & 2002) and we have had to evacuate. In 2002, we were stuck in bumper to bumper traffic on the frontage road while the fire roared our way just across the river. With the fire moving faster than the traffic, we finally drove on the bike path to make our way to north Glenwood and then across the bridge. And, this year, we were very fortunate that the fire fighters could extinguished the 111 fire before it was out of control and threatened residents in West Glenwood.

Since the 2002 fire, the population in west Glenwood has grown substantially along with the accompanying increase in traffic. New homes and apartments have been built which have added additional population and cars. The new bridge is a beautiful accomplishment but it doesn't move traffic across the river at a significantly faster pace than the old bridge did.

The potential increase of another 1,300 tenants and 650 more cars to the already overcrowding of the area is dangerous and ill advised.

In our opinion, a better use for the pasture would be its development as a park for West Glenwood. Currently the only park in West Glenwood is the small Gregory Park by Mitchell Creek.

Sincerely,

Leon and Rachel Garot
30 Mountain Shadow Drive
Glenwood Springs, CO 81601
(970)319-0187

Trent Hyatt

From: Jessi Hastings <jessidh27@gmail.com>
Sent: Monday, August 17, 2020 11:46 AM
To: Gretchen E Ricehill
Cc: paul.schrimer@cdsg-us.com
Subject: Proposed West Glenwood Pasture Development. Section 6, Township 6, South Range 89

Dear Ms. Ricehill and Mr. Baumann,
I am very concerned about the proposed development of the Pasture land behind the old Glenwood Springs Mall.

I think it endangers all of our lives in West Glenwood to add to the population here when already when there is a disaster, there is a huge traffic problem. Allow me to be specific. I live at the very end of Mountain Shadow Dr. and I am disabled.

We recently were put under prevacuation for the 111 fire in Canyon Creek 3 miles from the West Glenwood Exit. I called my help who lives in Glenwood. It took her 20 minutes to get here and a half hour to get home because of the congestion of traffic on the highway, Midland and the frontage road. It took my housemates 3 hours to get here from Thunder River Market. When they finally got to the neighborhood, they said there were random cars everywhere parked and moving because the highway was shut down. Thank God, we did not have to evacuate. I really feel we would not have gotten out of here,

Please do not add more population to the existing infrastructure that already is inefficient in an emergency.

Thank You for your consideration,
Sincerely,
Deborah : "Jessi" Hastings

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Jessi Hastings, RN, LMT,
Certified Anat Baniel Method
Neuromovement Practitioner

970.946.8968
jessidh27@gmail.com

"Making the impossible possible, the possible easy and the easy elegant."
Moshe Feldenkrais

From: [Lynette Brickell](#)
To: [Gretchen E Ricehill](#)
Cc: paul.schirmer@cdsg-us.com; wgwspasturedev@googlegroups.com
Subject: West Glenwood Pasture Development to Apartments
Date: Tuesday, August 18, 2020 1:13:01 PM

Hi Gretchen,

I am writing this to you as a West Glenwood resident located at 0010 Ponderosa Circle. I first and foremost want to acknowledge that there is definitely a need for housing in this community, But, I also want to express my concerns about the development and the density of the apartments proposed.

If you drove by this area yesterday or today, we already have traffic and parking concerns since the Two Rivers Foundation School has returned to full operations. The teachers and staff are having to park along Donegan (including in front of this proposed development). The school buses are parked along Storm King Road leaving room for only one car to pass by at a time. Now, add an additional 1-2 vehicles per unit at this development and we have 500 - 800 vehicles to add to the congestion at school drop off and pick up times, which coincide with leaving for work in the mornings. The safety of these children that walk from our neighborhood to both the Two Rivers Foundation School and the Glenwood Springs Middle School is a definite issue.

Our roads (Donegan & Ponderosa) have been torn up for weeks just adding a larger sewer/water line to accommodate this development and it is not even approved yet. What other infrastructure will have to be modified in order to handle the number of apartments and people this will bring? And, in the end, who is paying for the road work, sewer and water upgrades, etc.? City taxpayers?

And, with the fires burning at the present time, and having to evacuate twice in the past, we would have a very difficult time moving that amount of vehicles and people out of this area in a quick manner. It was a nightmare before in 1994 and 2002 and we didn't have the amount of cars and people living in West Glenwood that we now have, This development would exacerbate this 10-fold.

I also work in the Glenwood Business Center and would be entering and exiting the same entryway and exit that this new development would be using. It is hard at the present time to get in this business center when the cars are lined up dropping children off at the school, let alone the additional cars from the development.

I also have my office facing this open field and it has been very nice to observe the geese, rabbits, horses, and other wildlife come through and have a place to reside. No more green space?

The noise level, the lighting, and other issues are definitely a concern as well. If it were a business that closes in the evenings, it would not be so bad, but that many people and vehicles in that small area, I tend to believe the noise level will be a lot higher.

There are other concerns as well, but this touches on the major ones and I hope you consider a downsizing approach when considering this development. Our small little area over here cannot handle this big of a project.

Concerned Citizen,

Lynette Brickell

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From: [Krista Kies](#)
To: [Gretchen E Ricehill](#); paul.schirmer@cdsg-us.com
Subject: West Glenwood Pasture Development
Date: Monday, August 31, 2020 8:32:53 PM

Good Evening,

We received a notice on our door recently in regards to the West Glenwood Pasture Development proposal and we would like to ask one question please. Why are we eliminating green space when there is a mall right in front of this open space that could be converted into apartments and already has a parking lot? According to the Post Independent article from January 9, 2020, over a dozen tenants have abandoned the mall since 2015, leaving the majority of the shopping center's once lively storefronts dark. As of 2018, the mall contributed only a small portion, 3.7%, to sales taxes.

We appreciate your time listening to our concerns and hope to come to a better solution than eliminating green space.

Krista Thormann
(903) 815-3602
krista.kies@gmail.com

Trent Hyatt

From: Valorie Guanella Erion <mverion@sopris.net>
Sent: Thursday, September 10, 2020 11:53 AM
To: Gretchen E Ricehill
Subject: Proposed Development by R2 Partnership

Dear Ms. Ricehill:

I am not a resident of Glenwood Springs, rather a resident of Garfield County. However, my husband works in Glenwood and has been very impacted during his commute due to the wildfires, as nearly all down valley commuters have been. I am in Glenwood several days a week shopping and running errands. It's not just an inconvenience to be caught in the gridlock, it's dangerous during a fire. This development is just a very bad idea. Open space is in short supply in our area and there won't be any more coming in the future, please preserve what little slice we have left. I share the validity of the points outlined below. Please reject the application to annex this property.

I am writing to express my opposition to the development of the 12.5-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley, in general, may have a housing need, but to bring in 418 units, 1300 tenants with 650 parking spaces to such a rural neighborhood is a concern for me on many levels.

1. Safety

I'm confident that the recent wildfires in South Canyon and Glenwood Canyon have demonstrated the need for wise decisions to be made as you plan a strong and safe community for all residents of Glenwood Springs. Shortly after the South Canyon wildfire, the residents of West Glenwood saw firsthand how quickly gridlock occurred, leaving almost every road impassable until late into the evening.

To add another 1,300 residents to the current 3,100 residents of West Glenwood would be utterly catastrophic. Not only do all of these residents need to evacuate safely, but there are elderly and disabled residents who may need assistance, families with young children, as well as two schools and many daycare facilities. We are not talking IF a wildfire will happen again in Glenwood Springs but WHEN.

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." West Glenwood has many roads leading to **A SINGLE ROAD - Highway 6**. Highway 6 cannot allow for the safe evacuation of all the residents of West Glenwood as it stands today. Depending on the location of the fire, emergency vehicles may block off one or more roads to enable access to a fire or flood area, which would further restrict evacuation efforts.

2. Impact on Traffic

The addition of another 1,000 vehicles to our streets will create a traffic nightmare of overwhelming proportions and will turn West Glenwood into a parking lot. COVID has dramatically reduced traffic, and any traffic study done during these "safer at home" months will not reflect the reality of this area. We urge you to consider this at the Pre-Annexation meeting when it comes to your department.

3. Proximity to Two Rivers School

Currently, the developers plan to have an exit immediately opposite the school. Even if they move the street to somewhere else on Storm King, congestion and safety concerns for our young children, their parents, and our teachers are inevitable.

4. Green Space

Glenwood residents value the beauty of the land and recognize the importance of green space; we will be losing yet another precious piece of land for our environment and wildlife. This pasture also affords West Glenwood with a good measure of protection against the spread of wildfires. Bike paths exist around town coming almost

to this piece of property for both tourists and residents to recreate and enjoy this valley. Many tourists bike past the pasture to visit the area's Fish Hatcheries.

I urge you in the City Planning Office to protect its current population, preserve the small amount of open space that west Glenwood currently has, and help keep its residents safe by rejecting the application to annex this property.

Valorie Guanella Erion
0392 CR 266
Silt, CO 81652
970-379-9990

From: [Lacy King](#)
To: [Gretchen E Ricehill](#); [Steve Boyd](#); [Debra Figueroa](#); [Jennifer Ooton](#); [Sara Weigel](#); [Rick Voorhees](#); [Tony Hershey](#); [Paula Stepp](#); [Shelley Kaup](#); [Charlie Willman](#); [Greg Bak](#); [Jonathan Godes](#)
Subject: R2 Partnership Proposal in West Glenwood
Date: Thursday, September 10, 2020 3:55:42 PM

Dear City Council, Officials, Mayor, and Fire Marshall,

Community. What does that word mean to you? Is it thought of as individuals sharing common interests and goals, or simply people living in the same place? No matter the answer, those who have called Glenwood Springs their home for years, decades or a lifetime deserve to be heard, and listened to.

The 111 Fire on Aug. 5 posed many challenges for local citizens, along with those passing through. I reside on Mel Rey Road, off the roundabout. The traffic that flooded Mel Rey wrapped around to Donegan, down Storm King, up Mitchell Creek, and back to Highway 6 leaving us residents out here feeling trapped. What would we have done should we have needed to evacuate?

On July 2nd a couple neighbors and I got together to create a Facebook group to share information about a 418 unit apartment complex being proposed in West Glenwood by a developer out of Cincinnati, OH. (To learn more find us at <https://www.facebook.com/groups/203281687630716>) To the county and city officials who've met with the developer privately, did the thought of natural catastrophes cross your mind when you recommended more units than the amount originally proposed?

In my research for this Facebook page I found a Community Wildfire Protection Plan dated April 2007. Despite it being an older document, the content is valuable to all in this moment. Figure 2 has much of West Glenwood at a Hazard Rating of Very High to Extreme. On page 29, a high priority recommendation was made to educate citizens on proper escape routes. Was this ever enacted?

Vulnerable communities should look to examples like the socio-ecological mitigation approach Montecito County used to successfully fight the Thomas Fire. As a 38 year old Glenwood Springs native, I plan to live out my days here. But what I hope for are leaders that value common interests and goals and that work hard to achieve them — representatives that seek smart growth solutions that encapsulate a true sense of community.

Lacy King
Glenwood Springs

P.S. I wrote this Letter to the Editor the day before the Grizzly Creek Fire was started. My feelings are even more heightened now. As a GWS native, the daughter of one of the CDOT engineers on the Glenwood Canyon project, and someone who loves this place we call home, I am begging you to hear the pleas of your constituents. Please deny R2 Partnerships proposal until accurate studies can be obtained and safety measures are in place. This is the time to rebuild our community, not divide it. The future is in your hands.

Trent Hyatt

From: Lori Welch <lori.welch@gmail.com>
Sent: Tuesday, October 13, 2020 3:02 PM
To: Rick Voorhees; Jonathan Godes; Gretchen E Ricehill; Steve Boyd; Debra Figueroa; Jennifer Ooton; Sara Weigel; Tony Hershey; Paula Stepp; Steve Davis
Subject: The death of WGWS - Proposed Development by R2 Partnership

I am writing to express my opposition to the development of the 12.5-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley, in general, may have a housing need, but to bring in 418 units, 1300 tenants with 650 parking spaces to such a rural neighborhood is a concern for me on many levels.

1. Safety

I'm confident that the recent wildfires in South Canyon and Glenwood Canyon have demonstrated the need for wise decisions to be made as you plan a strong and safe community for all residents of Glenwood Springs. Shortly after the South Canyon wildfire, the residents of West Glenwood saw firsthand how quickly gridlock occurred, leaving almost every road impassable until late into the evening.

To add another 1,300 residents to the current 3,100 residents of West Glenwood would be utterly catastrophic. Not only do all of these residents need to evacuate safely, but there are elderly and disabled residents who may need assistance, families with young children, as well as two schools and many daycare facilities. We are not talking IF a wildfire will happen again in Glenwood Springs but WHEN.

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." West Glenwood has many roads leading to A SINGLE ROAD - Highway 6. Highway 6 cannot allow for the safe evacuation of all the residents of West Glenwood as it stands today. Depending on the location of the fire, emergency vehicles may block off one or more roads to enable access to a fire or flood area, which would further restrict evacuation efforts.

2. Impact on Traffic

The addition of another 1,000 vehicles to our streets will create a traffic nightmare of overwhelming proportions and will turn West Glenwood into a parking lot. COVID has dramatically reduced traffic, and any traffic study done during these "safer at home" months will not reflect the reality of this area. We urge you to consider this at the Pre-Annexation meeting when it comes to your department.

3. Proximity to Two Rivers School

Currently, the developers plan to have an exit immediately opposite the school. Even if they move the street to somewhere else on Storm King, congestion and safety concerns for our young children, their parents, and our teachers are inevitable.

4. Green Space

Glenwood residents value the beauty of the land and recognize the importance of green space; we will be losing yet another precious piece of land for our environment and wildlife. This pasture also affords West Glenwood with a good measure of protection against the spread of wildfires. Bike paths exist around town coming almost to this piece of property for both tourists and residents to recreate and enjoy this valley. Many tourists bike past the pasture to visit the area's Fish Hatcheries.

I urge you in the City Planning Office to protect its current population and help keep its residents safe by rejecting the application to annex this property.

--

Lori Welch
828 Red Valley Drive, Glenwood Springs
970-930-5211

Trent Hyatt

From: Katie Mosquera <katie@saltcreeksearch.com>
Sent: Thursday, September 10, 2020 1:40 PM
To: Gretchen E Ricehill; Steve Boyd; Debra Figueroa; Jennifer Ooton; Sara Weigel; Rick Voorhees; Tony Hershey; Paula Stepp; Steve Davis; paul.shirmer@cmsg-us.com; Jonathan Godes
Cc: wgwspasturedev@googlegroup.com; Greg Bak
Subject: Proposed West Glenwood by R2 Partnership

Dear City of Glenwood and Glenwood Springs Fire Marshall:

I am reaching out to you to express my opposition to any further development in Glenwood Springs until you have actually done your homework. It appears that you lack any concept of growth and how to do so safely. As a city, you seem to allow as many occupants as possible in a dwelling without regard to first responders need to access the property in the event of an emergency (Minter Avenue). The city also does not seem to wish to enforce occupancy codes or care. All you are doing is putting lives in danger not to mention the stretch on the existing sewer and water systems.

It is with this thought that I am writing to express my dismay at what could turn into a 400 unit disaster in west Glenwood. (Especially since Stepp wants the former mall parking lot to house the homeless). Clearly, safety has not been considered. The round-about is a disaster and cannot manage more traffic. Second, where is this projected growth coming from? Are your numbers current? (The Greater Roaring Fork Regional Housing Study was released in April of 2019 based upon 2017 numbers – what has changed in 2020?) Where are the jobs to support the rents? Are ALL current rental units rented? How will you monitor occupancy?

The bottom line is that projected growth is of the 65 and older demographic – hardly apartment dwellers. Glenwood Springs growth has been less than 1% since 2018 so how do you justify this apartment complex and that apartment complex? You will create a community of empty apartments – is that Glenwood Springs?

I think greed is the underlying component here as well as a liberal thought process. I would love to live on Park Avenue in New York! Do I? No – I cannot afford it. Why does this town have to bend to cater to those that cannot afford to live here? Your apartments will not solve problems of a housing shortage. You will only create over-occupancy and unsafe living conditions endangering lives of the occupants and first responders. Not to mention the creation of many empty units because rents are just too high vs wages.

If you want to address any issue, come with a SOLID plan based on upon real numbers and not numbers that you “desire” to see.



Katie F. Mosquera
Glenwood Springs native and GSHS graduate
Katie@SaltCreekSearch.com
630.915.8013 MST
www.linkedin.com/in/katiemosquera

Trent Hyatt

From: katie mosquera <ty.sparks@krewol.com>
Sent: Monday, September 14, 2020 12:24 PM
To: Gretchen E Ricehill; Steve Boyd; Debra Figueroa; Jennifer Ooton; Sara Weigel; Rick Voorhees; Tony Hershey; Paula Stepp; Steve Davis; paul.schirmer@cdsg-us.com; Jonathan Godes; Greg Bak
Subject: Apartment Development

Dear All:

I hope that saw in today's paper that SkiCo is laying off 50 employees. It may not seem like many but how many of those employees were candidates for Glenwood's apartments? Did you read that SkiCo is not projecting a wonderful winter? Which means services associated with tourism will decline (which means jobs, wages, taxes etc.) Again, are these your tenants?

I do not think we have truly seen the fall-out from Covid. Even SkiCo is seeing it. Why do you think Glenwood is immune? Yes Aspen does have some growth but it is with the WEALTHY home buyers and clearly they will never be renting apartments in Glenwood. Maybe you think all those homeowners need babysitters and housekeepers? Should Glenwood's future be built on the backs of hourly employees? If you do, there is no future for this town.

I urge CAUTIOUS evaluation on ALL proposed mass housing projects. The numbers you are using are flawed and do not reflect our new landscape. THINK ABOUT what is truly needed and the goal of our community. Why is housing our problem? Engage Aspen, Basalt, El Jebel, Willetts, Carbondale and Eagle in this discussion. You are operating in a bubble that just might burst.

Thank you.

Ty Sparks

From: folo@sopris.net
To: [Gretchen E Ricehill](#)
Cc: folo@sopris.net; [Fran Orosz](#)
Subject: WGWS pasture development
Date: Monday, September 14, 2020 8:46:29 PM

Dear Gretchen,

My name is Lisa. I have lived on Chaparral Circle for 53 years. There are a few of us true locals that still live out here in what we feel is our slice of heaven. Slowly the city of Glenwood Spring has slithered their way out here. Most of us out here have enjoyed being in the county. As a child I spend many hours in the pasture exploring and learning about nature from Adolf Diemoz the original owner of the pasture. There are many reasons I am against this development. First problem, fire evacuation, has been brought front and center with the recent fire in south canyon. I called dispatch and requested that the roads to west Glenwood be closed to commuter traffic. That request fell on deaf ears. Our streets were bumper to bumper with cars. If we had been ordered to evacuate we could not even get out of our driveways. This new development would be adding approximately 800-1000 cars to our neighborhood. Traffic, what can I say about the hell that the roundabouts are in the morning and evenings. These new residents won't be getting on I-70 to head to work. They will be going right onto Hwy 82 causing even more problems for Glenwood Springs. Density of the project is another huge issue. We are a single family home neighborhood. The developer mentioned in a recent meeting that his original plan was 350 units and someone with the city told him that he could do 418. Who would do this to us? The Six Canyon monstrosity is a quarter of the size of this new planned development and it isn't even full of residents. The height of this development is of concern also. I know that the city of Glenwood allows four stories. I ask you to stand on Donegan and envision what the current residents will be looking at. Definitely not the beautiful scenery that they have had the pleasure of enjoying all these years. The city also only requires 1.5 parking places per unit. This is ridiculous. Where do you think all the excess cars are going to park? Glenwood already has a HUGE parking problem. The overflow parking on Center Drive is already outrageous! The developer says he has many studies to do. I don't believe that the studies will be accurate with Covid going on. Kids aren't in school so there are no parents driving them out here. Many people are still required to work from home. I know that many people want the pasture to stay open space. I realize that that is nothing but a dream. I just hope that we the residents in of west Glenwood have a say in what happens. Thank you for listening and hoping that we can have face to face meeting regarding this project.

Lisa Orosz
945-0452
0051 Chaparral Circle

From: [Stephanie Lemkau](#)
To: [Gretchen E Ricehill](#); paul.schirmer@cdsg-us.com
Subject: Proposed West Glenwood Pasture Development
Date: Thursday, September 17, 2020 9:47:20 PM

Dear City of Glenwood Springs Planning Office,

I am writing to you to let you know my concern over the Proposed West Glenwood Pasture Development. I live in West Glenwood at 580 Mel Ray Road.

The reason why I am concerned so much is for the amount of traffic in the 2 roundabouts in West Glenwood. The roundabout by the West Glenwood mall, Highway 6 and Mel Ray are extremely busy. At rush hour between 4-6:00pm it is particularly hard to enter the roundabout because there is so much traffic. Sometimes I have to "gun it" just to get in after waiting for several minutes. With a possible 1300 more people in West Glenwood using the same roundabout it will be next to impossible to enter it safely. I am wondering if the city has done a traffic count at this roundabout.

Another reason I am concerned is for evacuation purposes. During the 111 fire that happened in August I-70 westbound was closed. Traffic was backed up and stopped on I-70, Highway 6, Donegan, Midland, Devereaux and Wulfsohn Road for hours even after I-70 reopened. During this time I had to pick up my son from work on Devereaux Road. I needed to cross both roundabouts to go from Mel Ray to Devereaux and back again. There was no traffic control to go north/south. Police were not controlling the backed up east/west traffic. The roundabout were at a gridlock and stopped with traffic. It took about an hour to pick him up when typically it would take 10 minutes round trip. What if we truly needed to evacuate? Then you add 1300 more people with a possible 650 more cars. That is scary.

In conclusion, I am against the West Glenwood Pasture Development because of the extra traffic it will bring. It will be extremely hard to enter the roundabouts in West Glenwood with the additional people and cars. If we needed to evacuate it would be next to impossible.

Sincerely,
Stephanie Lemkau

From: [Jacque Mcmillan](#)
To: [Gretchen E Ricehill](#); paul.schirmer@cdsg-us.com
Subject: West Glenwood Pasture Development
Date: Wednesday, September 30, 2020 12:34:43 PM

I am writing in regard to the West Glenwood Pasture Development.

Safety is my number one concern. This proposed project lands right between two schools. This stretch of Donegan, between Two Rivers Community School and Glenwood Springs Middle School, is already scary enough to be a pedestrian on. During the bridge closure, I biked this stretch to and from work on a daily basis. Just a single car coming down this part of Donegan can force pedestrians/bicyclist off the paved road, as there are not bike lanes or sidewalks, like there are on the more eastern part of Donegan. Adding more traffic to this section of Glenwood could potentially be dangerous, especially when you consider school traffic. If we are being honest, Storm King isn't a breeze either. With the TRCS buses that are parked in the street, most hours of the day, this is a tight stretch of road, as well. Putting so many housing units right on the corner of the worst part of Donegan and Storm King seems to be very irresponsible.

Secondly, our roundabouts are already overwhelmed. We have so much traffic funneling from up and down the valley. People are only getting more and more selfish and impatient, driving recklessly to get to their destination. Living in West Glenwood, I use the roundabout multiple times a day. Multiple times a week I am cut off from drivers that are in the "I-70 only" lane. Sometimes you can tell they are just new to the area, or just unaware, and did not notice the **3 signs** that indicate what lane they are in. However, most of the time when you get cut off, it's from someone that just wants to bypass the line of cars that are waiting their turn to get into the roundabout. I truly feel adding more cars to this dynamic is only creating a more dangerous, daily situation.

What may be more frightening, is knowing that many impatient drivers will want to bypass the roundabout all together. This would only add that much more traffic to this stretch of Donegan. People looking for the quickest route, and overwhelming the pedestrians on this less than accommodating section of Donegan. Impatient and distracted drivers could be a very serious addition to our narrow, pedestrian filled West Glenwood.

Lastly, I'm sure you've heard plenty about the concerns on if or when West Glenwood would need to evacuate. Each time South Canyon shuts down, this part of the town (along with Blake Avenue) becomes a parking lot, with every selfish person looking to "get ahead," only to add to the congestion. The day to day safety, especially so close to schools, is higher on my list.

We need some one to say enough is enough in Glenwood. We have added two very large housing additions to Glenwood the past few years. Why do we need more tiny and unaffordable units? We have way too much traffic funneling through our tiny, narrow valley on a daily basis. Our current infrastructure can barely support the traffic between tourists and locals just trying to get to their up valley jobs. It takes very little to shut down our town, so adding more housing in a tight spot of Glenwood does not add up. Watching these housing units go up only makes it harder and harder to love the feeling of this small western slope town.

I just think the safety risk is much too high for our small community and would like these matters to be taken into full consideration when the final decision is made.

Thank you for your time,

Jacque McMillan
West Glenwood Springs Resident



CITY COUNCIL LIST OF MOTIONS

Date: July 29, 2021
To: City Council
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).

ACTION ITEMS AND STAFF RECOMMENDATIONS

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, "the 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:

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 with the findings and conditions outlined on the following page. Please note, the recommended conditions include significant changes related to the revisions to the proposal and by the applicant's potential purchase of the Glenwood Mall site.:

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, related items such as uses, building heights, densities, minimum open space, parking, and/or landscaping.
3. The exact locations site features may change upon site/architectural plan review. The Glenwood Springs Municipal Code is otherwise applicable to any standards not addressed therein.
4. 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.
5. 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. The applicant shall amend the annexation agreement to address the following:

- a. The applicant shall provide a payment in the amount of \$40,000 to aid in the planning for and implementation of necessary emergency evacuation measures.
- b. The applicant shall amend the development proposal as is necessary to include not less than one acre of land for the future construction of a new fire station for the Glenwood Springs Fire Department. Said land shall be dedicated to the City.
- c. The applicant shall deed restrict a minimum of 20 percent of the residential units at 100 percent of area median income or 10 percent of the residential units at 90 percent of area median income. A minimum of 20 percent of the total residential units shall be resident occupied.
- d. The applicant shall amend the development proposal as is necessary to include access to Highway 6 through the parcel to the south.
- e. All offsite transportation and pedestrian related improvements to the Mel Ray, Storm King, and Donegan Roads rights-of-way.

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

Action 1:

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

I move to **deny finding that** –

1. The annexation **DOES NOT** conform to applicable state statutes.
2. The annexation is **NOT** consistent with the Comprehensive Plan; and
3. The annexation **DOES NOT** minimize potential adverse impacts to the City and **DOES** negatively impact the City's public health, safety, and welfare.

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.

Alternative Motion

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MOTION TO DENY

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

I move to **deny finding that** –

1. The rezonings are **NOT** consistent with the City's comprehensive plan and the purpose of the *Glenwood Springs Municipal Code*;
2. The rezonings are **NOT** consistent with the purpose statements of the Commercial (CO) and Planned Unit Development (PUD) zoning districts;

3. Substantial changes in the area **DO NOT** warrant a zoning change;
4. The intensity of existing and proposed development in the new zoning districts **IS** expected to create significantly adverse impacts to surrounding properties or the neighborhood.
5. The PUD rezoning will **NOT** meet any and all applicable standards of this Code not expressly modified by the PUD application; and
6. The PUD **DOES NOT** provides multiple, varied residential housing types and densities.

ORDINANCE NO. 08

Series of 2021

**AN ORDINANCE OF THE CITY OF GLENWOOD SPRINGS,
COLORADO, ANNEXING _____ PROPERTY TO THE
CITY.**

WHEREAS, the City of Glenwood Springs (“Glenwood Springs” or the “City”) is a home-rule municipality organized pursuant to Article XX of the Colorado Constitution and with the authority of the Glenwood Springs Home Rule Charter; and

WHEREAS, GLENWOOD PARTNERSHIP LLLP, a Colorado limited liability limited partnership (“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, COMMERCIAL DEVELOPMENT SERVICES GROUP, LLC, a Delaware limited liability company (“CDSG”) is under contract to purchase a portion of the Property and develop that portion as mixed-use, multi-family housing development; and

WHEREAS, C.R.S. §§31-12-101, *et seq.*, authorizes the City and Owner to enter into an Annexation Agreement; 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, the City desires to annex into its boundaries a the Property currently located in unincorporated Garfield County (the “Annexation Parcel”, as described on **Exhibit A**); and

WHEREAS, the Annexation Parcel is not solely a public street or right-of-way, and is eligible for annexation in accordance with Article II, Section 30 of the Colorado Constitution, and sections 31-12-104 and 31-12-105, C.R.S.; and

WHEREAS, the Glenwood Springs City Council finds that it is necessary and desirable to annex the Annexation Parcel into the City to permit the development of the area in accordance with the City Code; and

WHEREAS, the City Council therefore desires to annex the Annexation Parcel into the City by the ordinance, in accordance with C.R.S. §§ 31-12-106 and 31-12-501.

NOW, THEREFORE, IT IS ORDAINED BY THE CITY COUNCIL OF THE CITY OF GLENWOOD SPRINGS, COLORADO, THAT:

Section 1. The recitals above are hereby adopted as findings.

Section 2. The City Council find and determines that the Annexation Parcel is eligible for annexation in accordance with Section 30(1)(c) of Article II of the Colorado Constitution and C.R.S. §§ 31-12-104(1)(a), 31-12-105, and 31-12-106(3), in that the proposed annexation:

- (a) Would not divide any lands held in identical ownership;
- (b) Is less than twenty acres and, as such, does not implicate C.R.S. § 31-12-105(1)(b);
- (c) Is for territory for which no annexation proceedings have been commenced for annexation into another municipality;
- (d) Would not result in the detachment of area from any school district and the attachment of the same to another school district;
- (e) Would not result in the extension of the City's geographic boundary more than three miles in any direction from any point of the current boundary; and
- (f) Is property for which not less than one-sixth the perimeter is contiguous with the current City boundary.

Section 3. The City Council does hereby annex the Annexation Parcel to be included in the corporate boundaries of the City of Glenwood Springs.

Section 5. The City Clerk shall promptly complete all filings required of the City to be made by the provisions of Section 31-12-113, C.R.S.

INTRODUCED, READ ON FIRST READING, PASSED, AND ORDERED
PUBLISHED BY TITLE ONLY THIS ____ DAY OF JULY 2021.

CITY OF GLENWOOD SPRINGS, COLORADO

ATTEST:

Jonathan Godes, Mayor

Ryan Muse, City Clerk

INTRODUCED, READ ON SECOND READING, PASSED AND ORDERED
PUBLISHED BY TITLE ONLY TO BE EFFECTIVE TEN DAYS FOLLOWING THE DATE
OF SECOND PUBLICATION THIS ____ DAY OF _____ 2021.

CITY OF GLENWOOD SPRINGS, COLORADO

ATTEST:

Jonathan Godes, Mayor

Ryan Muse, City Clerk



CITY COUNCIL LIST OF MOTIONS

Date: July 29, 2021
To: City Council
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).

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City Council
STAFF REPORT
City of Glenwood Springs
July 29, 2021

Agenda Item: Adjournment

Action Requested:

Department: Economic and Community Development

Presented By:

Background Info:

Issues:

Staff Recommendation: